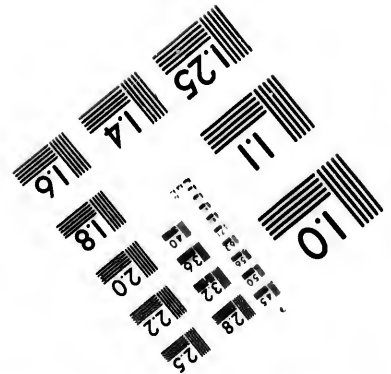
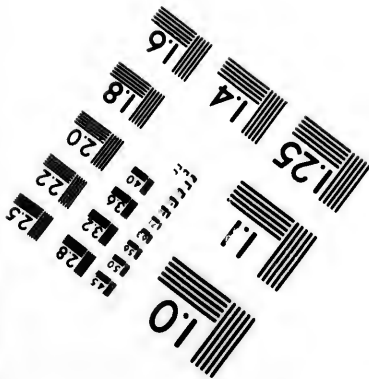
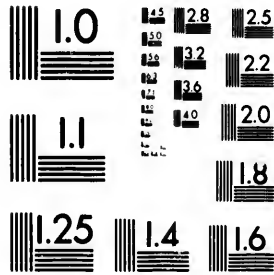


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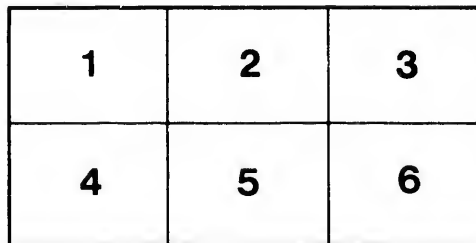
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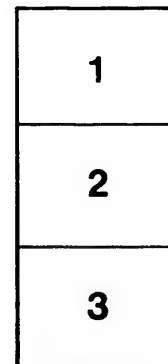
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EMIGRATION TO CANADA AND THE UNITED STATES.

REPORT

OF THE

COW CROSS CANADIAN EMIGRATION SOCIETY.

MY JOURNEY OF TEN THOUSAND MILES;

ADVICE AND INFORMATION TO
INTENDING EMIGRANTS;

ROUTES, DISTANCES, AND RATES OF
PASSAGE FROM QUEBEC;

NAMES AND ADDRESSES OF FRIENDS
OF THE WORKING MAN
IN 320 CITIES AND TOWNS;

HINTS ON ECONOMIC HOUSE BUILDING;
CORRESPONDENCE, &c.

BY

WILLIAM CATLIN,

OF THE COW CROSS MISSION.

PRICE THREEPENCE.

*May be had at the Mission Hall, White Horse Alley, West
Smithfield, and of all Booksellers.*

MARCH, 1871.

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Cow Cross Canadian Emigration Society.

REPORT, 1870.

Treasurer—ALEX. RIVINGTON, Esq., 52, St. John's Square, Clerkenwell, E.C.
Hon. Sec.—MR. WILLIAM CATLIN, Mission Hall, White Horse Alley, Cow Cross, E.C.

Under the immediate patronage and recommendation of

SIR GEORGE GREY, K.C.B.
W. T. McCULLAGH TORRENS, Esq., M.P.
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Alderman Lusk, M.P.
Rev. A. STEWART HERRING, B.A.
S. O. BLACKWOOD, Esq.
EDMOND BEALES, Esq., M.A.

"Speak ye every man the truth to his neighbour."—Zech. viii. 16.

"We talk of England's greatness,
And England's riches rare,
We talk of England's brightness,
And freedom that is there ;
But I've been thinking lately,
That she has some faults and ills—
That with all her grandeur stately,
England's going down the hill."

C A N A D A :

A BRIEF OUTLINE OF HER

GEOGRAPHICAL POSITION,
PRODUCTIONS, CLIMATE, CAPABILITIES,
EDUCATIONAL AND MUNICIPAL INSTITUTIONS ;

THE

Real Experiences of our Emigrants

IN

CANADA and the UNITED STATES

(A JOURNEY OF TEN THOUSAND MILES) ;

LETTERS FROM LAST YEAR'S EMIGRANTS, &c.

PRICE THREEPENCE.

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EMIGRATION REPORT,

1870.

W A N T E D, A JOBBING MAN.

One who understands painting and whitewashing preferred, and to make himself generally useful about a small property.—Apply by letter to A. R., Mr. W., Lark-hall lane, Clapham, stating wages and what repairs he can do.;

A year ago the above advertisement appearing in a newspaper, "Brent Harding," one of my poor neighbours, went after the job. He got there soon after eight in the morning, and found a dozen men inside the shop, about 100 outside, and the master has since stated it as a fact that he received 670 letters by post in one day making application for "the job."

*"The earth is the Lord's and the fulness thereof."
"God said Be fruitful and multiply and replenish the earth."*

THE BRITISH POSSESSIONS.

The issue of the colonial *Statistical Abstract* presented to Parliament by the Board of Trade shows us, year by year, the vastness and the progress of our empire beyond the seas. This little annual Blue-book has now come down to 1868. Beginning with British India, we find the area under British administration returned as 910,853 square miles, with a population of 155,348,090 souls; there are also under British protection native States, governed by native chiefs, occupying an area estimated at 646,147 square miles, with a population (so far as can be ascertained) of 46,245,888 souls. The Straits Settlements, now transferred to the Colonial Office, have their 1,225 square miles, with a population (in 1862) of 282,831. Ceylon contributes 24,454 square miles, with 2,081,395 inhabitants; and we may enumerate here Labuan, with its 45 square miles and (in 1861) 2,373 people; Mauritius, with its 708 square miles and 324,402 of population; and Hong-kong, with its 32 square miles and (1861) 119,321 inhabitants. We pass next to young, but vigorous Australia; and, including New Zealand, we have an area of 2,582,070 square miles, and 1,786,055 souls in 1868—a number now fast approaching two millions. Crossing the Great Pacific we reach British North America, Canada, Newfoundland, Prince Edward Island, and British Columbia, an area of 632,418 square miles, had in 1868 a population of 4,114,150; but that is only a fraction of the whole British territory in North America, "cultivated and wild, settled and awaiting settlement.

Coming to the Atlantic, we pass Bermuda, with its 24 square miles, and 11,881 of population; and then we come to our West India Islands, with their 12,683 square miles, and 934,197 of population in 1861, now more than a million. On the American continent there is Honduras, with its 13,500 square miles, and its 30,000 people; and British Guiana, with 76,000 square miles, and 148,026 of population in 1861. Passing the Falkland Islands, with their 7,600 square miles and 653 people, and St. Helena, with its 47 square miles and 6,860 inhabitants, we reach Africa. The colony at the Cape of Good Hope has 200,610 square miles, and (in 1865) 566,158 souls; Natal, 16,145 square miles, and 274,828 people; Sierra Leone and other African settlements, 6,489 square miles, and 205,789 people. Gibraltar and Malta close the list. The area of the United Kingdom and its possessions abroad is therefore 4,600,000 square miles, without reckoning our great territory, yet unsurveyed, in North America; and the population over which Queen Victoria reigns is nearly 200,000,000, or at least one-seventh of the population of the world.

So in the month of February we issued our first appeal.

EMIGRATION TO CANADA.

Reprinted from the CLERKENWELL NEWS, and other papers.

SIR,—160,000 persons are now receiving Poor-law relief in the metropolis. There is almost (if not quite) another 160,000 on the verge of pauperism. For the sake of the increasing multitudes of despairing men, weeping women, and starving children, and as a remedy for the immediate and pressing consequences of the superfluity of labour, especially in the centre of London, a society has been formed, and is known as "The Cow Cross Mission Assisted Passages Canadian Emigration Society," its object being to assist persons and families desirous of emigrating, with advances towards their passage and outfit; to afford advice and information to intending emigrants; to make arrangements for their passage, and for their proper reception upon arrival in the colony. Crowded Meetings are held every Wednesday evening in the Mission Hall, White Horse Alley, Cow Cross, E.C.

We have Four Hundred Names already enrolled. The number is daily and hourly increasing.

In the name of humanity, in the name of our country, and in the name of our Lord, do we most earnestly appeal for the necessary funds to enable us to do our part in carrying out this great enterprise.

I am, &c.,

WILLIAM CATLIN, Missionary, *Hon. Sec.*

18, Hemingford Road,
Islington, London, N.

P.S.—Should the Lord enable me, I will accompany a party of

my own people to Canada about the end of April or beginning of May, to act in the capacity of Missionary on board ship going and returning.

An appeal was made to Parliament, but without success.

To the Right Honourable and Honourable the Knights, Citizens, and Burgesses, of the United Kingdom of Great Britain and Ireland, in this present Parliament assembled.

THE HUMBLE PETITION OF THE UNDERSIGNED,

HUMBLY SHEWETH,

That your petitioners view with anxiety and alarm the continued want of employment for various classes of persons in the metropolis, hitherto supporting themselves by weekly or daily labour. That they believe there is no prospect of these persons obtaining such employment in this country as would prevent their falling into destitution, and thus adding to the burthens, already excessive, of the rated occupiers of property.

That your petitioners believe that in Emigration, promoted by Government advances, means might be afforded to a great extent for relieving the present over-supply of labour; and that many of the British Colonies would willingly co-operate for the purpose, provided the choice of emigrants, and the resources relied on for aiding them were kept entirely apart from the administration of the poor law.

Your petitioners, therefore, pray that your honourable House will take the subject into your earliest consideration, with the view of adopting such measures as may seem best fitted to meet the present disastrous and dangerous state of things.

And your petitioners, as in duty bound, will ever pray, &c.

Then 300 men went in a body and presented a petition

To the Chairman and Gentlemen of the Board of Guardians representing the parishes of Holborn, St. Luke's, and Clerkenwell.

The humble petition and memorial of men, women and children residing in the Holborn Union, many of whom have been, and are now (through no fault of their own) unemployed, and therefore destitute, who have been induced by severe pressure upon their families, after having pawned nearly all our furniture and tools to keep us from starvation, to make up our minds to leave our native land, and emigrate to the British Colonies or elsewhere, where our labours would be valued and paid for, and where our children would at least have a chance of not being starved to death or becoming paupers, which they must do if they remain here, being enfeebled for want of food and air, ignorant for want of education, consequently unable to compete physically with the competent in the struggle of life; thus there will be no limit to the future parochial expenditure, unless we can procure work or get away to earn our bread.

We have from time to time met at the Cow Cross Mission, at which place nearly 500 of us have enrolled our names as candidates for emigration, and subscribed our pence; but what can we do beyond appealing to you, as we have no means of keeping each other, for but few will be fortunate enough to receive by lot the advantage of selection—the rest must be left behind.

We are indebted to our friend Mr. William Catlin, our dear friend Mr. Rivington, and many others who have met us day by day and night after night to help us by good counsel, and thus strengthen our minds, lest in our misery our hearts should break.

We are advised to address you this day, and do so, believing that no petition of the well-intentioned and deserving poor will be treated with disrespect.

We are told that the rates of this union amount annually to nearly £100,000, and the number of poor to 10,000 weekly, while we know there are as many more in this union who would gladly receive relief, only they desire not the stain of "pauper" branded on them or their children while there is a chance of earning their bread.

We have heard that the "Poor Law Amendment Act" has conferred upon you, as our Guardians and disbursers of the rates, the power to help the poor to emigrate; also that Mr. Goschen only needs your concurrence to endorse your doing so; we therefore trust that our assembling here peaceably may induce you to consider the prayer of this Memorial, and especially our sad condition. We ask you as men and fathers to deal with us as you would with your own families and children, to help us, loose us and thus let us go, for which act God Almighty will bless you and your children's children.

We have been given to understand that your Honourable Board are most anxious to check the growth of pauperism. We have witnessed your anxiety to educate the children of the outdoor poor, and know how generously you have administered relief (consistent with your duty) while your care of the aged, sick, infirm, and lunatic poor, is not unknown to us; thus we are emboldened to come to you, and beg you to consider our case (which is a national one) and leave nothing undone or untried to help us—a course which, if adopted, will lead other Boards of Guardians to do likewise, thus cheering the hearts of thousands, at the same time relieving England of the superabundant and unemployed poor, and enabling them to labour in a land which is already holding out its hands as a mother to her children to receive us with the arms of love and blessing.

Signed on behalf of your Memorialists and Petitioners,

ALEX. RIVINGTON, *Chairman.*

March, 1870.

WILLIAM CATLIN, *Hon. Sec.*

P.S.—The prayer of this Memorial is that funds may be appropriated out of the rates of this union collected for the sustenance

of the poor, or that a "rate in aid" may be obtained for the purpose of assisting unemployed families belonging to the union to emigrate.

WHICH WAS ULTIMATELY REJECTED.*

Still, waiting upon God, and acting upon the not exactly "Nothing venture nothing win" principle, we ordered 20,000 copies of the following, which was distributed throughout the length and breadth of the land, as also among the members of the Royal Household, Lords, Commons, City Companies, Common Councilmen, &c., &c.

**COW CROSS
CANADIAN EMIGRATION SOCIETY.**

HASTE TO THE RESCUE!

In Cow Cross, or "Ragged London in the Centre," we have enrolled as Members of the above Society, Four Hundred Families of able-bodied workmen,—not paupers, nor persons of bad character—but steady, hard-working people, artisans and labourers, who are now reduced to a state of destitution, misery and despair. There is no prospect of work for them, they have exhausted their little savings, have withdrawn their funds from Benefit Societies, have sold their furniture, and pawned their tools for food. "We speak what we do know, and testify what we have seen." Emigration is the safety-valve of the free labour market. The government of Canada will receive skilled and unskilled labour, but not paupers. 20,000 labourers and artificers would be sure of work over there. Sure'y then, if work cannot be brought to where there is labour, we ought to send the labour to where there is work. State aid has been refused. Parochial aid has been refused. What then can my poor people do? Our Workhouse is already overcrowded; the burden of Poor-rates is becoming intolerable. I can no longer remain silent, and see the people perish, without an effort to rescue some. The British and Colonial Emigration Fund offer to assist a limited number, who can contribute £3 and upwards each statute adult (single men, £5). But how can a penniless man, with half a dozen children, contribute £20 and upwards? To the benevolent at heart, and the Lord's people in particular, do we now appeal for aid to help the helpless.

Contributions will be thankfully received by ALEXANDER RIVINGTON, Esq., Treasurer Cow Cross Mission, 52, St. John's Square, Clerkenwell. Also by your obliged and faithful servant,
WILLIAM CATLIN, *Missionary*,
18, Hemingford Road, Islington, N.

* The Holborn Board of Guardians refused to give clothing because the poor Emigrants were not paupers.

ANSWER OF H.R.H. THE PRINCE OF WALES.

Sandringham, King's Lynn.

Sir William Knollys has been desired by the Prince of Wales to acknowledge the receipt of Mr. Catlin's letter of the 22nd instant, and to express His Royal Highness's regret at being unable to return a favourable reply to the application contained in it.

25th April, 1870.

Answer of the Government Emigration Board.

No. 1062.

(The above No. should be quoted in any Reply to this Letter.)

Government Emigration Board,
8, Park Street, Westminster,
S.W.

7th March, 1870.

Sir,

I am directed by the Emigration Commissioners to acknowledge the receipt of your letter of the 4th instant, and in reply to state that there are no funds at the disposal of Government for assisting persons to Emigrate to any of the Colonies, and the Commissioners are therefore unable to hold out the prospect of help to the members of the Society on whose behalf you apply.

I take the opportunity, however, of mentioning for your information that by the "Passengers' Act, 1855," if any money is taken in respect of passages to Canada, or any other place out of Europe, it must be by a licensed Passage Broker, or his duly authorized Agent, and a Contract Ticket must be given at the time in accordance with Schedules K or L of the Act. Otherwise the parties will render themselves liable to a penalty of £50 for each offence.

I am, Sir,
Your obedient Servant,
RICHD. W. COOPER,
Assistant Secretary.

Mr. William Catlin,
Cow Cross Mission Emigration Society.

The British and Colonial Emigration Fund came to the rescue, and generously aided our Society, and rendered help as follows :—

To deserving Families of the unemployed from distressed districts of the Metropolis, a passage to Canada, on payment by themselves, their friends, or by means of their respective Local Emigration Societies and Clubs, of the sum of £3 per statute adult. Two children under 12 counting as one adult. Infants under 1 year free.

SUMMARY OF OPERATIONS IN 1870.

Number of Families or Single Persons enrolled as Members, 409;

VIZ. :—

210 Families, 185 Single Men, 12 Single Women, 2 Emigrants' Wives, 1 Widow.

Withdrew, or neglected to make contributions, 295.

Handed over to Thomas Selby, Esq., to be conveyed to West Virginia, 20.

Handed over to other clubs to be assisted to go to Canada, 18.

VIZ. :—

St Albans 10, Rev. A. Styleman Herring 6, Notting Hill 1, Lady Hobart 1.

ENROLLED MEMBERS OF

"THE COW CROSS CANADIAN EMIGRATION SOCIETY,"

WHO HAVE GONE FORTH WITH THE ASSISTANCE OF

"THE BRITISH AND COLONIAL EMIGRATION FUND,"

76 Families, 48 Single Men, 1 Single Woman.

IN OTHER WORDS,

196 ADULTS—262 PERSONS,

SENT AS FOLLOWS :—

Statute Adults.	Ships.	Persons.
103½	- "Medway" - (Two Voyages.)	186
26	- "Moravian" -	39
14½	- "Nestorian" -	18
14½	- "Avon" -	18
13½	- "Prussian" -	15
10½	- "Tweed" -	17
8½	- "Scandinavian" -	11
5	- "Austrian" -	7
1	- "Lake Erie" -	1
197		262

OCCUPATIONS OF THE MEN.

5 Farm Labourers, 28 Ordinary Labourers, 8 Boot and Shoe Makers, 1 Shopman, 1 Saddler, 1 Tin-plate Worker, 1 Watch-case Maker, 1 Platelayer, 7 Carpenters, 1 Builder, 4 Carmen, 3 Plumbers, 1 Blacksmith, 2 Stonemasons, 1 Jeweller, 2 Matting Weavers, 1 Painter, 1 Plasterer.

MY VISIT
TO
CANADA & THE STATES;
OR, A JOURNEY OF
TEN THOUSAND MILES
IN SIXTEEN WEEKS.

CHAP. I.—THE VOYAGE OUT.

I left the Victoria Docks, London, with the last batch of emigrants belonging to our society in the ss. "Medway," Harris, commander, on Saturday, June 11, 1870. The shipowners, in consideration of my past services in the cause of emigration, generously granted me a free cabin passage. We had 698 souls on board. At night we sang our evening hymn, and by that means discovered a dozen Christian families. Lying at anchor off Gravesend on Lord's Day morning, a clergyman came on board and performed a religious ceremony, which some of our men did not relish over much. Hitchens, the seaman's missionary, also came on board, and preached Christ to the people. Leaving Gravesend at 12.30, passing Sheerness and the Great Eastern, we reached the Nore, twenty-one miles, in an hour and a half, our ship going at the rate of thirteen knots an hour. The "Alexander" steamer, with excursionists from London, came alongside of us, and the band played "Cheer, boys, cheer," amid a scene of intense excitement. Had a Sunday School on deck from three to four. Passed Margate at 4.15, Folkeston at 7.30, Hastings, with moon at full, at 11.30; passing Brighton and South Coast during the night. Coasting the Isle of Wight on Monday morning, the pilot took leave of us, amid much cheering. Commenced a day school for children in the afternoon, sixty present, and fourteen volunteer teachers. For reading and spelling books we had to fall back upon my stock of "British Workman" and "Children's Friend." A six p.m., Mr. Robinson, of Islington, conducted a temperance meeting. At eight o'clock we had Gospel preaching. Oh, how heartily the people joined in singing

"WE'RE OUT ON THE OCEAN SAILING."

Tuesday, 14th, in the "Chops of the Channel," ship begins to pitch and toss, sea sickness commences. Wednesday, 15th, among the black fish and grampuses. A stowaway is discovered (a Westminster rough) who tries a little bullying, but finds it won't do, so turns to be civil and obliging. The captain allows him to work his passage out, scraping up the vomit, &c. Thursday, 16th,

ONE THOUSAND MILES AT SEA.

Thrilling sight of a "Homeward Bound" only eight miles off. 'Tis a National liner, from America to England. Our second mate signals, "Whither bound?" "All well?" &c. That evening had a serious conversation in the smoke-room with fellow cabin passenger, a member of a Young Men's Christian Association in South London, who proposes a quiet game at "All fives." "Have no fellowship with the unfruitful works of darkness, but rather reprove them." Friday, 17th, at 6 p.m., from some unexplained cause, our vessel mounted high up and lurched heavily; threw the people on deck in one confused heap, causing women and children to scream fearfully. The Word came so precious just then, "Underneath are the everlasting arms." As the ship righted we saw what we supposed to be three little English martens or swallows following in our wake. The superstitious sailors laughed us to scorn, told the men to be sure not to whistle, and said the birds were not swallows, but

MOTHER CAREY'S CHICKENS.

They still followed us, but turned out to be stormy petrels. It soon became evident that a storm was gathering round us. The usual evening preaching service was a solemn occasion. The night was wild, and stormy rain came down in torrents. Next morning we found our topsail had been blown away. Saturday, 18th, the sailors admit it is blowing a stiff breeze. People are blown along deck as if they were but feathers. Sometimes all of a heap, like leaves on a country road in autumn. At five this afternoon, a sudden gust tore the heavy meat-safe from its fastenings; as it flew along the quarter-deck it caught the ship surgeon and cut his head open. Fancy, instead of going to market down Leather Lane or the New Cut, how different a

SATURDAY NIGHT AT SEA.

At eight o'clock I accompanied the chief mate all over the ship. How can I describe the scene? It was simply shocking. The stock of bread was exhausted, and no prospect of a Sunday dinner. Parents cursing and swearing, dear little children crying "Mummer, bupper." There was abundance of ship-biscuit, hard as a brick, and fat rancid pork; sometimes a little sago or rice; but

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in a general scramble some greedy ruffian would be sure to get hold of it ; and now they make a general appeal to me. I can only say that if I had not taken the precaution to have in reserve 120 lbs. of bread and 84 lbs. of preserved mutton, I verily believe some of my people would have starved. This was bad enough, but pen and pencil would fail to describe the

HORRORS OF THE STEERAGE.

The "Medway" had on board as steerage passengers 106 married couples, 261 children, 86 single men, and 35 single women ; there was no real separation of the sexes, no such thing as a matron or stewardess. Respectable daughters of a Norfolk miller, brazen-faced workhouse girls from Oxford, all herded together like pigs. The single men's quarters was a little hell ; an advertised concert almost every night, filthy song singing, card playing, profane swearing, interrupted only when there was preaching below. The Government inspectors and owners of the vessel must know that the

GALLEYS OF THE "MEDWAY"

Are not large enough to cook for such a company, even if they had a baker that knew his business ; but it was evident that cooks and bakers and stewards (in the steerage) were just working their "passage out." No one seemed to have any control over them. It happened rather too often that "somebody" the worse for liquor would make tea with salt water. And, although soft bread could not be obtained, there was no difficulty in obtaining strong drinks. The chief steward assured me that he generally sold as many as 100 BOTTLES OF BEER DAILY, SUNDAYS INCLUDED, which at one shilling per bottle would realize a profit of £41 13s. 4d. during a voyage of twenty days. No wonder, when the famishing people saw lamb and green peas carried along deck to the saloon, exasperated parents cursed God, ship-owners, captain, purser, and indeed everyone else. The father of a family called out "Catlin, here's a text to preach from to-night—"What man of you if his son ask bread will give him a stone?" The swearing on board was awful, but on the Lord's Day, June 19th, we knew to our sorrow that the "chickens" had told the truth, for we had now to experience

A STORM AT SEA

Which lasted till the following Tuesday, and most effectually put an end to the dancing, gambling, swearing, and blasphemy. Captain Harris said, "I have crossed the Atlantic more than thirty times, but never witnessed such a storm at this season of the year." What a fearful scene ! Women fainting, children screaming, timbers groaning, four or five feet of water in the

hold, tins and boxes afloat in the steerage, sails blown away, wooden erections and bulwarks carried over into the boiling surge. Oh! the remembrance of that Sunday evening, the 19th June, 1870, when I was held round the waist by the arms of two powerful men, near to the engine funnel, on deck, and preached from the solemn words, "When the Son of Man shall come in His glory." The storm grew worse and worse, till the Monday evening. When all hope that we should be saved was taken away, some of God's dear children—brothers Freshney, Hankin, Young, and others, got together down below, and prayed God to stay the violence of the storm. After prayer, feeling fatigued from five days and nights of anxiety and toil, I turned into my berth and slept soundly till eight next morning, when I came on deck to see the glorious sun shining brightly, the wind gone down, the sea almost as smooth as a lake, a general turn-out of clothing and bedding at the fore castle, and at the stern flags of all nations flying and fluttering in the breeze. In the afternoon collected the dear children together, and read to them "Mother's Last Words," and on the evening of this day good Captain Harris ordered the great bell to be rung for a general assembly and general thanksgiving, and at his request we read Psalm cvii., and sang the hymn, "For ever with the Lord."

Wednesday, June 22nd, a lovely morning; ship going at twelve and a half knots. Preaching on the quarter-deck at 7.30 p.m. (11.15 in London). Weather now becomes cold. As we approach the

BANKS OF NEWFOUNDLAND,

We get a first glimpse of the Aurora Borealis in the northern horizon. Thursday, 23rd, we find ourselves in a thick fog, the minute whistle is blowing, the colour of the water is changed from blue to black. 36 hours run brings us to Cape Race, and among the whales and cod fish, in latitude 48.35, longitude 46.6. That night a thief entered my cabin to ransack my pockets; the long scoundrel escaped me, but fell into the clutches of another, who put him in prison at Montreal. Friday, June 24th, we pass a moderately-sized iceberg, about 150 feet high, weighing some thousands of tons. At eleven a.m. we pass a steamer, homeward bound. Day gloriously fine. Thousands of pretty ducks upon the surface of the water. A monster of a whale floats lazily past us, blowing his blubber. Later in the day we espy in the distance the ss. "Ottawa," sister to the "Medway;" the two captains being old friends, the two ships come near each other just to say "How do ye do?" amid intense cheering—tears flow fast as we separate. Friday evening at sunset we get a first glimpse of the "Land of hope." Saturday, 25th. Running close alongside Island St. Peter and in among a number of fishing smacks—quite an animated scene. This afternoon at three o'clock (seven in London)

the "Scandinavian," of Liverpool, overtook and passed us in gallant style, being bound for Quebec with Her Majesty's mails. The same evening, hearing of a plot to rob the poor emigrants, I called them all together—the few that had watches delivered them to me for safe keeping. Sunday, 25th, passed Cape Ray and entered the

GULF OF ST. LAWRENCE.

Weather cold and foggy. Service on quarter-deck at eleven. "Between you and us there is a great gulf fixed." At three in the afternoon poor Connor fell and dislocated his arm. At five a general row with captain and people, both crew and passengers complaining loudly of the quality and insufficiency of food. In the evening the dear Christians, believing that all things work together for good to them that love God, held a blessed experience meeting on the middle deck, which lasted for three hours. *But for the influence of these it is hard to say what might not have occurred during the voyage of the "Medway."* Monday, 27th. Here's Canada; hooray! Passing miles and miles of French Canadian villages, till night closes in upon us. At eleven o'clock there is the magnificent Aurora Borealis on one side of the ship. Presently we see a light-house on the other; this is called

FARTHER POINT.

We fire a gun and send up coloured rockets; the horrid screw ceases its horrible vibration; the ship is stopped; a boat comes alongside and an old French pilot is welcomed on board. He ascends to the mast-head, onward we go as it were through mountains of liquid fire, caused by the phosphorescence of the sea. Oh, the wonders of the mighty deep! June 28th; steaming up the

RIVER ST. LAWRENCE,

at this point about 20 miles broad, all on board must taste of its sweet waters. As we pass Cacouna (the Brighton of Canada) and "The Pilgrims" (a number of curious rocks). White porpoises, each worth £50, are floating and gambolling quite near to us. "By golly," says my friend Hayes of Frying Pan Alley to Jeremiah Regan of Peter's Lane, Old Smiffell (as he pulls his short black pipe out of his mouth) "der ye e what the captain says, £50 a piece; if they'd ony stop the ship and let us emigrate hereabouts and get in among them gentlemen, me an' you and Jack Rough could set up in the fish-line." As evening comes on we make a halfpenny collection on behalf of the Merchant Seamen's Orphan Asylum; as it gets dark we perceive the lights of Quebec in the distance; we anchor off Point Levi at midnight and retire to rest at 1.30. At 7 o'clock on Wednesday morning, June 29, the work of disembarkation commences; the noisy donkey engine soon fetches up the heavy luggage from the bottom of the

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ship; a number of loaves are brought on board and divided among the ravenous emigrants, and at mid-day all are safely landed in the commodious depôt. No sooner is the last person off the ship than a disgraceful scene takes place. The emigrants commence hissing and groaning at the captain and surgeon. Unfortunately the government agent did not make his appearance for several hours, and the people soon crowded into the numerous beer saloons. Some of the roughs (the stowaway among them) becoming intoxicated; on the arrival of Mr. Stafford he has to witness the disgusting spectacle of at least half-a-dozen street fights. Inside the depôt the Christians are gathered together, thanking God for all his mercies, and keeping guard over the luggage. In the waiting room of the Grand Trunk Railway is a totally different scene—there lie stretched upon the bare boards, in family groups, from 80 to 100 Norwegians in the strange garb of their country; they, too, are emigrants waiting their turn to be forwarded west. Most of the men, and the little children in the mothers' laps, asleep. A company of twenty young women, arm in arm, walk up and down with measured tread and beaming countenances, singing pater-nosters and hymns of praise to Jesu in the strange wild note of the Scandanavian peninsula. The Medway passengers are now collected together. Kelsal's charity is distributed (we bless God for the boon), to every married couple 20s. to 50s., according to number in family; single men (unexpectedly) received 10s. each, changed into Canadian dollars and cents! Away they go to an excellent refreshment counter, where for a quarter dollar (or 25 cents) a good loaf and half a pound of cheese is obtained. An excellent opportunity is afforded to the women in the depôt to do a little washing before starting by the evening train. At 8.15 the luggage is all checked by the baggage master. The people are now seated in the rumbling, jumbling, bufferless cars. "Puffing billy" (the engine) sends forth a truly horrible sound from its elephantine throat, which earns for the line or track a new name, "The Grand Elephant Trunk." We pass through the entire length of cars (inside), bidding farewell to friends, and kissing the dear children. Tears flow fast as we stand upon the platform, and the enormous train with its living freight begins to move. At every window a face. Every footboard is crowded with dear ones. The last scene was a touching one, as amid waving of hands, hats, and handkerchiefs, cheer after cheer rent the air. "Good bye Catlin, good bye, God bless you"; "Good bye, God bless yer, come and see us, hooray!" till the train was out of sight, when with a softened heart I was kindly led by my conductor, good Mr. Stafford, to my quiet, cosy, and comfortable quarters at the Victoria Hotel, Point Levi, South Quebec, where, after the disposal of a poor sick emigrant, named Pett, in the hospital, I was soon upon my knees, and into bed, asleep and dreaming of Cow Cross, Islington, home, wife, and children 3,000 miles away.

EMIGRANTS IN CANADA.

CHAP. II.

During my stay in Quebec, crossing the river (which is here about as wide as the Thames at Gravesend), I visited almost every place of interest in the neighbourhood in less than a week. June 30th is the Romish festival of SS. Peter and Paul. A general holiday and closing of shops. The same day the "St. Patrick" arrived with emigrants from Glasgow. July 1st is Dominion day, and a general Protestant holiday. All Government offices, even the post-office, closes at twelve o'clock. Guns are fired from the Citadel or battery. The "Tamar" and "Crocodile" troopships, lying off the harbour, are gaily decorated. Indians and Canadians play at a game of La Crosse. Not caring for any of these things, I pay a visit to the beautiful hospital, also to the ruins of the great fire, and providentially run against a good and useful man, Mr. Davies, town missionary, formerly of the City Mission, London, England. Saturday, July 2nd, accompanied Mr. Stafford, in a "calesh" (cab), over the plains of Abraham, and the battlefields of Generals Wolfe and Montcalm. Witnessed the departure of the "Nestorian," with the mails for England. In the afternoon drove eight miles through French Canadian villages to the village and waterfalls of Montmorenci, where the wooden house corners come out to the roadside. Next day was to be a high day in Montmorenci, the Bishop was coming to hold a confirmation in one of the churches. The inhabitants were busy in making preparations for his reception, planting miles and miles of young trees on the roadside, and erecting triumphant arches of evergreens. The women were literally strewing the path with flowers, and little children ran after us, offering bouquets of flowers for sale. Sunday, July 3rd, very hot. Went in search of a "church." Entered several, Roman Catholic, Presbyterian, and others, all foreign language and customs. In the evening, crossed over the river into Quebec. Longing for an open-air service, called on a good brother, who said, "Banish the thought, you would have three inches of cold steel in your body in less than fifteen minutes." Directed to a happy little meeting of simple believers in Ann Street, which proved a time of refreshing to my soul. Monday, July 4th, arrival in Quebec of Prince Arthur, from Upper Canada, and the "Peruvian," with emigrants from Liverpool. Found a little work to do, seed scattering, which perhaps kept me out of mischief. Left Quebec this afternoon at four, armed with a free pass on board the magnificent river boat, "Montreal," for the

CITY OF MONTREAL.

Passing the ss. "Scandinavian," and a number of timber rafts on the St. Lawrence. Arrived at the bustling City of Montreal at 6.30. a.m.

MONTREAL FROM THE MOUNTAIN.

The city of Montreal lies 180 miles above Quebec and 350 miles below Toronto, by water; and about 420 miles north of New York. Montreal was marked out for settlement by the famous Jacques Cartier in 1535. At that time it was inhabited by Indians of the Huron tribe, who had a village there called Hochelaga. They had a tolerably large space of well-cleared land in the neighbourhood, on which they cultivated maize or Indian corn. After the new settlement, it was for a long time called Ville Marie, and then it received its present name of Montreal (Mount Royal)—a name said to be taken from the mountain at the base of which the city lies. Montreal is built on an island formed by the partial confluence of the Ottawa and the St. Lawrence at its western extremity, and by the perfect confluence of these rivers at its eastern boundary, after passing along its northern and southern shores. The island is about 30 miles in length, and at the widest part about 10 miles in breadth. With the exception of the mountain from which both the city and island derive their names, and which rises to the height of 550 feet, the island is nearly level, and forms one of the most fertile districts of the province.

The city of Montreal is built upon the south side of the mountain, facing the river. It contains a population of 70,000. Excepting for the timber trade, which is conducted at Quebec, Montreal may be said to be the chief medium through which Canada maintains commercial relations with the old world.

The Victoria Bridge, which spans the St. Lawrence at Montreal, forms part of the Grand Trunk, and serves to bind as a central point the various ramifications of this vast network of railway, which, without it, would have been incomplete. This bridge, which with great reason is considered one of great engineering skill in our age, measures 9,184 feet in span; it has 24 arches, measuring 242 feet each in diameter, and one in the centre which measures 330 feet. The piers and the abutments are of cut stone, and support, 60 feet above the highest water level, an enormous iron tube, at the entrance of which, at all hours of the day, may be seen entering and reappearing the vast numbers of cars which are constantly leaving Montreal for, and arriving from, the different localities with which her trade extends.

On arrival I was very kindly received by Mr. Daly, emigration agent. Put up at the Express Hotel, Bonaventure Street, just as the Canadian Rifles were marching in. It was said "The Fenians took to their heels and haven't left off running yet." In the evening, went to a religious service in St. George's Hall, heard a "brother" preach from Lev. xiv., concerning the signs of leprosy in a house. During the discourse, "some other brethren" were anathematized, excommunicated, and exterminated by wholesale. I came away with a heart like a lump of lead or an iceberg. It

was a relief to pop into the Young Men's Christian Association. Wednesday, 6th, went on board the "Medway" to breakfast with the captain. Afterwards accompanied Mr. Daly to the railway works at Point St. Charles, and was very kindly introduced to the chief clerk in the office of the superintendent of the line, who furnished me with free passes to and fro all over the Grand Trunk. In the evening attended, by invitation, the committee meeting of the Society of St. George; also partook of their hospitality, in the shape of bed and board, till next day, when, being furnished with more passes, I left the French Roman Catholic City of Montreal for the

CAPITOL OF OTTOWA.

The River Ottawa, which falls into the St. Lawrence, at the western extremity of the island of Montreal, divides the provinces of Quebec and Ontario. As it flows from the northwest to the southeast, it forms with the St. Lawrence an angle of nearly 45 degrees. Its length is about 600 miles.

(The greatest length of Lake Superior is 335 miles; its greatest breadth is 160 miles; mean depth, 688 feet; elevation, 627 feet; area, 42,000 square miles.

The greatest length of Lake Michigan is 390 miles; its greatest breadth, 108 miles; mean depth, 900 feet; elevation, 507 feet; area, 23,000 square miles.

The greatest length of Lake Huron is 200 miles; its greatest breadth is 160 miles; mean depth, 600 feet; elevation, 274 feet; area, 20,000 square miles.

The greatest length of Lake Erie is 250 miles; its greatest breadth is 80 miles; its mean depth is 84 feet; elevation, 555 feet; area, 6,000 square miles.

The greatest length of Lake Ontario is 200 miles; its greatest breadth, 95 miles; its mean depth is 500 feet; area, 6,000 square miles.

Journeying by rail and boat, sometimes through Indian villages (St. Ann, and others), where the Roman Catholics have missionary stations, and where the only Gospel that is preached, if one may judge from a conversation with a "Holy Father" is a mixture of all sorts, anything and everything but "Jesus only;" passing the Rheid Falls, we reach the capitol. Riding through the streets in a "buggy" (calesh in Lower Canada, buggy in Upper), who should I spy but one of my emigrants, Robinson, a carpenter, "In ye get and tell us how ye're getting on—how's the wife?" "Oh, getting on fine," was the answer. "Well but, I say, where are you going now?" "Along'er you." "That's right, oh, I am glad, whatever 'll the missis say?" I can't remember what the "missis" did not say. We called upon dear old Mr. Wills, who received me quite courteously, and gave addresses of others of my emigrants. We called upon Mr. Currier, living in a fine house; he was once a poor emigrant. Went

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through the swamps, and heard the bull-frogs croaking; saw a timber slide, and paid a visit to the Mint, and the Parliament House. In the former, we met a man that a year ago was starving in the streets of Cow Cross, now earning his £4 per week. In the latter we had the honour of an hour's interview with Dr. Tache, Deputy Minister of Agriculture. On Lord's Day evening, we went to hear a Mr. Darby preach, but not to our profit. On Monday met Downey, a poor Irishman that had walked from a farm, in County Randall, and two others, all complaining of the treatment they received at the hands of the Canadian farmers. Left Ottawa at 12.15; arrived at

KEMPVILLE,

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sixteen miles distant, in two hours by train. Called on a farmer named Hutchings. After swallowing a quart of cream, started in a new buggy with an old horse on a journey of six miles. Got over one mile, when a man on the road called out, "I say neighbour, your wheel ain't going round." Sure enough, there was the said wheel stuck fast with a hot box—this occurred more than once; but at the next farm they would be sure to know the buggy, and haste to the rescue. It was after dark when, alone in the precious buggy, I reached the village of

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where I found two of my young men, Harry Reed and Arthur Birkett, at work on a farm, receiving board, lodging, and washing, and 80 dollars per annum. In this neighbourhood, a farmer pointed out to me house accommodation for fifty families, now empty; they will only be too glad to get hands able and willing to work at field labour. Left next day by train on another journey of sixteen miles, which brings me to the town of

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PRESCOTT,

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the scene of the late Fenian rendezvous. Met a Leather Lane shoemaker, named Ashwin, who declared he would eat me if I did not go home and eat some of his dinner. Made a trip across the river to the American city of Ogdenburgh, and back again to Prescott. Shoemakers appear to be wanted in this town. Mr. Hillierd is one of the principal masters. Left Prescott same evening by Lightning Express for the city of

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KINGSTON.

The old city of Kingston is situated at the eastern end of Lake Ontario. To the east of the city lies the Lake of the Thousand Islands, and to the west the scarcely less beautiful Bay of Quintè, 8 miles in length, and averaging about $1\frac{1}{2}$ or 2 miles across. The city itself stretches along in front of Cataragui Bay, from the Rideau Canal at the Cataragui River to the entrance of the Bay of Quintè. Opposite the city and environs lie Wolfe

Island, Garden Island, Cedar, Simcoe, and, to the west, Amherst Islands. Kingston is, after Quebec and Halifax, the strongest post in British America. All accessible points are secured by batteries. On approaching Kingston from the west by water, the first object that attracts the traveller's attention is Fort Henry, with the naval station of Fort Frederick at its base, and its attendant battlements, fortifications, towers and redoubts. A long bridge has been constructed across Cataraqui Bay, connecting Kingston with Pittsburg. The city is chiefly built of blue limestone, and is regularly laid out with streets crossing each other at right angles. The chief public edifices are the city hall, court house, and market buildings, a college, hospitals, and numerous churches.

Kingston is built on the site of the Indian village Catarocui or Cataraqui, a rendezvous where the Indian tribes were accustomed to meet in combat or council. Here Count de Frontenac (the French governor of Canada in 1672) constructed a fort, which he called by his own name—Fort Frontenac. The name Kingston was given it by the English, who first settled here in 1783. The names *Cataraqui Bay*, *Frontenac County*, and *Kingston City*, are still a memorial of its successive possessors—Indian, French, and English.

Had a bilious attack which turned to yellow jaundice, was carried up to bed at the Anglo-American hotel, overlooking the beautiful Lake Ontario. Little better next day. Paid a visit to a foundry, where some of the dock-yard men had obtained employment. Went to the Emigration office, which is two miles distant from the station. In came a number of farmers wanting men for field work. None of our people here, and none wanted. Bid farewell to Kingston, and started in the evening for

PORT HOPE.

The news soon spread that I was in Port Hope. I was welcomed into the home of a family that went out last year, whose letter will be found at page 49, and it was a welcome, it was a "KEAD MEALER FEALTHÉ," a real Irish welcome, which just means a thousand million welcomes, and all in one. I will not attempt to describe it. My old friend Jack is at work for the mayor of Port Hope, and is doing pretty well, earning about a dollar per day. Two stray labouring men, who came out with me, had come on here, but failing to get work, had left their wives and children under the hospitable roof of my old friend Jack and his wife "Kit," and were gone over into the States in search of work, a by no means uncommon occurrence in Upper Canada. Leaving Port Hope next day, I took the train for

TORONTO.

Toronto, formerly York, the capital of Canada West, is situated on an arm of Lake Ontario, 36 miles from the mouth of Ontario

River, and about 165 miles from Kingston. Toronto Bay is a beautiful inlet, about 4 miles long and 2 miles wide, forming a capacious and well protected harbour, separated from Lake Ontario, except at its entrance, by a long narrow strip of sandy beach. The southwestern extremity of this peninsula is called Gibraltar Point, on which a lighthouse is built. The site of the town is low, but rises gently from the water's edge. *Toronto*, in the Indian language, signifies a *place of meeting*. When it was first surveyed in 1793, two Massasanga families were the only inhabitants it contained, and its harbour was the resort of numerous wild fowl. The population in 1817 was 1200, and it now amounts to about 60,000. The streets are regular and wide, crossing each other generally at right angles, some running parallel to the bay, intersected by others having a north and south direction. The esplanade fronting the bay extends for a distance of two miles. Toronto has become a great thoroughfare. The Grand Trunk railway of Canada passes through it, and it is connected by steamers with all the principal ports on Lake Ontario, the upper lakes, and the St. Lawrence river. The city generally is built of light-coloured brick, with a few new stone buildings. The chief public edifices are the universities, two cathedrals, and numerous churches, an exchange, several new public school-houses, &c. Knox's Church (Presbyterian) has a fine tapered spire, covered with tin, enriched at the base with clusters of pinnacles, and pierced and traceried with spire-lights.

I arrived at ten at night, and went to an inn to inquire for a bed; who should come in but Mrs. Wise, the wife of a Cow Cross emigrant, who seeing me, instead of speaking, left her mug, to go and call her husband. I found them and others sleeping on the floor of a disused emigrant shed, and from them, to my sorrow, learnt many a sad history of destitute families. Went into the road leading into the town, and there saw whole families in a state of complete destitution. Where is the Government agent and the newly erected shed? A mile and a half away along the line. Started next morning with emigrants per "Ganges" and "Tweed." On our arrival found the shed both commodious and clean, each person was supplied with a good meal of meat, soup, coffee, &c. Nothing could be better. A clergyman from Niagara, and several Christian ladies of the neighbourhood were present. Was invited to say a few words to my old countrymen, but ordered by Mr. Donaldson to desist, which order of course I immediately complied with. Next day called again at the office, and presented my letters of introduction and commendation. A poor, timid girl came into the office to ask some favour; her father was lying dead close by, and the way in which she was snubbed put one in mind of the gate porters in the old country, at Clerkenwell or St. Pancras's workhouse. I now found a number of my people,

and with them went after work and apartments, and to market—found the labour market overstocked in Toronto. House rent about the same as in Clerkenwell. A single room, twelve feet square, 4s. per week, four weeks to be paid in advance, and then there must be an outlay of 30s. for a stove, no coal to be had, and wood immensely dear—2s. per week in summer. Meat much cheaper, but very inferior in quality—a sheep's head and pluck 2½d., with the wool and the eyes, just as it is taken from the carcass. Shoemakers in Toronto have no possible chance of work except they belong to a trades' union, and pay down at least 15s. entrance fee. Thank God for the excellent societies of St. George, St. Andrew, and St. Patrick; but for these many would have perished. Remained in Toronto three weeks, and during this time had the privilege of speaking for my Master in the Queen's Park, and in one or two little chapels. Had a trip across the lake to Niagara Falls, in company with the Rev. Morley Punshon, M.A. Got a number of English brethren to form a little open-air mission. Made several visits to emigrants at the village of Leslie. Also met with several from the country districts, all of whom are doing well—16 to 20 dollars per month, with board and lodging—15, 16, and sometimes 17 hours per day to work. I am deeply grieved to add, that I found the religion of Jesus, and union among Christians, at a very low ebb in Toronto. Leaving Toronto with free passes over the Great Western line I next visited

HAMILTON.

Emigration agent not very civil, and not by any means polite. Mistook me for a poor emigrant, so I made my way into the town, and preached Christ to the people in a place called Princess Square, opposite the county gaol. There met with a young man from the old country, a member of our open-air mission, who introduced me to a good missionary, who resides on the premises of the Young Men's Christian Association, public reading-rooms, employment agency, &c. Was exceedingly anxious to get into the "Mushroom City" of Chicago that night, and not a little vexed to see my train start before my pass was signed; there was therefore no alternative but to wait till the next train, which took us as far as

LONDON, CANADA WEST.

Here I found a "River Thames," a "Westminster Bridge," &c. I also found one of my emigrants, poor Freshney, a lithographic printer, with a wife and two children, glad to take an errand boy's situation. But for the timely assistance of dear Christian friends, it would have fared hard with him. Of course, *The Lord will provide*. It is a part of my business to go and see how my brethren fare,

and to take their pledge ; so, journeying still west, my next visit is to the town of

CHATHAM,

where a great number of coloured folks reside. Here I got among a number of my people—Brent Harding, the family of the Charleses, Kilsbys, and others, all doing well at their trades, viz., carpenters, saddlers, and painters ; nothing would do but I must stay here the night. After tea we went to the little market-place, and standing upon the steps of the Town Hall, sung our favourite hymn, "We're out on the ocean sailing ;" a crowd was soon collected, to whom we preached the Gospel. I left my friends early next morning, and journeyed on to

WINDSOR.

Here we cross the river Detroit, and when about half way over we have to open our boxes and portmanteaus, to be ransacked and inspected by the United States customs' officer ; a chalk mark is put on our baggage, and in a few minutes we have passed from under the flag of old England, and find floating above our heads the "stars and stripes" of THE UNITED STATES.

EMIGRANTS IN AMERICA.

CHAP. III.—CITY OF DETROIT, STATE OF MICHIGAN.

There seem to be no capitalists or men of enterprise in any of the cities or towns of Canada ; how different it is in American cities and towns ! Detroit, in the state of Michigan, is a very flourishing city of 200,000 inhabitants. Having to wait nine hours for my train, and having a letter of introduction from the superintendent of the Great Western railway to the governor of the House of Correction, I made my way to the prison, and found the walls were white instead of black. Mr. Brockway, the governor, is evidently a practical follower of the Lord Jesus. He received me in a kind manner, not stiff or starched, and showed me over the prison. I had an idea that I knew a thing or two, but my visit to this place took the shine out of me ; I was not only completely humbled, but dumb. Kindness is the distinguishing characteristic here, and its effect upon the most desperate criminals is truly wonderful. In the large prison of Detroit are some of the worst women in Michigan, now completely transformed by the saving power of God's grace. They dine with the governor and two Christian ladies, by turns, on Sundays, have perfect freedom of action, the range of beautiful garden grounds, are entrusted with money, and are actually sent *unattended* on errands to distant parts of the city, and always return, though they have long terms to serve—one as many as four years. How different to our system ; some of our gaol governors ought to be sent to Detroit to learn some lessons of Mr. Brockway. In connection with the prison is a clothing

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manufactory, the profits of which, after all expenses are paid, amount to several hundred pounds per annum, which enables the governor not only to maintain a magnificent reformatory, but also to erect a very large school in the city, where 1,000 children receive a free education. Mr. Hurd, superintendent of the Michigan Central Railway, kindly granted me a free pass, and sent me on my way to

RICHMOND, IN INDIANA.

Here we had to halt—an accident had happened to the preceding train. There it lay by the side of the line, a wreck and in flames. That same night, a revolting murder was discovered in Richmond. An inhuman mother, aided and assisted by an atrocious grandmother, had not only murdered the illegitimate offspring of the former, but had put the tiny body into the oven to bake. There was little stir, however, in the place, and as soon as the track was clear at daylight, "Go-a-head" was the word, and we were wending our way through prairies and forests, fields of Indian corn (seven or eight feet high), over rushing torrents, mighty rivers, and dismal swamps. Not so many birds to be seen as in the old country, but millions of locusts, moths, and variegated butterflies, which are really very beautiful. So at breakfast time on Sunday morning we are safely brought into

THE CITY OF CHICAGO, ILLINOIS.

I put up at the Metropolitan Hotel, just as it was discovered that a robber had gone off with at least twenty pairs of gentlemen's boots, left outside bedroom doors for cleaning. This is surely the fastest city in America. Eighty years ago there was scarcely a mud hut, and sixteen years back hardly a street. Now we behold a flourishing city of 350,000 inhabitants, 200,000 of whom are Germans, a very quiet sociable set of people here. Remained in the neighbourhood from Sunday, July 7th, till Friday, 19th. They seem to be rather too prosperous in Chicago, and live not a little too fast, if one may judge by lodging-house and hotel life, night scenes on the streets, and the unblushing desecration of the Lord's Day. The devil can buy souls at a cheap rate, and is doing a roaring trade in the city of Chicago. During my stay, I attended a National Camp Meeting at Desplaines, sixteen miles N.W. 3000 Christians, from various parts of the globe, spent ten days and nights together in a wood. The object was for the promotion of holiness to the Lord. I know I felt it good to be there. I got a blessing to my soul, and couldn't help shouting, Glory, Hallelujah. Chicago or St. Louis is among the best of places for people to get on. My advice is, if you go to Chicago, do not fail to call upon my friend and brother in Christ, Mr. D. L. Moody, of the Y.M.C.A., and Employment Offices. I met a liberated slave, who proudly pointed to seven houses, his own property, having

become possessed of them in less than seven years, by his persevering industry. I must now be journeying south, to pay a visit to the settlement of Cow Cross emigrants in Western Virginia. Leaving Chicago by the Pittsburgh, Cincinnati and St. Louis Air Line, just as the war excitement was at its height; just too, as news came by telegraph of the murders of the Sisters of Mercy and children in China, of the discovery of a plot among the Irish to murder all the Chinamen in California. Having obtained free passes, I took my place in the cars at 7.40 p.m., on Friday, July 19th, having to perform a journey of 300 miles during the hours of darkness, the best time to go a long journey on the slow travelling American lines. We passed through a country where an old man and his aged partner had been murdered, and the neighbours had that morning seized upon the murderer, dug a deep hole, and actually buried the man alive. Saturday, 20th, finds me in

CINCINNATI, IN OHIO,

a, very fine city of 250,000 inhabitants; I should think a good place for our unemployed mechanics. Found a warm friend and adviser in the person of Mr. Sheaff at the offices of the Y. M. C. A., and Employment Agency in Vine Street. There was a terrible conflagration that night in Cincinnati. The fire bells told us, by the number of strokes, in which Ward the calamity had happened. Next day we crossed the enormous suspension bridge over the river Ohio. Had the privilege of preaching Jesus to a regiment of soldiers in a Kentuckian barracks. Recrossing the mighty river in the afternoon, was invited to conduct services in the City Gaol at 2. 30.; in the Home, or House of Refuge, at 4. The home would in England be called a "workhouse," and its inmate a "pauper," but these terms are not in use in the States. The neat dresses, the cleanly appearance and affectionate embraces of the dear children, will not easily be forgotten by me, being different to the stupid manner of dressing our charity school children at home. I was delighted with my reception, and with all I witnessed during my two days at Cincinnati; had a fine open-air service and an in-door meeting on Sunday evening, and left with many an affectionate farewell on Monday afternoon in the steam packet "Charmer," on

THE RIVER OHIO.

The kind captain, when he learnt my business, refused to take the full fare; the journey of 300 miles down the river occupied from Monday to Thursday; the scenery was beautiful, the States of Ohio and Virginia on one side, Kentucky on the other. We must have passed over the spot where Eliza, in "Uncle Tom's Cabin" crossed on the ice. I was soon at home among the sailors on the boat, all men of colour, and met with more than one dear dear "Uncle Tom," among them. Heard from their thick lips several thrilling

SLAVE STORIES.

A man named Jim said "I was born somewhar in ole Kentuck, was always a slave, had many massas and many a whipping; had a wife once, she was sold and sent one way, me sent anodder; 'em tell me I free five year ago. I did tank Gorde and Billy Linkin for the 'bellion, but I neber knowd nuffink about de Church or mishneys." A black boy about 16 said "I was born in Mobile, don't know how old I am, never had mudder or farder as I knows on. No read, or write, or school, or anything er that sart—course I must er had a mudder; shouldn't know her if I was to see her; soldiers come an take me when I was little, big man pick me up, take me a long way off, dress me so fine; him a good man—he had a wife that tell me about Jesus. One day she was out, anodder man cum along, give money for me and take me 'bout 1000 miles, him begin to whip me, so I ran away and got work on board this boat—that four years ago now: Jim get 20 dollars a month, I gets 10. Don't some of these darkies swar on this boat! by golly they go to hell ony they don't know it." More than once the boat ran aground and stuck fast for several hours. At length we reached our destination and were safely landed at

PARKERSBURGH, IN WEST VIRGINIA ;

a quiet little town containing a population of 10,000; a darkey charged one dollar for carrying my portmanteau ashore. Went into a lager beer saloon to ask if they knew of a man in the town wanting a job; was answered in the negative. "No, there's work for lots of men in the Petroleum Springs." Before I came out I made a note of a bill that was put up behind the saloon counter :

In this hive we're all alive,
Our drinks are sweet as honey;
If you want to try, come in and buy,
But don't forget your money.

After a few words about something, that may be had "without money and without price," even wine and milk, I bid the polite and astonished German landlord good day; obtained from the station inspector a free passage over, perhaps, the most horrible line in the world, "The Baltimore and Ohio;" and so, amid a frightful storm of thunder and lightning, I was soon on my way to

CLARKSBURGH,

where they dropped me down at a quarter to ten at night in the pelting rain, at the side of the line (or track). I could perceive no platform, no signal, or station lights; no such thing as a porter. Every one disappeared, and I was left in total darkness with perfect "freedom to do as I liked;" my portmanteau was too heavy to be carried by me, and I saw no sign of booking office, station master,

omnibus, flymen, or policeman. No light porter to "Carry yer parcel, sir!" so I shouted for help as loud as I could; presently a lad came along with a lantern. Leaving my luggage to take care of itself, in what is called a "booking office," I had to follow my conductor three parts of a mile through slush and swamp, "up town," to an hotel; they said it was "the second best in the place," a cadger on the Dials, would say it was a "crummy doss." I had for my bed-fellows a beastly drunken jailor, and another swearing character. I was glad to be up with the lark next morning, and being fortunate enough to meet with my friend, Thomas Selby, Esq., who had just come in from the settlement, on his way to New York, *en route* for Europe. After seeing him off in the morning train, I took my place with his son in the gig, and after a journey of twenty-eight miles "Over hills, and plains, and valleys," to the surprise of the natives, we got safely into

BUCHANAN,

a town without a shop "in the public line." They do without rum and gin, and beer, in Buchanan, and better without than with; there is evidently many a pious person here, but they never heard of open-air preaching—the idea was quite a novelty. I was taken to a very comfortable hotel, the best one as yet, had a good feather bed to sleep on, a good breakfast of beefsteak (done to death), hot rolls, cold water, and hot coffee; after which I was mounted on horseback for the first time in my life, to perform a perilous journey of twenty-four miles, in company with T. Selby, Jun., Esq., and a labouring man. My horse was a high-backed one, very bony, travelled at the rate of two miles per hour, and like other American horses, went along with a peculiar kind of double jog-trot. Up, up, up, over hills and rough mountainous regions till we stopped to dine (off salt pork and tomatos) at a place called French Creek, where a grinning Dinah, with a fan of palm leaves, kept at bay droves of bloodthirsty flies and mosquitoes. At dusk we got to a farm-house, 8 miles from the settlement; the farmer's wife was delighted to see us, and soon prepared a dainty dish of fried squirrels, which were really very nice, only they did look so like rats. As it grew dark in the woods and forests through which we had to wend our way, I was asked to sing for our mutual comfort,

I'm a pilgrim and a stranger, rough and thorny is the road,
Often in the midst of danger; but it leads to God.

Little did we think of the danger of our situation: in the darkness we lost our path, and only became aware of it when our horses suddenly stopped, and we found ourselves in among fallen trees and at the edge of a precipice. I soon began to make use of my stentorian lungs, and together we shouted, Help, help! Lost, lost! In a short time we heard the sound of a human voice, a man came, and taking the foremost horse by the rein, he led him half a mile

into the path again. "Let go the rein, and give him his head, he'll take yer to the settlement all right, it's only about three miles." We followed the man's directions, and at half past twelve we entered the grounds of

THE ENGLISH SETTLEMENT.

I need not say how greatly fatigued I was, neither will I attempt to describe the welcome I received. It didn't take the women long to dress. Soon the log fire was blazing, and steaming coffee before us, and of course a hundred and one questions concerning friends in Canada and friends at home. After a note of praise to our heavenly Father I retired to rest at one of the "small hours of the morning." Preaching services were held at the tent door on Lord's Day afternoon and evening. Monday was spent in "going out a shooting." Tuesday morning, I started on my return journey to Buchanan, where the same evening I preached on the Town Hall steps. The mayor was present, and arrested a "rowdy" that made a disturbance. Travelled all night by the stage to Clarksburgh—invited to preach in a Baptist chapel; it was fair time, and there was an Irish row, which so alarmed the poor minister, a man of colour, that he actually decamped, leaving me in the midst of the rioters. So I paid nine dollars, got my ticket for a journey of 279 miles, and was soon on my way to

BALTIMORE IN MARYLAND,

a bustling city of 400,000 inhabitants. From east to west the great commercial metropolis of Maryland is about $4\frac{1}{2}$ miles long, and from north to south about $3\frac{1}{2}$ broad, and covers about 10,000 acres. It is divided into two nearly equal parts by "Jones's Falls," a rapid stream, which affords immense water power, and supplies an abundance of pure water for domestic purposes. The city was only founded in 1729. Called upon S. Darrell, Esq., shipping agent, of Gay Street. Was most hospitably entertained by the Rev. J. Inskip. Got a letter of introduction to a merchant in South Charles Street, who, being president of the railway, kindly granted me a free pass over 98 miles of railway to the city of

PHILADELPHIA, IN PENNSYLVANIA.

which is the second city in population and importance in America. It is 5 miles long by $3\frac{1}{2}$ wide, having 12 square miles, laid out by its founder, William Penn, in streets crossing each other at right angles. The population in 1860 was 565,531. Had a dinner of ham and custard at one of the numerous street stalls. Called on a dear man of God, Mr. Robert Pearsall Smith. Paid a visit to Independence Hall, just as the news arrived of a great Prussian victory. Secured a pass another 100 miles. Crossed the river Delaware into New Jersey. Met a procession of firemen

with a fine brass band. Put on board the "William Cook," at Amboy. Called for a cup of tea and two slices (20 cents). After another water journey of 28 miles, was safely landed at

NEW YORK CITY,

at 6.30 on Saturday evening, September 4th. Was soon along the "Broadway" and the "Bowery." Called upon Mr. McBurnie, of the Y. M. C. A.; directed to a home for Christians. Next morning had a look into Trinity Church; couldn't stand the bowing and scraping of the vergers to the moving dolls in silks and satins; seeing no free seats for the poor, came away. Walking along by Castle Gardens was set upon by two daylight robbers; took to my heels and so got away. In the afternoon delivered an address to the young folks in Bedford Street Methodist Episcopal Church, after which went out under the auspices of the Y. M. C. A., with a license from the mayor, and for the crime of reading aloud six verses from Isaiah liii, at the foot of Canal Street, a big Irishman came behind and dealt me a blow on the temple, which laid me prostrate (the first knock-down blow for Jesus I have had the honour to receive). Next day attended daily prayer meeting (300 persons present) in the Reformed Dutch Church, in Fulton Street. Tuesday 6th, visited emigrant depôts at Castle Gardens and Ward's Island. The latter reflects great credit on the United States Government. Wednesday 7th, conducted daily prayer meeting in Fulton Street, and weekly ditto (in the evening) at the Y. M. C. A.

Thursday 8th.—Paid a visit to the great Bible House, City Mission, Sunday School Union, Howard Mission or Home for Little Wanderers, Water Street Home, Pearl Street House of Refuge. Intense excitement in the city—German processions on account of the Prussian victories over the French. Friday 9th brings news of the loss of the "Captain." Saturday 10th, followed engines to a fire at a jute store in Canal Street. In the afternoon got pinned to a lamppost by highwaymen behind—had to make a desperate struggle to get away—only escaped by leaping into a passing car. In the evening (after emptying my pockets), had a walk about the city—stood in front of a place called the "Atlantic Gardens," which is surely one of the open mouths of hell. At night crossed the river and slept with a friend in Brooklyn. Sunday 11th, recrossed the river, held an open-air service on 37 Pier at 9.0 in the morning; again at Bedford Street Church at 2.0; near the Central Park at 4.0; had tea at the Y. M. C. A. at 6.0; spoke at the Cooper Institute at 7.30; hurried away to address a temperance meeting in the Bowery at 9.0. Monday 12th, conducted prayer meeting at Fulton Street; had a peep at the excited money grubbers, or stock-brokers "on Change" in Wall Street; called to take farewell

of my friend Mr. McBurnie, who had procured for me a free passage on board the magnificent steamboat "Drew," on

THE RIVER HUDSON.

Left New York at 6.0 in the evening, glad to get away from the "cut throat city" which is in the hands of an Irish mob. Residents say "There is no such thing as law or justice—no such thing as protection to life or property." On the Lord's Day I had seen a Roman Catholic procession nearly a mile long (horsemen and footmen), with several brass bands, and numerous green flags. I saw some of my own countrymen brutally used. There were no less than five murders in the city that night. The average is about one each night. That very day I had read in one of their own newspapers of 2,000 women, known to the authorities of New York city, who live in splendid mansions, and drive about in elegant equipages, maintained by the profits of that infamous trade, procuring abortion. Moonlight on the Hudson is indeed delightful. Coloured waiters very thankfully received little Gospels to read, and listened to the Word of life. They provided me with a good meal for half a dollar, and a quiet, clean, comfortable cabin to myself. Woke up about 4.0 to witness a very grand sight, the glorious daybreak o'er the

CATSKILL MOUNTAINS.

Retired to rest again, and in a short time, about 5.30, the boat stopped, and landed passengers and goods at

ALBANY,

the capital of New York State, on the west bank of the Hudson ; the second city of importance in that State. Next to Jamestown in Virginia, it is the oldest in the Union, having been founded by the Dutch in 1623 ; though it did not receive its present name until 1664, when it came into possession of the English, and was so named in memory of the Duke of York and Albany. It is situated in the midst of a fertile and well cultivated country, and appears to be one of the most flourishing cities in the States. Its population is upwards of 60,000. The citizens of Albany have erected little houses like dove-cotes, for a shelter to English sparrows, during the inclement season of winter. I was much pleased with all I saw in Albany. A short ride of five miles brought me to

TROY,

another fine city on the opposite bank of the Hudson, 150 miles north of New York city, with a population of 40,000—a settlement of the Dutch in 1752. At Troy is the principal outlet of the canals connecting the Hudson with lakes Champlain, Ontario, and Erie. The Union Depôt in the centre of the city is one of

the largest in America. The iron furnaces and manufactories are the largest east of the Alleghany mountains. Again being armed with free passes over the "Rensselaer, and Saratoga railway," to

RUTLAND AND BURLINGTON,

a distance of 162 miles brings us to the last named place, being a city in Vermont, and to the edge of

LAKE CHAMPLAIN,

where a steamboat was in readiness to carry us to the opposite shore, where also a train was in readiness on the Montreal and Plattsburgh railway, to convey us a distance of sixty miles over the border into Canada. We breakfasted at Mooers Junction (for which we had a dollar to pay). Wednesday morning, Sept. 14, crossed the river St. Lawrence on a big boat (still keeping our seats in the railway cars), arrived in the city of Montreal on the eve of the great boat-race and opening of the exhibition of agriculture. Caring for none of these things, passes being still available, I travelled all night on the Grand Trunk railway, passing through the Britannia Tubular Bridge, and arrived in Québec at eight a.m. on Friday, Sept. 16. Put up at the "Mountain House Hotel" (good bed and board for a dollar and a quarter per day), got a letter of introduction and had an interview with the Prime Minister, went down to the wharf, found that the "Tweed" had sailed two days before its advertised time. Owners nobly made out an order for me to return to Europe by the

ROYAL MAIL STEAMER "PRUSSIAN."

A Tug came alongside "Napoleon" Wharf on Saturday morning at 9, which conveyed passengers and luggage to the ship, and as soon as the mails came in by Grand Trunk to Point Levi and were got safely on board about mid-day we were "homeward bound." Home! what a musical sound—welcome river—welcome gulf—welcome Atlantic. We came through the Straits of Bell Isle, had a beautiful voyage of only 10 days from port to port, a noble commander in Captain Dutton, who with Rev. Cozens Cook (of Clerkenwell) took it in turns to conduct Sunday and week-night services. Monday 26th, we passed under the Giants' Causeway, north coast of Ireland, after landing mails at Movile. Dense fog during the night while off the Isle of Man—arrived in

LIVERPOOL,

Tuesday Sept. 27th. After liberation from Customs called on a brother by whom I was hospitably entertained. Paid a visit to J. P. Lockhart Esq., once a celebrated cricketer, now a preacher of the Gospel. Went across the Mersey to Birkenhead to visit a dying consumptive, who gave a blessed testimony of the

power of saving Grace; also paid a visit to Miss Fredericks' Orphan Home, and an excellent Medical Mission recently established in the town by a Dr. Owles. Left on Thursday at 12.50 by London and North Western to be present at the annual great Onion Fair at

BIRMINGHAM.

The sight of English hedges, fields, buttercups, cows, rooks, &c. was a welcome sight to me. I could not sit still on my seat for joy as the train flew along across the dear old English landscape and through the counties of Lancaster and Warwick. I was thinking of little faces at the window-pane. My expenses were paid to the metropolis, but God called me to go into the midst of the fair, where I found two stalls erected for the sale of Bibles; the old devil hadn't got it all his own way. Edward Usher from Manchester, and a Town Missionary, each enlisted me in their service, and we read and sold the Word of God, and took several pounds each day. I remained till Saturday morning, October 1st; reached Euston Station at 2 p.m., got into a cab with friends who came to meet me, realized all my hopes and expectations of the "little faces at the window pane" as the cab drove up to the door, and was soon upon my knees with my seven children blessing and praising God for all his mercies to me and mine.

SHIPBOARD TREATMENT OF EMIGRANTS TO CANADA.

"We have received a letter, dated from a steamship, July 11th, 1870, and signed by a large number of emigrants to Canada (London to Quebec), in which strong complaint is made of the treatment to which they were subjected during the passage. A committee was formed for discussing the grievances, and the following statements are the result:—Firstly: The bill of fare stated the provisions should be delivered to us in a cooked state, whereas they were given to us uncooked, consequently many of us have gone without meals. Secondly: The water given is the condensed water, after passing from the boiler and various other pipes, and is not fit, from its greasy nature, for cooking or drinking. Thirdly: The biscuit given is too hard for young children, and the soft bread supplied is sold to us at the rate of 1s. 6d. per 4lb. loaf, and of that only a small quantity. It is a common occurrence for children to go to bed crying for bread. Fourthly: The mess tables are not large enough to accommodate the large number supposed to sit down to meals; in one instance there being only two tables, 8ft. by 1ft. 6in., with forms each side, for eighty to sit down to."—*Clerkenwell News*, July 28, 1870.

A PAMPHLET* has been published by the Government of Quebec, giving information to intending emigrants to that province. It furnishes interesting particulars concerning the climate, the soil

* To be seen at the Mission Hall on Thursday and Saturday Evenings.

and its productions, education, commerce, manufacture, &c. In the opening pages Mr. Archambault, the Commissioner, calls attention to the various resources of the country, the solidity of its political institutions, and the material prosperity of the people, adding that the link that binds the colony to the British Crown, far from being a burden, is a protection and security. The pamphlet further sets forth that great progress is being made in opening up the country for settlement, eight railway lines being in course of construction, while, in a short time, the great Inter-colonial railway will be completed, when Canada will have communication with the sea-board all the year round, without necessitating, as at present, the passing of goods in bond through the United States. The manufacturing industries of the province, more especially those connected with the iron mines, together with the timber trade, are stated to be making rapid progress, and, altogether, the condition of the British American province is represented as being exceedingly prosperous.

INDIANS OF THE PROVINCE OF QUEBEC.

The principal Indian tribes which still inhabit the Province are the Iroquois, the Algonquins, the Abénakis, the Nippissingues, the Hurons, the Micmacs, and the Montagnais. The Iroquois are congregated in a village at Sault St. Louis, and at St. Regis, on the boundary of the United States; the Algonquins, the Iroquois and the Nippissingues inhabit the Lake of Two Mountains; the Abénakis, St. Francis, near Lake St. Peter and Becancour; the Hurons, Lorette, near Quebec; the Micmacs, with some families of Malécites and Abénakis, inhabit Ristigouche, near the mouth of the river of that name, at Cascapédiac, etc. There are also about one hundred Algonquins in the vicinity of Three Rivers. The Montagnais have no fixed abode; they roam abroad over the mountains of the north, living solely by the chase and fishing. They come down and treat with the whites at the ports situated on the Saguenay and at the mouth of the principal rivers on the north-east shore, such as Tadousac, Chicoutimi, the Islets-de-Jérémie, the river Godbout, the Seven Islands, Mingan, Mascouaro, &c. The other tribes, or relics of tribes, are the Petits-Esquimaux, the Naskapis (Montagnais), the Têtes-de-Boule, the War-montashings, &c.

The Indians congregated in villages cultivate fields of Indian corn, oats, wheat, green crops, &c., and are owners of cattle; but as a general rule, they occupy their time with fishing and hunting. They have churches and missionaries who live among them or visit them regularly. The Imperial Government has reserved for their use considerable tracts of land, causes to be distributed among them yearly presents, consisting of cloth, fire-arms, jewelry, &c., and sees to the payment of their missionaries.

LUMBER TRADE OF CANADA.

"In the territory north of Lake Ontario there are still uncleared some white pine, elm, and maple; and on the peninsula of Ontario West, some oak, elm, and walnut. This district was covered with the finer kinds of hard woods, and the settlers, in their haste to clear their farms, cut down and burned millions of cubic feet, which, if they could have found a market for, would have been to them a mine of wealth. Now, the principal supply of walnut, even for Canada, comes from Southern Indiana. In New Brunswick and Nova Scotia the finer kind of white pine is worked from off the land. Coarse pine and black spruce are now the only kinds of timber manufactured, while lumbering as a trade cannot be said to exist in Newfoundland or Prince Edward's Island. Over 80,000,000 cubic feet of timber are annually cut down in the forests of Canada, 13,000,000 dollars worth of which is exported to Europe and the United States, Great Britain alone taking 8,000,000 dollars worth. In its manufacture 15,000 men are employed in the forests; and in the saw and planing mills, where it is prepared for exportation, there are 10,000 men employed. In the transportation of that portion of the trade which leaves Quebec, over 1,200 large ships and 17,000 seamen are engaged, and if you add those employed in the navigation of the rivers and lakes, and in the transit of partially manufactured material to the United States, there would be 25,000 men engaged in transportation, or a total of 50,000 men employed altogether. Its freight for shipment is over 1,500,000 tons, and its accessories half as much more; and for the supply of this great industrial army, 26,000 tons of agricultural produce are annually required. The principal parts of the forest lands in the Canadian dominion belong to the Governments of the different provinces."—*Builder*.

EXTRAORDINARY SILVER MINE.

The *Duluth Minnesotian* publishes the following account of a silver island on the north shore of Lake Superior, in the British possessions, just below Thunder Cape, and some 15 miles beyond Fort William. The island is quite small in dimensions—say 100 feet by 40—and most of it is submerged at high water; a small part at one end is about eight feet above the lake level. This island was entered by the Montreal Mining Company as part of a tract embracing 108,000 acres. It was only last summer that Captain Frew and his company completed their bargain with the Montreal Company for the island, and secured it by paying, or agreeing to pay, 250,000 dols. for the entire 108,000 acres. They went immediately to work at improving the mine. Their first step was to surround the island with cribs of timber, filled with stone, to serve as a breakwater and an ice breaker; and within these cribs a cofferdam was built, and puddled with clay,

making the whole interior of the island nearly water-tight. Then they went to work laying bare the vein, and now have exposed 70 feet in length, and find it to be a true fissure vein, with perpendicular walls, the vein of silver matrix being calcareous spar, with some little quartz intermixed. The vein is eight feet wide, and eye witnesses from there state that for one quarter of this width it will average 70 per cent. of pure silver. On the first trial, after the water was got out, six men took out 35,000 dollars worth of silver in four days; and up to the latest accounts the working has been continued at about this rate. Already 123 barrels of native silver, estimated to be worth 75,000 dols. to 100,000 dols. have been shipped. The yield of the mine, computed by the ton, is not less than 1 dol. to the pound. The mine now employs about 40 men, and the company will increase their force immediately.

A RACE FOR LIFE.

AN INCIDENT OF THE CANADA FIRES.

A woman, who escaped the fire fiend in Canada, gives a thrilling account of her adventure. She harnessed a horse to a wagon (which had but a single seat), and placing in it her uncle and aunt, an aged couple, three of her own children, and the few clothes and beds saved from the house, she started to seek the shelter of her mother's house, a mile or more away. She had not gone far before five more children were added to her load, and to make room for them this brave woman stood upon the step of the wagon and drove the horse down the valley with the fire raging and roaring on either side, and sometimes close upon her. Indeed, the cotton dress she wore was burned off her, as well as the hair from her head. The clothes and bedding in the wagon took fire and had to be thrown out. Then, as the fire closed in and the smoke grew denser, death came to the old man, as told in a former letter. Twice he fell into the road and was lifted into the wagon again, but the third time he was unavoidably left to his fate. Not a dozen rods from where the old man perished the wagon halted by the roadside. To go further was impossible. To remain seemed like tempting death; but still there was hope. The children and the old woman were placed under the wagon, and an attempt was made to shut out the flames by hanging up sheets and blankets. The horse, which was one the farmer's wife had been in the habit of driving, seemed to understand the situation, and stood perfectly still, though the fire burned the hair from his body, and the roaring of the wind and the flames was enough to strike terror into the heart of the boldest. The faithful animal turned his head now and then, as though to see if the party were safe, but never moved an inch. Had he ran, or even gone a few yards farther on nine lives more would have been added to the death roll. The children escaped with but slight injuries, from the fact that they were

dressed in woollen clothing. They "uttered neither moan nor cry," save that the youngest, a four-year old girl, would sometimes say, as the sparks fell upon her, "I'm burning up." The old lady was badly burned from having on a cotton dress, and her recovery is considered doubtful. The party remained some six hours in this painful position, when, daylight appearing and the fire having somewhat subsided, they were enabled to reach a place of shelter. It was learned later that the mother's house had been burned before the daughter left her own house.

INFORMATION FOR EMIGRANTS UPON THEIR ARRIVAL IN CANADA.

All emigrants who wish to know the distance to any part of the Province, the way to get there, what it costs, and the best places to find work, should ask the Government Emigration Officer, who will board the ship they arrive in, or else come to the Emigration Office, Quebec. Those arriving by steamer will land at Point Levi, where there is also a Government office.

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

For the better protection and convenience of such emigrants as may desire to wash their clothes and obtain information as to their future journey, temporary accommodation has been provided at the Government Emigration Wharf, Quebec, where they will be allowed to remain for a period not exceeding 48 hours.

Emigrants arriving at Quebec, holding through tickets for their inland transport, and desiring to obtain information, may delay their journey for that purpose, as the railway or steamboat company to whom they are addressed 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, and farm labourers will get plenty of work to do in the farming districts. The Emigration Agent will not assist any one who loses his time by staying in the city, unless when detained by sickness or some other good reason.

Clerks, shopmen, &c., are very little wanted, and have but a poor chance of getting anything to do, and should mechanics not find work at their trades, they had better take the first offer that is made to them, sooner than be idle.

GOVERNMENT EMIGRATION AGENTS

In the Provinces of Quebec and Ontario:

L. STAFFORD, Esq.,	} QUEBEC—Office, Old Custom House, and (C. F. R. Station, Point Levi.
F. J. DORE, Esq., Assistant	
J. H. DALEY, Esq.	MONTREAL.
W. J. WILLS, Esq.	OTTAWA.
J. MCPHERSON, Esq.	KINGSTON.
J. A. DONALDSON, Esq.	TORONTO.
R. H. RAE, Esq.	HAMILTON.

Who will afford all emigrants applying the fullest advice and protection, and to whom all complaints should be immediately addressed. They will also furnish information as to lands open for settlement in their respective districts, farms for sale, demand for employment, rate of wages, routes of travel, distances, expense of conveyance, and receive and forward letters for friends, &c. &c.

DEMAND FOR LABOUR.

There is at all times, during the summer months in Canada, a large and steadily increasing demand for farm labourers and female domestic servants. Skilled agricultural labourers are in great request throughout the country, at high wages. Needlewomen and respectable servant girls are also sure to do well, and are very much wanted throughout the country.

Masons, stone-cutters, bricklayers, joiners, blacksmiths, shoemakers, tailors, wheelwrights, &c., &c., will find employment in the towns and villages of Ontario, at good wages—perhaps.

There is also a limited demand for woollen manufacturers, flax spinners and dressers, &c.

AVERAGE WAGES PER MONTH.

	dollars.
Farm labour	from 8 to 16, with board and lodging.
Female servants	3 to 6, "
Boys over 13 years	3 to 8, "
Girls	1 to 4, "
Mechanics (per day)	1 to 2, without board.

VALUE OF ENGLISH MONEY THROUGHOUT CANADA.

	dols.	c.
1 Sovereign	£1 4s. 4d. currency, or 4	86.
1 Crown	0 6s. 0d. do.	1 20.
1 Half-crown	0 3s. 0d. do.	0 60.
1 Shilling	0 1s. 3d. do.	0 24.

EMIGRANT LAWS.

"Emigrants can remain on board ship 48 hours after arrival, except in cases where a vessel has a mail contract, or is proceeding in further prosecution of her voyage.

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

"All emigrant runners, or persons acting for railway or steamboat companies, must be licensed by the mayor of the city; and the emigrant, to prevent being imposed upon, should ask to see this license before he has any dealing with such persons.

"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 emigrant intending to lodge with him, and during the first three months of the emigrant's stay, the landlord cannot detain his luggage for a larger debt than five dollars.

"These laws will be strictly enforced.

"L. STAFFORD, *Emigt. Agent.*"

THE CLASS OF PERSONS WHO SHOULD EMIGRATE.

PERSONS WITH CAPITAL SEEKING INVESTMENT.

Families with stated incomes will find in Canada a pleasant and suitable home, and every facility for educating and starting their children in life. These combined advantages being found with much less difficulty than amidst the crowded population of the mother country.

Practical farmers, agricultural labourers, male and female servants, boys and girls over fifteen years of age. Those possessing small capital may rent and purchase small farms with some little improvements, on reasonable terms.

Clerks, shopmen, or persons having no particular trade or calling, and unaccustomed to manual labour, cannot be advised to emigrate, as this country offers them but little encouragement at present.

THE TIME TO EMIGRATE.

It is important that the emigrant should arrive early in Spring. By leaving home in April or May he will get to Canada at a time when labour is in general demand. The highest wages are paid during harvest; but his main object should be to procure employment by the year, thereby securing a home for the winter. It must be borne in mind that until he becomes acquainted with the ways of the country, his services are not of much use to the farmer, and he should therefore be particularly careful not to fall into the common error of refusing reasonable wages when offered to him on his first arrival.

On no account should the agricultural labourer be persuaded to emigrate to Canada after the month of August, unless he is coming out to friends.

The Province of Canada embraces about 350,000 square miles of territory, independently of its North-Western possessions, not yet open for settlement; it is consequently more than one-third larger than France, nearly three times as large as Great Britain and Ireland, and more than three times as large as Prussia. The inhabited or settled portion covers at least 40,000 square miles, and is nearly twice as large as Denmark, three times as large as Switzerland, a third greater than Scotland, and more than a third the size of Prussia; but such is the rapid progress of settlement, through immigration, that in ten years time the settled parts of Canada will be equal in area to Great Britain or Prussia.

SOMETHING WORTH REMEMBERING.

Should you ever find yourself in TORONTO, without means, go at once to the Society of St. George, St. Andrew, or St. Patrick. If in MONTREAL, without a friend and without a home, make your way to the home of the Society of St. George, ask for Mr. PELL, you will there receive an English welcome, with board and lodging free of charge, no matter if your family number 60 individuals. God be praised for such an institution as this. We can testify to its worth, as we were glad to avail ourselves of its bounty. 431 persons have been received into this excellent institution, in one year. And according to the report for 1870, many a poor destitute English emigrant, has had a lift and been sent on his way rejoicing.

"The out door relief has consisted chiefly in affording help and facilities to immigrants going to the various places they selected for settlement, and is as follows, viz:—

Number of applicants relieved, two hundred and fifty-five, in the following way: In passage to Toronto, one hundred and twelve; to Kingston, twenty-six; to Cornwall, two; to Waterloo, one; to Sherbrooke, one; England, five; Springfield, five; Quebec, twelve; to various parts of the States, twenty-two; London, five; Danville Junction, one; Brantford, two; Ottawa, three; Sarnia, two; West Farnham, two; Hamilton, four; Hemmingford, one; Prescott, two; Stratford, ten; Stanbridge, two; Gananoque, one; St. John's, one; Brockville, two."

← A TELEGRAM →

just received by Atlantic Cable says:—"The Toronto Legislature has voted 30,000 dollars to assist and encourage immigration, and 20,000 dollars to erect houses and clear free grant lots for settlers."

UNITED STATES CENSUS.

When the first census of the United States was taken, in the year 1790, the population was found to be 3,929,827. By the census taken last year it appears that the population of the United States is now 38,170,050—a trifle less than ten times what it was eighty years ago. The population of the State of New York alone now exceeds that of the entire Union in 1790. Fifteen States now respectively have a population exceeding one million. Illinois has 2,549,000 inhabitants; Ohio, 2,675,000; Pennsylvania, 3,500,000, and New York, 4,370,000. "If we go on at the same rate of increase for the next eighty years that we have shown since 1790," says an American paper, "we shall become the most populous nation on the globe, with the single exception of China."

IMMIGRATION AND EMIGRATION AT NEW YORK.

From official returns made to the Bureau of Statistics, it appears that the total number of emigrants arriving at the port of New York during the quarter ending the 30th of September, 1870, was 51,197, of whom 29,175 were males and 22,022 females. Ages—under 15, 12,725; from 15 to 40, 32,284; 40 and upwards, 6,268. Nationalities—Great Britain, 21,529; Ireland, 9,481; German States, 13,471; Sweden, Norway and Denmark, 3,953; France, 989; Switzerland, 214; Spain and Portugal, 140; Italy, 633; Holland, 223; Belgium, 23; Russia and Poland, 313; other countries of Europe, 10; China and Japan, 3; Africa, 7; British North American Provinces, 34; Mexico, 6; South America, 23; West Indies, 123; all other countries, 17. Occupation of the males—merchants, 202; mechanics, 1,009; farmers, 1,991; labourers, 10,208; mariners, 33; lawyers, 27; miners, 872; clerks, 405; physicians, 39; clergymen, 77; butchers, 89; bakers, 126; musicians, 51; chemists, 6; soldiers, 18; tailors, 288; shoemakers, 189; painters, 67; smiths, 248; carpenters, 555; masons, 333; engineers, 77; jewellers, 42; dyers, 11; brewers, 38; printers, 28; spinners and weavers, 123; druggists, 8; tanners, 14; hatters, 14; saddlers, 25; teachers, 41; manufacturers, 21; millers, 66; stone-cutters, 27; students, 37; artists, 47; servants, 145; not specified, 10,523. The occupations of the females were—artists, 21; teachers, 13; weaver, 1; seamstresses, 60; servants, 1,467; not specified, 20,460. The official statement, also received by the bureau, shows that during the same period there arrived at the port of San Francisco 3,172 immigrants, of whom 2,808 were males and 364 females. Of the whole number arrived, 2,598 were from China, and mostly labourers. The German Immigration Society reports that in the month of October 3,118 German immigrants landed at New York; in October, 1869 the number was 7,641. In the first ten

months of 1870, 189,801 immigrants landed at New York, 62,904 being Germans; the total immigration shows a decrease of 42,164 compared with the corresponding period of the previous year, and the German immigration a decrease of 26,441.

MR. ROOKER ON MODES OF TRAVEL IN AMERICA.

Mr. A. Rooker, at the request of the Committee of the Plymouth Mechanics' Institute, delivered a lecture on "America; Modes of Travel in the United States," to the members a short time ago. The lecture was founded upon the personal experience of the lecturer in his recent visit to the States, and was very interesting. At the outset the audience, which crowded the hall, had given them a very clear, comparative idea of the vast area of the States, and were then treated to a vivid sketch descriptive of the voyage across the ocean, of the experiences on nearing land, and of the glories of an American sunset. The means of ocean communication between Europe and America were then mentioned, and the splendid steamers, with their powerful engines, their wonderful economy of space, and their brilliant appointments. Describing the characteristics of the harbour of New York, the lecturer was led to describe the river steamers of the States, the magnificence of whose saloons, with their display of plate, &c., it was impossible so exaggerate. Mentioning that he and his party of four were charged ten dollars, or 35s. for being driven from the pier to the hotel, not more than a mile, Mr. Rooker stated that, strictly speaking, there were no cabs or hackney coaches in New York; that hired carriages were little used, and that the street cars were resorted to as the cheapest means of getting about the cities. The towns and cities covered a very large area for their population, and being mostly built on flat ground, with wide streets, they were very favourable for the street cars, which were quite an American institution, and most extensively used—in large towns there being hundreds of miles of street tramways, on which millions of passengers were carried in a year. American money caused a perpetual exercise of ingenuity in strangers. It was impossible to fix the value of a gold dollar, and it was as mythical as the English pound sterling. During the time he was in the States he only saw one piece of gold money and one of silver. Paper money—greenbacks—was in common use, and was different to English paper money, inasmuch as the Government will not guarantee to give coin for it, and it was constantly changing in value. Believing literally in the value that was said to be attached to gold in the States, he had supplied himself with a bag of sovereigns, but he found that English Bank-notes and notes of credit commanded the premium quite as readily as British gold. At some length the slender hickory wood carriages of the States were described, and a sight of them was

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necessary to a proper appreciation of Wendell Holmes's "Wonderful One-horse Shay," which Mr. Rooker read, giving excellent point to its humour. The badness of the American roads, even in important cities, was spoken of as remarkable, and the heavy, lumbering stage-coaches used on a journey to the Catskill mountains were amusingly described. These coaches travelled very slowly, and on one occasion Mr. Rooker's driver solaced himself on the weary journey by singing hymn tunes, and then shying stones—a stock of which he kept at his side—at the heads of the six horses. The hotels were wonderful institutions. At Saratoga one hotel accommodated 1,100 guests, and at another between £5,000 and £6,000 were taken in a week. The extent to which advertising was carried in the States was indicated by most interesting and amusing facts. Advertisements meet the eye everywhere. One quack doctor, out of the profits of a horrible nostrum, had built a mansion with a solid marble front in a principal thoroughfare of New York, and another extensive advertiser had an equipage said to have cost £10,000. These advertisements were painted on the roads through the Franconian mountains, and on the rocks of the Niagara Falls. Speaking of the enormous growth of railways in the States, it was mentioned that the first railway there was laid in 1827; in 1830 there were but 41 miles, in 1840, 2,197 miles, in 1850, 7,475, and in 1870 there were 48,860 miles laid, and 27,500 miles projected and in progress. The rails are nearly all single, the speed rarely exceeding twenty miles an hour, with a great number of accidents. In winter the railway cars had a stove, in summer a fountain of ice water; there was no distinction of class, except in a few cases; and the sleeping cars were very convenient; whilst the systems of tickets and for dealing with luggage were great improvements on the English arrangements. The speaker then alluded to the strange sight of trains running right through the streets without fencing, with boys hanging on to the seats and riding for miles, and the pigs running in and out the wheels harmless. Mr. Rooker then proceeded:—"After travelling through the flat unwooded prairies of Illinois, which spread like a sea on every side of the horizon, and are only broken here and there by slender lines of rail fencing, wild fields of Indian corn, and still larger tracts of pasture blending with the uncultivated prairies, but dotted occasionally with cattle—as lonely and uninhabited as the Landes of Languedoc—clouds of yellow butterflies rising from the high grass, tall reeds springing from the swamp, and along the margin of the railway, and far afield the yellow sunshine of the rosin-flower, the wild sunflower of the prairie—covering the ground like molten gold—it was a relief at last to find ourselves among the pleasant wooded hills and green valleys of Kentucky, running for ninety miles from Louisville—a fine city on the Ohio—which we crossed on a large steambridge or raft, along the Nashville road, past Cave city, to Gloucester

junction." In conclusion the lecturer said that the principal lesson to be derived from a review of the characteristics of this great country was the wonderful resources it contained for the increase of population. It had a boundless area teeming with fertility, its States were barely cultivated, and its territories were crying out for labour. A visit to that vast country had quite dissipated from his mind all belief in any such theories as those of Malthus, and demonstrated to him God's care for his creatures. He deprecated the policy of territorial aggrandisement held by some American statesmen, which might lead to such difficulties as to divide the country into separate nationalities; and expressed a fervent hope that a more brilliant future was in store for the States, in leading, with England, the van of civilisation. The lecture commanded the attention of the audience to the end. Mr. Rooker, at the close, was rewarded with loud applause.

MY JOURNEY OF TEN THOUSAND MILES.

	MILES.
London to Quebec (<i>via</i> South Coast)	3,000
Quebec to Montreal	297
Montreal to the Capitol of Ottawa	200
Ottawa to Kemptville and Prescott	32
Prescott to King-ton	60
Kingston to Port Hope	98
Port Hope to Toronto	63
Niagara and back (two journeys)	240
Toronto to Hamilton	39
Hamilton to London	76
London to Chatham	65
Chatham to Windsor and Detroit	45
Detroit to Indiana and Chicago	329
Desplaines and back	32
Chicago to Cincinnati	300
Cincinnati to Parkersburgh	300
Parkersburgh to Clarksburgh	32
Clarksburgh to Buchanan	28
Buchanan to English Settlement	24
English Settlement back to Buchanan	24
Buchanan to Clarksburgh	28
Clarksburgh to Grafton	22
Grafton to Baltimore	279
Baltimore to Philadelphia	93
Philadelphia to New York	90
New York to Montreal, <i>via</i> Albany and Troy	600
Montreal to Quebec	297
Quebec to Liverpool <i>via</i> Straits of Belle Isle	2,526
Liverpool to London, <i>via</i> Birmingham	220
Excursions around Quebec, Ottawa, Chicago, New York, &c.	600
Total	<u>10,044</u>

PRESIDENTS

OF

"YOUNG MEN'S CHRISTIAN ASSOCIATIONS"

In American and Canadian Cities and Towns, who will give advice and information to Strangers.

Albany, N. Y.	Robert C. Pruyn	Chattanooga, Tenn.	J. S. Wiltse
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Akron, Ohio	J. W. McGregor	Chelsea, Mass.	Chas. H. Frost
Atlantic City, N. J.	Lewis Evans	Claremont, N. H.	Moses R. Emerson
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Alliance, Mich.	A. R. Leslie	Clinton, Mass.	George F. Orr
Allamore, Ohio	Henry Camp	Cincinnati, O.	Erastus Burnham
Altoona, Pa.	Geo. W. Jones	Circleville, O.	E. Z. Hays
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Auburn, Me.	H. M. Jackson	Cortlandt, N. Y.	Chas. W. Collins
Augusta, Me.	Eugene Allen	Cumminsville	Harry Hayward
Aurora, Ind.	Charles Tinsley	Damascoville, Ohio	Ella Fawcett
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Bethlehem, Pa.	H. T. Clander	Detroit, Mich.	J. F. Henderson
Biddeford, Me.	B. N. Towle	Dunbar, Pa.	William Stroud
Boston Highlands, Mass.	J. C. Cook, Jr.	Dubuque, Iowa	A. J. Van Duzer
Boston, Mass.	L. P. Rowland, Jr.	Durham, N. S.	Robert Stewart
Brandon, Vt.	W. H. Sanderson	East Boston, Mass.	J. H. S. Pearson
Brattleboro, Vt.	Fred. W. Kuech	East Brooklyn, N. Y.	H. F. Rollins
Bridgeport, Conn.	Wm. A. Foskirk	East Cambridge, Mass.	E. Hutchinson
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Bristol, Conn.	Albert Gaylord	Eaton, N. Y.	G. C. Billings
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Brooklyn, N. Y.	Enos N. Taft	Elmira, N. Y.	James H. Sly
Brunswick, Me.	John Furbish	Elizabeth, N. J.	A. A. Ward
Buffalo, N. Y.	F. G. Jenkins	Elyria, Ohio	A. G. Upton
Burlington, Vt.	George E. Davis	Erie, Pa.	H. S. Jones
Caro, Ill.	R. S. Slocum	East Saginaw, Mich.	Harvey Joslin
Cambridge, Ind.	W. S. Ballenger	East Weymouth, Mass.	Edwin Howard
Camden, N. Y.	A. G. Irving	Exeter, N. H.	Charles U. Bell
Canard, N. S.	E. M. Beckwith	Fair Haven, Vt.	G. D. Spencer
Canastota, N. Y.		Fairlee, Vt.	Frank M. Bailey
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Cape John, N. S.	E. J. Stramberg	Fitchburg, Mass.	G. S. Houghton
Cedar Rapids, Iowa	J. F. Ely	Francestown, N. H.	J. F. Fitts
Charlotte, Vt.	Fredk. G. Pease	Fulton, N. Y.	H. B. Chamberlin
Charlottetown, P. E. I.	F. S. Moore	Fond du Lac, Wis.	H. H. Libby
Charlestown, Mass.	Geo. W. Jenkins	Farmington, N. H.	E. W. Ricker
Charleston, S. C.	W. W. Pemberton	Galt, Ontario, Can.	R. B. Beath
Charleston, S. C., Colored	R. Howard	Gardiner, Me.	Chas. F. Parsons

Guysborough, N. S.	Wm. G. Hadley	Marblehead, Mass.	G. C. Osgood
Geneva, Ohio	Charles Paleott	Mechanicstown, Md.	Wm. L. Martin
Gettysburgh, Pa.	Thomas K. Cree	Meriden, Conn.	Eli J. Merriam
Goldenville, N. S.	James A. Fraser	Middleboro, Mass.	A. T. Williams
Gorham, Me.	Samuel H. Warren	Middlebury, Vt.	John W. Lovett
Goshen, N. Y.	F. A. Merriam	Middletown, N. Y.	James F. Bousa
Goshen, Conn.	Enos B. Pratt	Middletown, Conn.	James A. Pelton
Grand Rapids, Mich.	J. Morgan Smith	Middletown, Vt.	Isaac Gates
Great Falls, N. H.	Geo. S. Bates	Milford, Conn.	Arthur A. Clark
Greenfield, Mass.	Geo. Burford, Jr.	Milford, Mass.	G. L. Southwick
Green Hill, N. S.	Laurence Miller	Minneapolis, Minn.	Vernon Bell
Halifax, Canada	Arcn. Patterson	Mobile, Ala.	Ira W. Porter
Hamilton, Ontario, Can.	Thomas Bale	Mount Gilead, Ohio	James Outcall
Hanover, Pa.	M. O. Smith	Montclair, N. J.	F. A. Wheeler
Harrisburg, Pa.	S. J. M. McCarroll	Montgomery, Ala.	T. L. Jones
Hamilton, Ohio	D. H. Hensley	Monroe, Mich.	Milo D. Hamilton
Harrisville, Pa.	J. W. Brown	Montreal, Quebec, Can.	A. Sandham
Hatfield, Mass.	Alfred H. Graves	Mount Vernon, Ohio	R. G. Dildine
Haverhill, Mass.	J. A. Hall	Musquodoboit Harb., N. S.	G. Rowlings
Hillsboro, Ohio	John W. Ellis	Mystic, Conn.	J. W. Minet
Holden, Mo.	C. W. Mertz	Nazareth, Pa.	P. S. Billheimer
Holden, Mass.	J. H. Gleason	Nashua, N. H.	George W. Fox
Holliston, Mass.	Hiram Luke	Newark, N. J.	Wm. H. Ayres
Hopkinton, Mass.	R. Stearns Crook	Newburgh, N. Y.	Moses C. Belknap
Holyoke, Mass.	A. E. Pomeroy	Newburgh, Ohio	M. L. Brooks
Hudson, Mich.	C. B. Stowell	Newcastle, Pa.	H. A. Ferguson
Hudson, N. Y.	Fulton Paul	New Glasgow, N. S.	Harvey Graham
Huntsborough, Ohio	Syl. Clapp	New Haven, Conn.	Henry Storer
Huntingdon, Pa.	Hugh Lindsay	New Ipswich, N. H.	J. W. Cummings
Indianapolis, Ind.	J. B. Brandt	New London, Conn.	Newton Fuller
Ionia, Mich.	G. F. D. Wilson	Newtown, N. Y.	John P. Prall
Ironton	H. C. Hirsh	New Utrecht, N. Y.	J. V. Van Pelt
Jackson, Mich.	James Gould	New York City (German)	P. Kehr
Janesville, Wis.	Frank Lawrence	New York City	R. R. McBurney
Jeffersonville, Ind.	F. A. Seymour	Niehollville, N. Y.	G. R. Clarke
Jersey City, N. J.	John M. Coyne	Niles, Mich.	M. H. Dean
Johnstown, Pa.	Henry Hitzat	N. Bennington, Vt.	R. L. Henry
Kalamazoo, Mich.	J. K. Wagner	Northampton, Mass.	S. E. Bridgman
Kansas City, Mo.	Frank Titus	North Brookfield, Mass.	Danl. Gilbert
Laconia, Me.	A. H. C. Jewett	North East, Penn.	Z. Rogers
Lafayette, Ind.	E. H. Mayo	North Shore, S. I., N. Y.	Wm. R. Eadie
Lancaster, Pa.	A. F. Slaymaker	North Stonington, Conn.	W. P. Brown
Lincoln, Vt.	Milton Stenes	Norwalk, Conn.	Albert Wileox
Leicester, Mass.	A. M. Stone	Norwich, Vt.	H. B. Olds
Leominster, Mass.	Chs. S. Houghton	Oberlin, Ohio	P. F. McLelland
Lewiston, Me.	Fred. B. Sands	Ogdensburg, N. Y.	Jas. W. Wilson
Lexington, Ohio	C. H. Bevinstock	Olivet, Mich.	O. D. Fisher
Lockland, Ohio	Chs. E. Howell	Olney, Ill.	J. M. Price
Lockport, N. Y.	Joseph A. Ward	Omaha, Neb.	J. C. Denise
Louisville, Ky.	Harry C. Warren	Orange, N. J.	T. J. Smith
Lowell, Mass.	Geo. E. Lovejoy	Orange, Mass.	G. W. Dexter
Lucas, Ohio	Jer. Jones	Orwell, Vt.	Hy. D. Branch
Lynn, Mass.	Howard L. Porter	Oswego, N. Y.	J. H. Coe
Malone, N. Y.	M. S. Parmelee	Owego, N. Y.	E. J. Bucksbee
Manchester, N. H.	M. P. Hall	Oxford, Ohio	W. M. Beattie
Manchester, Vt.	Theodore Swift	Painesville, Ohio	John W. Tyler
Manhattan, Kan.	J. C. Postlethwaite	Pawtucket & Cen'l Falls, R. I.	Ed. A. Braman
Mansfield, Ohio	J. H. Reed		

ATIONS"
ve advice and

J. S. Wilcox
Wm. Pearson
Chas. H. Frost
R. Emerson
C. E. Bolton
George F. Orr
Eustas Burnham
E. Z. Hays
F. E. Burnette
Woodward Aul
C. M. Moore
W. S. Russell
L. S. Abell
Y. J. M. Chace
Wm. W. Collins
Harry Hayward
Ella Fawcett
Morgan Wood
O. J. Corbett
James L. Smith
E. O.
K. McKibben
F. Henderson
William Stroud
J. Van Duzer
Robert Stewart
H. S. Pearson
H. F. Rollins
Hutchinson
J. Coffin
L. Thompson
James Aikin
C. Billings
A. Armstrong
James H. Sly
A. A. Ward
G. A. Upton
H. S. Jones
Arvey Joslin
in Howard
Les U. Bell
D. Spencer
M. Bailey
C. Eddy
Houghton
F. Pitts
amberlin
H. Libby
V. Ricker
B. Beath
Parsons

ROUTES, DISTANCES, AND RATES OF PASSAGE FROM QUEBEC.

NAME.	TOWNSHIP.	COUNTY.	Railway.	Fare by		ROUTE.	
				Miles	Railway, or Steamer.		
				1st class	2nd class		
Acton Mines	Acton, C.E.	Bagot	G T R	118	2 90	1 00	Via G T R.
Alnouth	Ramsay	Lanark	B & O	385	7 50	4 00	.. Brockville, 52 m.
Appin	Ekfrid	Middlesex	G W R	639	14 37	7 62	.. G T R to London, 24 m
Arnprior	Mc Nab	Waterloo	G T R	385	8 00	4 35	.. Brockville, 52 m.
Barton	Wilnot	Waterloo	G T R	573	12 50	8 00	.. Toronto & Berlin, 9 m.
Baptist Creek	Station	Essex	G W R	696	14 50	8 00	.. G T R to London, thence by G W R.
BARRIE	Town	Simcoe	N R	565	12 40	8 90	.. Toronto & Rail, 65 m.
Bello River	Rochester	Essex	G W R	707	14 50	8 00	.. G T R to London, thence by G W R to Chatham, 29 m.
BELLEVILLE	Town	Hastings	G T R	388	8 65	4 50	.. G T R or steamer.
Berlin	Waterloo	Waterloo	G T R	562	12 50	8 00	.. G T R, Toronto and Guelph, 14 m.
Bothwell	Zone	Kent	G W R	655	14 50	8 00	.. London, 40 m.
BOWENVILLE	Darlington	Durham	G T R	457	10 50	6 00	.. G T R or steamer.
Bradford	Griffithsbury	Simcoe	N R	544	11 75	8 25	.. Toronto, 44 m.
Brantford	Town	Braut	B & L H	528	12 65	8 50	.. Hamilton & Paris, 8 m.
Brampton	Chinguacousey	Peel	G T R	522	11 25	5 50	.. Toronto, 22 m.
Branchton	Dumfries	Waterloo	G W R	571	12 37	6 15	.. G T R Guelph, 21 m.
Breslau	Waterloo	Do.	G T R	559	12 50	6 00	.. Toronto & Berlin, 5 m.
Brighton	Brighton	Northumbrid	G T R	410	9 35	4 50	.. Kingston, 70 m.
Brockville	Town	Leeds	G T R	293	6 00	3 00	.. G T R or steamer.
Bronte	Trafalgar	Halton	G W R	525	11 25	5 50	.. Toronto, 25 m.
Carlton Place	Beckwick	Lanark	B & O	340	7 35	3 90	.. Brockville & railroad.
Carron Brook	Mc Killop	Perth	B & L H	316	13 00	6 60	.. Stratford, 27 m.
CHATHAM	Harwich	Kent	G W R	674	14 50	8 00	.. G T R to London, thence by G W R to Toronto or Hamilton, by rail.
Clinton	Tuckersmith	Huron	B & L H	621	13 50	6 80	.. Rail Goderich.
Coaticook	Bamston	Stanstead	G R	143	3 65	2 40	.. G T R.
Cobourg	Town	Northumbrid	G T R	431	9 75	4 50	.. G T R or steamer.
Colborne	Cramah	Do.	G T R	417	9 60	4 50	.. G T R.
Collingwood	Notawasaga	Simcoe	N R	593	13 35	7 50	.. Toronto and N R R.
Compton	Compton	Compton	G T R	131	3 40	2 40	.. G T R.
Corwall	Town	Stormont	G T R	230	4 00	2 00	.. G T R or steamer.
Danville E	Stuipon	Richmond	G T R	84	9 90	1 00	.. G T R.
Darchester	Dorchester	Essex	G W R	606	13 50	7 00	.. G T R to London, 10 m.
Durham East	Durham	Drummond	G T R	106	2 50	1 00	.. G T R.
Dundas	Town	Wentworth	G W R	545	11 62	5 82	.. G T R to Hamilton, 5 m.
Edwardsburg	Edwardsburg	Grenville	G T R	273	5 50	3 00	.. G T R.
Galt	Dumfries	Waterloo	G W R	565	12 50	6 25	.. Guelph, 15 m.
Georgetown	Esquing	Halton	G T R	530	11 50	5 50	.. Toronto, 30 m.
Genoa	Ekfrid	Middlesex	G W R	644	14 50	7 75	.. G T R to London, 26 m.
GODERICH	Town	Huron	B & L H	333	13 85	7 00	.. Stratford, 43 m.
Grafton	Halimand	Northumbrid	G T R	121	9 75	4 50	.. G T R
Grimby	Grimby	Lincoln	G W R	556	12 00	5 88	.. Hamilton, 17 m.
GUELPH	Town	Wellington	G T R	550	12 00	5 75	.. G T R.
Hamburg	Wilnot	Waterloo	G T R	579	12 50	6 20	.. Toronto.
HAMILTON	City	Wentworth	G W R	530	11 50	5 50	.. G T R or steamer.
Harrisburg	Dumfries	Braut	G W R	558	12 12	6 00	.. G T R to Guelph.
Hespeler	Waterloo	Waterloo	G W R	577	12 75	6 50	.. G T R to Guelph, 8 m.
Ingersol	Oxford	Oxford	G W R	596	13 25	6 88	.. Woodstock, 9 m.
Kemptville	Do.	Grenville	P & O	304	6 25	3 00	.. Prescott, 23 m
KINGSTON	City	G T R	G T R	340	7 00	3 50	.. G T R or steamer.
Lancaster	Lancaster	Glengary	G T R	222	4 00	2 00	.. G T R or steamer.
Lansdowne	Lansdowne	Leeds	G T R	314	6 70	3 25	.. G T R.
Lefroy	Innisil	Simcoe	N R	553	12 05	6 55	.. Toronto, 53 m., rail.
Lennoxville E.	Ascott	Compton	G T R	123	3 05	2 10	.. G T R.
Lindsay	Ops	Victoria	P H & L	173	10 87	5 62	.. Port Hope railroad.
LONDON	City	Middlesex	G W R	315	12 50	6 80	.. Railroad or steamer.
Longwood	Caradoc	Do.	G W R	437	14 37	7 62	.. London, 20 m.
Maitou	Toronto	Peel	G T R	516	11 00	5 50	.. Toronto, 16 m.
Matilda	Matilda	Dundas	G T R	267	5 50	2 75	.. G T R or steamer.
Mitchel	Logan	Perth	B & L H	301	13 00	6 50	.. Stratford, 12 m.
MONTREAL	City	Montreal	G T R	168	2 50	1 00	.. Rail or steamer.
Mount Bridges	Caradoc	Middlesex	G W R	330	14 25	7 50	.. G T R to London, 15 m.
Napanee	Richmond	Lennox	G T R	376	7 90	4 20	.. Kingston, 26 m.
Newcastle	Clerk	Durham	G T R	151	10 50	4 85	.. G T R.
Newmarket	Whitechurch	York	N R	334	11 60	6 00	.. Toronto, 34 m.
Niagara	Town	Lincoln	G W R	537	13 00	6 25	.. Toronto, and rail or steamer.

NAME.	TOWNSHIP.	COUNTY.	RAILWAY.	MILES.	Fare by Ry or Stn.		ROUTE.
					1st Class.	2nd Class.	
					Dols.	Dols.	
Oakville	Trafalgar	Halton	G W R	518	11 00	5 38	Via Toronto 21 m.
Ontario	Saltillet	Wentworth	G W R	551	11 87	5 75	Hamilton, 21 m.
Oshawa	Clark	Ontario	G T R	47	10 50	5 00	G T R or steamer.
OTTAWA	City	Ottawa	P & O	335	6 55	3 00	Rail or steamer.
Paris	Brantford	Brant	G W R	568	12 37	6 25	Hamilton, 29 m.
PERTH	Drummond	Lanark	B & O	333	7 16	3 75	Brookville, 40 m.
PETERBORO'	Monaghan	Peterboro'	C & P	459	10 75	5 50	Cobourg, 30 m.
Petersburg	Wilnot	Waterloo	G T R	570	12 50	6 00	Berlin, 8 m.
PRESCOTT	Willage	Granville	G T R	281	5 50	3 00	G T R or steamer.
Preston	Pickering	Ontario	G T R	373	12 52	6 38	Hamilton, 23 m.
Port Hope	Town	Durham	G T R	484	10 50	5 00	Near Toronto.
Richmond, E.	Richmond	Richmond	G T R	96	2 15	1 00	G T R.
Rockwood	Wellington	Wellington	G T R	542	11 85	5 60	Quelph, 8 m.
SARNTA	Town	Lambton	G T R	669	14 50	7 50	G T R.
Scarboro'	Scarboro'	York	G T R	491	10 50	5 00	Toronto, 9 m.
Seaforth	McKillop	Huron	B & L H	613	13 25	6 75	Stratford, 24 m.
Shakespeare	Pasthope	Perth	G T R	582	12 50	6 25	Stratford, 7 m.
SHERBROOKE	Town	Compton	G T R	120	2 95	2 05	G T R.
Smith's Falls	Rivnsley	Lanark	B & O	319	6 85	3 60	Brookville.
St. Catharines	Town	Lincoln	G T R	550	12 50	6 00	Railroad or steamer.
St. Mary's	Hauchard	Perth	G T R	589	12 50	6 50	Stratford, 10 m.
STRATFORD	Town	Perth	G T R	389	12 50	6 35	G T R.
Suspension Bdg	Stanford	Lincoln	G W R	582	13 00	6 25	Hamilton, 43 m.
Thorhill.	Markham	York	G T R	512	10 95	5 45	Toronto, 12 m.
Thorold	Thorold	Lincoln	G W R	571	12 62	6 25	Hamilton, 34 m.
TORONTO	City	York	G T R	500	10 50	5 00	Rail or steamer.
Trenton	Murray	North'mb'land	G T R	400	9 05	4 50	Kingston, railroad stann.
Waterdown	Nelson	Halton	G W R	535	11 50	5 50	Toronto, 35 m.
Weston	York	York	G T R	509	10 75	5 25	Toronto, 9 m.
Whitby	Town	Ontario	G T R	471	10 50	5 00	G T R.
Wilder	Bosanquet	Lambton	G T R	637	13 65	7 50	G T R to Stratford, 48 m
Williamsburg	Matilda	Dundas	G T R	260	5 50	2 75	Rail or steamer.
WINDSOR	Sandwich	Essex	G W R	725	14 50	8 00	W Terminus G W R.
WOODSTOCK	Town	Oxford	G W R	587	13 00	6 75	Hamilton, 48 m.
Wyoming	Plymton	Lambton	G W R	659	15 12	8 00	London, 44 m.

New Brunswick, Nova Scotia and Gulf of St. Lawrence.

PLACES.	PROVINCE.	First-Class.				Steerage.				ROUTE.
		Without Meals.		With Meals.		Without Meals.		With Meals.		
		Dols.	Dols.	Dols.	Dols.	Dols.	Dols.	Dols.	Dols.	
Farther Point	Quebec	3 00	3 50	2 00	2 50	Via Quebec & Gulf Port S.S. Co. every Tuesday 4 p. m.				
Gaspe	"	9 00	12 00	4 00	6 00	" " " "				
Perce	"	9 00	12 50	4 25	6 25	" " " "				
Dalhousie	New Brunswick	10 00	14 00	5 50	8 50	" " " "				
Chatham	"	10 00	14 00	6 00	9 00	" " " "				
Newcastle	"	10 00	14 00	6 20	9 20	" " " "				
Shediac	"	10 00	15 00	7 00	11 00	" " " "				
Pictou	"	10 50	16 00	7 50	12 00	" " " "				
St. John's	"	11 00	16 00	8 00	12 50	" " " "				
Halifax	Nova Scotia	12 00	17 00	8 50	13 50	" " " "				

From Shediac, Rail to St. John, N.B. Steamer leaves Pictou for Charlottetowu, P. E. I., on the arrival of Steamer from Quebec.
 " Pictou, Rail to Halifax.

PLACES IN UNITED STATES.

NAME.	STATE.	MILES.	Fare by Railway or Steamer.		ROUTE.
			First Class.	Second Class.	
Boston	Massachusetts	423	11 00	7 00	By G T R.
Buffalo	New York	573	13 50	7 00	G T R or steamer.
Chicago	Illinois	1007	23 00	10 00	do or do.
Detroit	Michigan	731	14 50	8 00	do or do.
New York	New York	530	11 00	7 00	Via do or do.
Portland	Main	316	9 00	5 00	G T R.

Explanation of Abbreviations in Foregoing Tariff.

- G T R—Grand Trunk Railway; Quebec.
- N R—Northern Railway; Toronto.
- G W R—Great Western Railway; Toronto.
- C & P R—Cobourg and Peterboro' Railway; Port Hope.
- P & O R—Prescott and Ottawa Railway; Prescott.
- E T—Eastern Townships; Lower Canada.
- B & O R—Brookville and Ottawa Railway; Brookville.
- B & L H B—Buffalo and Lake Huron Railway; Canadian Route connections, Paris & Stratford.
- P H & L R—Port Hope and Lindsay Railway.
- Q & G P S S Co.—Quebec and Gulf Ports Steamship Company.

Throughout these passages children under 12 years of age are charged half-price, and those under 3 travel free.

LETTERS FROM EMIGRANTS IN CANADA.

Port Hope District, January, 20th, 1870.

TO MR. CATLIN.—MY DEAR SIR,

I now take the first opportunity I have had to write to you, hoping this will find you well, as I am happy to say this leaves us at present. We like Canada very well. They have strange names for things here, they call the gentry Big Bugs, and masters, Boss; and instead of saying make haste, they say, "Hurry up, be smart;" they call a harp, a string band; and one day I was out to work, and they told me to fetch the spider, so I was looking all over for a spider, when it was the frying-pan they wanted. The children in summer time wear no shoes or stockings, and the poorest call their parents pa and ma. We have no pavements here, it is all wooden sidewalks. We burn no coals here, it is all wood, and our stoves are in the middle of the room; we can boil six or seven pots at one time, and our chimney we can carry under our arm. We have a large town hall, and the police station is under it. We have a meat market, and vegetable market once a week here. Food is much cheaper here than at home, rent is cheaper too. I have got three rooms for two dollars a month, that is ten shillings of this money, and eight of English, and a $\frac{1}{4}$ taxes a month. Dear sir, we are very glad we came, though we are not doing so well as we could wish, as work is very slack here in the winter, but we shall do better in the spring, and if you think of sending any more out try and send them out early in spring, as the farmers want men then badly; they give men 26 dollars a month, and board and lodging in summer, and 14 in the winter, and a labouring man gets 1 dollar a day here. If a man is in good work all the summer, he can provide for the winter very well. I think I should like my brothers to come out here, that is if they would like to. And if you send any out, will you be so kind as to think of them, and any one that you send out if they come to where we are, are welcome to come to our house, and we will meet them at the station if you let me know when they are coming. Dear sir, please give our best respects to Mrs. Catlin, and the children; and Mrs. Hayes is much obliged to her for what she gave her. She finds the jacket a great comfort here this cold weather. It is very cold here, but so pleasant; it offends snows and the sun shining brightly at the same time, and freezing too. And every one wants good flannel to wear that comes here, as clothes are very dear here. Tell all you know that is coming to bring all they can with them, such as lamps, clocks, and a little crockery ware, as they are very dear here; and tell any one who has a good bed to bring it with them, as all the people sleep on straw beds here, higher class as well. This is a good place for girls, as they get 5 and 6 dollars a month and board and lodging. Sir, I should like you to read this in the Mission Room, just to let my neighbours know how we like the

place. Any one can do far better here than at home. We was very well during the voyage, except Kate; she was sick four days; we had plenty of food on the ship. We should very much like to hear from you sir. I think I have told you all I can this time, so I must conclude. My wife joins me in best thanks to you. We remain your humble servants,

JOHN & CATHARINE HAYES.

Post Office, Port Hope, Ontario, Canada West.

Per Canadian Packet.

Post-Office, London, Ontario, Canada West, N.A.

MR. CATLIN.—DEAR SIR,

After a voyage of eleven days, we arrived safe at Quebec, boxes damaged with rough usage, one broke to pieces, three disasters—saloon lady broke her leg, German died just before landing, and a young man from Yorkshire drowned at the pier. Kept like cattle at the pier from Monday afternoon till Tuesday, 9 p.m., when we started, and arrived at London, Thursday 12 p.m. All well.

Very bad account of the "Medway," half starved, all biscuit after leaving Gravesend, salt meat, one child died from fever, have not heard from George Evans yet, don't know where he is.

We should be happy to see you if you come over; my wife will be in the hospital till about the second week of next month, so that you can find us by that.

Plenty of work about. Very hot.

I shall write to you again, only I thought you would be glad to hear from us. I have had two days' work, and have one and all met many friends, (strangers),

From yours truly, EDWARD GOSTICK.

19th June, 1870.

RESPECTED SIR,

I take the first opportunity of writing to you, hoping you and your family are quite well, as it leaves us at present. Sir, after you left us at Gravesend we stopped there until Saturday morning, when off we went. We had a very bad passage across, the wind blowing against us all the way. On the morning of the 24th the wind rose to a hurricane, which carried away our foretopmast and the whole of the mainmast, and two life-boats. It was a solemn sight to see a number of men clinging to forms and tables, waiting and expecting to go down every moment as the ship rolled from side to side and shipped every sea; it was an awful position, but thank God we arrived all safe at Quebec on the 2nd of June, being twenty-one days out. The agent asked me whether I would follow my trade, but I told him I should like to go farming, so me and seven more families and two single men were sent to Canada East, quite a new settlement,

149 miles. Mr. Pope, a member of Congress, took us in hand, and got two families (me for one) on two farms, and the others were put on land of 100 acres of their own. They are supplied with everything they want until they are able to help themselves, and then they will have to pay a land tax, which is sixty cents an acre, to be paid in five years, or all down at once if they have got the money. It is a great raising country for cattle. If there is any more on your club who knows anything about farming, and can get out, this is the place for them; they will have to work hard, but in a few years they will have an independence. Everybody out here owns land, the house they live in, lots of cattle, and no rent to pay. What more can anybody want? The master I am with owns hundreds of cattle, and he has got, with his brother, 1,200 acres; and he says after I have been with him for about six months he will give me 100 acres, and build me a house, and give me a cow and fowls, and keep me until I can do for myself. My master is a bachelor, and has got his mother with him, an old lady seventy-one years of age, so my wife takes charge of the house and does just as if it was our own; she makes bread, butter, cheese, which we have plenty of; new laid eggs fried in fresh butter, and new milk or tea every morning and night. If any of our people come out here tell them to bring good strong Wellington boots and good thick woollen clothing for the winter, and bring out whatever little useful article they can get in the shape of iron-work, and bring out their crockery, and beds, and soap enough until they learn how to make it, which they all do here; and bring out cottons, threads, and needles, for what you get in England for $\frac{1}{2}$ d. you have to pay 5d. for. Sir, I should just like you to see me now, with top boots, broad-brim straw hat, in my shirt sleeves, and almost the colour of copper, driving two oxen drawing a cart; you would laugh, sir. If you could get about twenty single girls, good servants, from fifteen to eighteen, they could get good places this moment. If you do come near this way when you come, I hope you will not forget me. So good bye for the present,

From yours respectfully, JOSEPH TOOMER,

At Mr. Weston's, Eaton, near Cookshere, Compton County,
Province of Quebec, America.

June 12, 1870.

DEAR BROTHER,

I have got a chance at last to write, hoping you are all well, as we are at present. We had a very bad passage out, a head-wind blowing hard all the way, and on the morning of the 24th we had a dreadful storm; we lost our mainmast and foretopmast, and two life-boats. I daresay you have read the account in the papers. We arrived at Quebec on the 2nd of June, just making twenty-one days. When we arrived the agent met us; he asked me where I wanted to go to. I said Nowhere

particular, but I said I should like to work on a farm, so he turned me over to a gentleman, and seven other families and two single men. We got into the train about ten at night and went on until five in the morning, when we stopped at a place called Richmond, eighty-four miles there, where we stayed to one o'clock in the afternoon, and then we went on to another place called Lennoxville, seventeen miles further on into the country, where another gentleman met us and gave us a good feed, and then we all started off in three waggons further on to a place called Cookshere, and there we were received at a gentleman's house, a member of Congress, or Parliament, where we was treated very kind. They sent us to a farmer's, three miles off, who is a single man living with his old mother. Letty is to be a companion to the old woman, and to do everything in the house; she has got the control of the house, just the same as our own; she makes butter and cheese, and I work on the farm, and George helps a little, and Alice helps her mother. We have got eleven cows, six bullocks, eight calves, nine horses, and ten pigs, and the fowls we cannot count; that is on this farm, but he has another farm further off, on his land, which is about 1,000 acres between him and his brother, who has got a saw-mills a few miles off. My master says that if I stop with him for a twelvemonth he will put us on his land in the backwoods on 100 acres of my own, and build us a house, and give us a cow and fowls to start with, and keep us till I can start on my own hands; or he will give me five acres near the road, if I like to work for the families he has got out here from London, at boot-making, for there is none for miles around. But I must tell you that instead of going to West Canada I have gone out to East Canada, which is a lovely part of the country, a place little known in England. The farmers out here have joined together to take a few families as the ships arrive, just enough that they can help and support, for there is not much money out here, but everybody has got a great deal of stock and property here. John, if you could get your Johnny out here he could get work where I am, and after he has learned to farm he would be sent where I am going, and he would be allotted out 100 acres as soon as he would be able to take care of them. I will write and tell you more in the next letter. JOSEPH TOOMER.

From Mr. W. Clark's Dairy Farm, Richmond Road, Ottawa.

June 27th, 1870.

DEAR SIR,

I could not rest till I set down to write these few lines to you to make my promise true at our farewell tea-meeting, that I would write as soon as I could to let you know how I was getting on. We arrived at Quebec on the 7th of June, about 9 o'clock in the morning, and in the evening at 8 o'clock we took the train. I was in the train two nights and one day before

I reached Ottawa ; this is where I am now. Ottawa is a very pleasant part to live in, so healthy and fertile, and most all English people that live here, so that I feel more at home than I thought I should. I like it better than the old country, for this reason—there is no Sunday trading allowed in this country at all, every shop is closed on Sunday here, and all places where malt liquor is sold have to close at 7 o'clock on Saturday night, and dare not sell any more till Monday morning, so that everything is quiet and pleasant on the Lord's day. I took the first job I could get which was in a brick-yard, but I found it too hard work for me ; so I left that, and now I am in a large dairy-farm ; this will do for me very well, for it's what I've been used to at home. I can get £3 a month, board and lodging, for a year. I am sure that people who emigrate out here need not be out of work an hour, for there is one hundred men wanted now at one place ; in fact, they are wanted everywhere. I am quite well myself, and I hope you and your family are the same. Give my respects to all.

I remain, your affectionate friend, J. J. HOOPER.

I found your tracts of great use to me during the voyage, and when I look at the wall I can see your face and fancy I am in the Missicn Hall, Clerkenwell.

Toronto, July 26th, 1870.

TO MR. CATLIN.—MY DEAR SIR,

I implore of you on behalf of the hundreds of English immigrants who have been cruelly deceived by the false representations of Canada, which have been made to them, by, in many cases, interested parties in England, that you will on your return to London, raise both your powerful voice and pen against so cruel and unchristian a wrong on poor creatures. Hundreds of immigrants who have been here for the last twelve months, although young and strong, have failed after travelling through the country for months to obtain more than two days' work in any one month.

I need scarcely remind you that many who left England were not destitute, but placed in this situation in Canada, they have become so ; and I am sorry to say every likelihood of their remaining so.

But, my dear sir, you will no doubt meet with those during your stay in Canada, who will be able to give you more information than I can do by writing ; I will therefore only request that as a friend to your oppressed countrymen, you will cry aloud against this unfeeling deception. For your safe return to dear old England and your loved ones, accept my prayers to God, the disposer of all that concerns us.

Yours truly and faithfully,

ROBERT BOYD.

Came from London last year.

*Trois Pistoles, Province of Quebec,
North America, August 17th, 1870.*

MR. CATLIN.—SIR,

With pleasure I write these few lines to you, hoping yourself and Mrs. Catlin is quite well. I should have written to you before but I was expecting to be sent further down the line. I am happy to tell you I got employment directly I landed at my own trade at 11s. per day. The provisions are rather dear down here—bread, 1s. 2d. per 6lb. loaf; flour, 2s. 9d. 14lb; meat, from 3½d. to 5d.; butter, 10d. lb.; eggs, 8d. per dozen; tea, 4s. per lb.; coffee, 1s. and 1s. 4d. per lb.; sugar, 7d. and 8d.; potatoes, 2s. 4d. per bushel—as for any other vegetable, we have never seen any. We are about 160 miles for Quebec, on the road to New Brunswick. It's a beautiful country. We had to rough it at first, but, thank God, we are very comfortable now. We are lodging at a French farmer's, but the worst of it, nobody in the place can speak a word of English. It's a very good place for stonemasons, but I would not advise any labouring man with a family to come down here, as they only are getting 1 dol. per day, but it is very good for single men. I hope very shortly to be able to return you the pound you lend me when I was trying to get the money together to come out here. I shall ever feel grateful to you for your kindness to us. I often think of you. I think there is a great many labouring men deceived with the wages when they come out; but I hear they get better pay in Upper Canada. There is nothing doing here only the railway. We were treated very well indeed on board ship, but of course there were a great many dissatisfied, and had a great deal of grumbling with the food of which there was plenty of everything for us, and milk arrowroot, and beef tea for the children, and we got 10 shillings a head when we landed.

Hoping, sir, you will excuse my humble letter,

I remain, yours respectfully,

R. W. GILDERSON.

Sep. 30.

MY DEAR BROTHER AND SISTER,

We received your letter on the 24th, and was very glad to hear you are all well; you will think it strange at our change of address, but we have been deceived throughout the piece: in the first place we were told that if we worked twelve months, for 16 dollars a month, we should have a house and 100 acres of Government land, a cow, and pig, and some fowls, to begin with; but at the end of 4 months, we found out how we had been caught in a trap, which is laid for all who are unlucky enough to be caught at Quebec; there is an agent sent down there that holds out such tempting promises to all if they will go to Lennoxville, but when you get there, you are drafted off some miles further up the country,

either to work for nothing, or go in to the backwoods to starve. We have been working for 4 months, for nothing but our food and lodging, and we should have gone on if Joe had not fell in with a man that had nothing to do with the Emigration Society, and he told Joe all about it, and when we told our master about it he only said, "Well, but you are learning how to farm in this country;" and at last he said we were working for nothing, and all we had at the end of the year we should go into debt for, and have to pay it back again in five years, or lose the lot at the end of that time; so we have worked all the summer for nothing, and Joe is gone to work these two days at his trade, for a dollar a day, but I don't know how long that will last, and I stand a good chance of going out 2 or 3 days a week to work. We are 27 miles from where we were, and if we don't get on pretty well we shall go on further west. I can tell you this has been a lesson to us not to work again without knowing what we work for. We are to pay two dollars and a half for the two rooms a month, but I shall look out for a small house to ourselves. Write soon and tell us all the news you can, and give our best respects to all enquiring friends, and accept our loves to yourselves and the children. From your affectionate brother and sister,

J. and L. TOOMER.

Direct Mr. J. Toomer, Post Office, Coaticooke, Canada, America.

P.S. Many thanks for the newspapers.

Barkham, Canada.

DEAR SIR,

It is with the greatest of pleasure that I take my pen in hand to write a few lines to you, hoping that you have been getting on well since I left you at Quebec. Since I left you there my experience has varied very much, both spiritual and temporal. The Lord has ever been as good as His word, his mercies have been numerous as the stars in the firmament. Thanks be unto Him for ever. I have found that to be true in my experience, where it says commit thy way unto the Lord and He shall direct thy paths. Blessed be his name for evermore. He has directed my path I hope, dear sir. I shall ever be able to praise Him without any interruption whatever. I have not forgotten you yet nor the sermons we had while on board the ship. Since then I have often thought about it. Should very much like to see you again if it were possible, but I dare say I cannot because I am very busy. You know, dear sir, that I engaged to come to Barkham to work on the railroad that is being made, but when I got to Scarboro, why I came to Barkham and was hired on a farm for 4 months at 12 dollars a month, where I think of staying, God willing. Dear sir, the first Sunday that I was here I went to the Wesleyan Chapel, but notwithstanding feeling rather down in spirits, and the Lord gave the minister a word for me, blessed be his name, for once more—the subject was "For he careth for you."

I thought, If this is not providential I don't know what is. It was indeed a season of good to my soul. Bless God for ever. I could then sing, Give thanks unto the Lord for all his benefits and for his wonderful works to the children of men. Well, sir, after the sermon it was a fellowship meeting. It gave me a good opportunity to make my case known to them. Thus I did so—the Lord enabled me to make a few rambling statements about myself and what the Lord had done for me since I knew Him, thank Him for ever. Dear sir, the people are very kind to me here; the people I live with and all the people around, are very generous and good to me. The people I live with are Wesleyan people, and some of them sing in the choir. I have scarcely any work to do on Sundays—they are very strict in that respect. Dear sir, I have another offer at another place, I don't know whether to take it or no. Dear sir, I trust you are winning souls to Christ. May God ever give you much grace is the prayer of,

Your brother in Christ, JAMES YOUNG. ❧

FROM A CLERKENWELL WATCHMAKER.

Elizabeth Street, Queen Street, Toronto.

MR. CATLIN.—DEAR SIR,

I would wish to ask you if it may lay in your power to give me some advice or assistance in my present difficulty. As I see no chance of getting employment, unless I could get friends to interest themselves in my behalf. I have tried many of the warehouses in the city, but have met with no success. I am now unable to pay my board and lodging, which is very expensive to what they made out in the old country. If you could give some advice I should be very thankful.

I remain, yours, JAS. GREEN.

“Toronto, November 21, 1870.

DEAR BR. CATLIN,

My long silence will lead you to judge of me [contrary to my wish. I have looked long for a note, but thinking of the demands on your time, &c. Did you get the two letters I posted for you to Montreal. I forgot the date of your sailing. But you are able to say the Lord has brought you hither again. Glad no doubt to finish your tour. Since you were here, during the fine weather we were at the Park in the afternoon, and at Adelaide Street in the evening, and many attentive hearers of the Word. We all felt the power of the Lord with us. Our Open-Air Mission did not continue long. We never had a monthly meeting. Some of them spoke once or more, but they seemed imbued with the idea of preparing their address; you have an idea they are very earnest, but cannot rely on the Lord to give them utterance. In the Park towards the end, we got the platform, by catching the opportunity. We had from six to seven hundred of an audience. Many

confessed they never heard such truths before, and the brethren (exclusive) have stood by us and continued preaching after we were gone. You will remember of one who was to come from Chicago to establish a "Laymen's Institute:" shortly after your departure he came, there was a week of meetings, on different subjects, in the different churches. Br. Rawbone, I, and others attended. But our hopes were lost, no more came of it. They talked about "laymen's work," and some of the ministers spoke freely on it. One of the speakers, a Dr., said he was "afraid of park and street preaching." Mr. Rawbone hearing such, got up and defended himself and out-door work. It came true what was said at the meeting you were at with us, that the ministers would not aid the Mission. Now it is extinct as far as being a Mission; we had it all to begin—they would come a half hour after we were commenced, and grumbled at not being allowed to speak. We continue breaking bread in Br. R.'s house, and go to some place to hear what sort of doctrine is preached. We heard Morley Punshon. But we heard much about truth. But a very grievous error he makes about there being no grace with God before man fell. Denying God's sovereignty, &c. There seemed no solid foundation in his address; they who heard him then, were very very much dissatisfied. He has had his partner in life removed by death, lately. We are not getting any more drawn to the Canadians, they seem unable to understand why we are not members of some church. I have seen some of your emigrants, the two at Leslie are doing very well. The brick-field worker is working at the rolling mills, and very happy in his style. Mr. Gibson has had a very hard time since he has been here; he had the ague, some time ago, and now while I write he is laid up with some illness. I have been to see him and speak a word to him. Have you given the ring to his father he desired you to carry home with you? We had Mr. Herring after you were here. He had several meetings for emigrants. But I fear he did not tell the unvarnished truth as you, because he made not such scrutiny of his visit. Houses here are not to be had for working men, fit to live in. As many boarding houses as you could think of 'most. I am still in the same shop working. But I fancy a change. Trade is not at all brisk now, the weather gets colder; now, it is what you would call fresh; you would enjoy it now, the sky is beautiful here, we have the fine weather much longer than last season. It is good for out-door workers, but they move along something like a Londoner would do. The boats are not plying to Niagara now. Mr. Rawbone had a letter from Mr. Usher, telling him of your visit to Birmingham, &c. He and his family are well. I am as one of the family. Though often I am weary, the name of Jesus revives and cheers me, a twofold stranger, but a citizen of no mean country. I hope you will be able to find time to write us a few thoughts to remind us of you, and that

your labour will be manifest to you, amid all your trials, that the Lord is your Shield, and that your journey will be for the good of many at home, who would be deceived by false reports. Wishing you and your partner and family every blessing in store for you, as hire, from a loving Father through Christ that saved us. Amen.

Mr. W. Catlin,
18, Hemmingford Road,
Islington, N. London,
England.

DAVID BRECHIN,
Mr. T. Thompson,
Harness Maker,
Toronto,
Canada, W.

Jany. 1, 1871.

Many thanks, dear brother and sister, for your welcome letter—it was the best thing we could wish for, on new year's morning, for I can tell you both Joe and I had gone to the Post Office, until we were sick at heart, only to hear the same word *No*—no letters nor papers. Joe was going to write to Mr. Harison, to know if you were dead or alive; dont be so long, dear Jack, again before you write, for I can't take a run over the brook to see you now, like I used to; but I do hope we shall be all together before long, for you would find the difference if you were here, for no one need be idle, that will work, and food is so cheap, and one pound here is worth two in England. If Johnny is still at the Engineering, I think we can get him on the Grand Trunk railway, as assistant engine driver, and Mogeey could have plenty of good places. Joe is still working at the saw mills, he gets over 20 dollars a month, and I bring in 8s. or 10s. a week, so that we are getting on very well, and are getting a nice little home around us again. Joe is trying to get some friends to lend the money to get you out, but you will have to pay it back when you get work, for we have not got it in our power to help you yet, but we will do our best for you. I know you will never be sorry for coming out, and there is a brighter prospect for our children here than there is in England. What sort of Christmas did you have? We had a bright cold day, snow about 2 feet deep, and plenty of everything in the way of eating and drinking; we had a quarter of mutton, for which I paid 8½ cents, which is about 1½d. in English money, per pound. A large goose, a fowl, and a lump of pork, plenty of potatoes, turnips, and a plum pudding, so I think we did not take any hurt for food; we can get a good goose for 2s. here, and where food is cheap, and work plentiful, there is no chance of starving. Alice is at home for the winter, for the weather is so cold that Joe must have his meals got for him, and a fire when he comes home, and George goes to school. Joe comes home sometimes with icicles hanging on his beard an inch long, and one night last week, when I pulled off his boots,

his stockings were frozen to his boots ; if he had not had worsted socks under his stockings, his toes would have been frost-bitten. But still we do not feel so cold here as in England ; to-day the sun shone bright and the snow fell in large flakes. So now good night and God bless you all—wishing you all a happy new year and many of them.

Yours, &c.,
J. AND S. TOOMER.

LETTERS FROM EMIGRANTS IN "THE STATES."

Union Hill, Washington Co., Texas, May 19, 1870.

MR. WILLIAM CATLIN, London, Eng.

DEAR SIR,—I have looked over, with pleasure, the religious journals sent me ; also the pamphlet containing account of the many suffering people ; and believe me, sir, that there are numbers of good people here who appreciate their condition, and are willing to help them, and at the same time it would be a help to ourselves. If you could only understand the situation of our country—the truth, sir, I mean, in regard to the want of labour, the easy and *certain* way those people could not only by a little industry make a living but very soon grow rich ; and its health—there never was a more healthier country than this section, while lands and plenty to eat is dirt cheap, and thrown away daily enough to maintain those suffering people. I see every year people coming here direct from your city and all parts of Europe, and they will all tell you it is a Paradise compared to that place for a poor man. We are talking of forming a society for the purpose of paying the passage of several hundred of those suffering families ; our city fair will meet in a few days and the subject brought up, on a plan that they agree on arrival to work for the parties so advancing until their passage is paid and wages is *high*, &c. ; with your co-operation much good can be quickly done in this way. Please let me know as soon as possible if they are willing to *come here* and work as above stated, &c., and we will remit at once for as many people as wish to come out. Hoping to hear from you soon in full,

I remain, yours truly, H. B. JONES, T. W. E. A. S.

P.S.—In sympathy with your suffering people, I am willing not only to devote time and money for their relief, but help to aid those who are too old and afflicted, like the poor old lady who had to give her best shawl for a fire. We have no such objects of pity as several cases mentioned as mere instances in the report. God will reward those acting in your capacity ; I wish they were in my reach, I could greatly relieve many and never miss it. Am willing to get up a subscription to bring several hundred to this beautiful land of plenty. You can rely on what I tell you about the advantages they will receive here ; numbers have tried it and all like it. * * * * * Our winters are

mild, our summers are pleasant, and healthy at all times ; true, the southern portion, some 150 or 200 miles distant, is flat and marshy, and not so healthy ; but if you could see this you would like it better than I can describe. It is no pecuniary interest, but for the good of suffering humanity and the prosperity of the country that I want to see emigration ; and no other country possesses more advantages than this to the poor man and families. I will furnish myself land, team, tools, and provisions for one hundred, and give them half they make, and a common worker can make 800 to 1,000 dollars yearly ; or give them 15 to 25 dollars per month wages and pay their passage out, and I know of thousands here who will do the same. Please let me know if they will come, and if *work, &c., &c.*

Yours truly, H. B. JONES, T. E. A. S.
Union Hill, Washington Co., Texas.

Clarksburgh, July 15th, 1870.

MR. CATLIN.—DEAR SIR,

I take very great pleasure to inform you that we started from Liverpool on the 22nd of June, and we all arrived safely at New York on July 6th, except in one case, and that was Mr. Crimble, who fell down the hatchway before we left Liverpool and was killed. His widow has come along with us ; Mr. Selby has taken very great care of her, and so he has of us all ; he has been better to us even than we expected. When we arrived at New York, we were knocked about a good deal by the people there, and this grieved Mr. Selby very much, but when we got into Clarksburgh they received us with open arms, and before we had been in the town an hour, everybody knew all about us ; but I forgot to tell you when we got to Walker's Hotel, there was a good supper waiting for us. All our people have gone forward to Buchanan, but I and Master Tom are staying here by ourselves to see the goods sent off. We spend our time catching butterflies, and going into the woods to get apples and blackberries, of which there is an abundance. The scenery here is most beautiful, and the men about here tell us the place where we are going to is better still, and there is fish in the streams, which only requires us to put in our line, and we can catch them as fast as we put it in—also that there is plenty of game in the woods, and that it is the most fertile part of the States. From what I have seen of it this is just the place for emigrants. If we had not been going with Mr. Selby, all our men might have got work here without any difficulty, for there has been a good many persons ready to employ them. I have been introduced to several of the great men of this place, with whom I am on good terms : amongst them is a general, a colonel, and a judge ; and I may here say that the judge took a great fancy to the children, for he told them to climb up the trees and get the cherries, and you should have seen what a

scramble there was when the men were shaking the cherries off and the children picking them up, and the old man quite delighted with them. And now, sir, I may say here that I have found everything as good as Mr. Selby represented to us hitherto, but I have not space to tell you of everything. I think you will agree with me when you see the place. I am quite sure there is but the blessing of Almighty God upon our efforts required to make our undertaking a success, therefore we beg of you to pray for us. We have a great work, but God will be with us, and then we need not fear. With my warmest attachment, from yours, ever in Christ,

J. CLARK.

Chelsea, Mass., August 25.

DEAR BROTHER,

I hope this will find you and your wife and dear children in the enjoyment of good health, as it leaves me and mine at this time, thank the Lord for all his great mercies. I am most happy to inform you that we had a very pleasant passage of 12 days 10 hours, from Liverpool to New York. I am also happy to say that I found my wife had been working very hard to provide a home for the dear children. And we are living happy together, and I beg your prayers, that we may continue to live in the fear and love of our great king Jesus. I have very little news at present, we had about eight hundred passengers on board, and most all of them belonged to the Pope; there was one priest on board. I was as useful as I thought was proper, but I had many tracts torn up before me, and some thrown overboard. I was happy to find a converted family on board, and we had much happy converse together, although they were Germans; we could understand each other, when we spoke of the love of our Master. Now, dear brother, I must begin to tell you that I have a great desire for the welfare of your Mission Hall. That you may increase in number, and in the power of faith and love of our Lord and Master. Give my brotherly love to Brothers Bains and Smith, and all the brothers and sisters belonging to the Hall. And that my prayer is, that you all may keep faithful, be watchful and constant in prayer, so that we may overcome our enemy and be ready to meet our Lord at his coming. I am thankful to state that the Lord was precious to me on board, and I feel that he is precious to me here. You will oblige me, Brother Catlin, if you will let Joseph the blind man know that you have heard from me, and tell him that although I am so many miles from him, yet I think of him in my prayers. But if he has no wish to be saved, and don't pray for himself, it will be useless for me to pray any longer: and please ask him to send me his right name and address. Dear brother, I should like to keep a correspondence with you at least once a year, and please don't forget to write, and I will contrive to pay post for all the letters, rather than not hear

from you. I will manage to send something to pay for the letters. Dear brothers and sisters, I hope you will pray for me, and please pray for my unconverted wife; the Church I belong to here is praying for her.

Yours in Christ, J. MARRESS.

EMIGRATION TO CANADA AND THE UNITED STATES.

(To the Editor of the PENNY BEEHIVE.)

SIR,

In reading your paper of March 19, I saw an article from the Cow Cross Emigration Society, stating that four hundred families belonging to the above have withdrawn their funds from benefit societies, and sold their furniture, and pawned their tools to get them food. What suffering there must be in those four hundred families, with no prospect for the better whilst they remain in England. In reading the speeches and letters that I see in your paper, speeches that have been made all over England and reported in your paper about emigration, I have never been able to see any inducements to emigrants to emigrate to the United States. Why is Canada always mentioned as the place to go to? I can assure you, sir, that the United States has room for millions of labouring men. As an Englishman myself, I will state some plain facts to you, and as there are hundreds of your readers that know me personally, I should like them to hear a little truth about this great country. I was a working man about London for many years. I followed the labourer's work of making bricks in Hammersmith and Kensington. I left England in 1859, and, like a great many more of my countrymen, thought Canada was the place for an Englishman. So I took my family and arrived in Canada; but, sir, I assure you I soon found that Canada was not what I expected, and after trying to get work for some time, I was persuaded to go to the States at last. I took the advice of a friend and came to the United States; and when I arrived in the city of Chicago I had less than thirty dollars, all told. I soon found all the employment I wanted, and a great difference in the people. Everyone seemed to go ahead with what they undertook with a will; and from that hour to this I am thankful I came here. After I had been here a few years I could see my way clear to get out here what relatives I left in England, and they came, eleven in number, and I am happy to say they are doing well, having gone into business for themselves. I myself gave up business last year, having accumulated enough of this world's goods to carry me through my lifetime and some to spare. Some persons who read this will, perhaps, say it was luck. I can assure them, sir, there is the same chance here in the Western States for every working man to get on in the world, and my advice to those of my countrymen who intend to come to America, is, not to be afraid to come to the United States; and if they do

come they will get as good a reception here as they would in Canada. No man need fear coming here if he is not afraid to work and is willing to do so. I have been in the States eleven years, and I can assure you, sir, I have never seen any distress in families where they have been industrious and keep from drink. Whisky is the greatest curse we have here.

The greatest trouble to intending emigrants is in not having friends to go to on arriving in this country. My advice to all such as have no friends here is to make their way west as soon as they can, either to Illinois, Iowa, Kansas, or Nebraska, or the States of Wisconsin, or Minnesota; let them fix their minds on the State they wish to settle in, then get a map of the State, which will cost about one shilling, and fix on some small town or village, and go direct to it, and they will soon find plenty of people to give them advice and assistance, if necessary, and they can soon find employment, and at good wages. The best time to come to America is in the spring. There is one thing I wish to call to the attention of emigrants, that is, not to make their way to large cities when they arrive, except they have friends there, for I can assure them that they will not be able to get steady work in the large cities as they will in the small places. I have often read letters in the English papers that have been written by emigrants to England stating how bad the times are. Now, I have had a great deal of experience since I have been out here, both in the Western States and the South, and I can assure you, sir, I have never as yet met with an Englishman in poverty, that was sober and industrious, in any part of the Union. I have met with men out here that I have worked with in England, who are now independent. In fact, nearly all our leading business men here in the West have been working men. There is one thing, sir, that I like to see out here, and it is more with my countrymen than any other emigrants—namely, after they are here a little time they get tired of working for other people, and start for themselves. Even if this beginning is only in a small way, it raises some hopes of the future, and when I visit the comfortable homes and happy faces of those new settlers, I rejoice at the results of the emigration from England,

Yours, &c., HENRY JONES.

Wilmington, near Chicago, State of Illinois, N. America,

April 18th, 1870.

P.S.—If any one should wish to write to me for information I will with pleasure afford them all the intelligence in my power.

The following letter is taken from *Lloyds Weekly Newspaper*.

EXPERIENCE IN KANSAS.

TO THE EDITOR.—SIR,—As I have now been in Kansas nearly six months, I feel in a better position to give an opinion upon this State as a field for emigration than when I first arrived. In England we were told of the immense demand for labour of all kinds. Well, though I

was fortunate enough to obtain work, I do not exaggerate when I say that hundreds have arrived in this place during the past summer, and have been unable to get work of a durable character. Of these some remain here, eking out a precarious existence upon a day or a week's work occasionally, when they are able to get it. Many have left for other States, while some few who had the means have returned to England; several of the last named have been obliged to sell their wearing apparel and any valuables they were possessed of, to enable them to leave this place, to which they had been induced to come by the land speculators and railroad agents, who advertise so largely in England. Again, as might be expected from what I have just said, the wages are nothing like so high as we were led to expect before leaving the old country, where we were told that mechanics' wages were from five to seven dollars per day, whereas the highest money is but three dollars per day, and many good mechanics in this place receive but two and a-half. The price of board and lodging is also higher than we were told, viz., four to five dollars a week, instead of which it is six or seven, and at some houses higher than that. Of course if you are married and set up housekeeping it does not cost so much, as meat is cheaper and flour as cheap as in England. But most other articles of consumption are much dearer; and house-rent especially is very high—25 to 30 dollars per month for a four-roomed house, in which there are no fireplaces. You have to purchase your own stove, at from 20 dollars upwards. A great deal is said about the beauty and salubrity of the climate. I find it quite as changeable as that of England, and the changes more violent. In July and August the heat was so great as to render out-door work almost unbearable. During May I was glad to wear an overcoat, and a man from Michigan told me that during last February he suffered more from cold than ever he had in his own State. The only class of persons who can safely come to Kansas are those who are prepared to go into stock raising, the boundless prairie producing food for millions of head of cattle, which there is nothing to eat, as the buffalo is now found only in the far western part of the State. I am, &c.,

Junction City, Kansas, October 24, 1870.

GEORGE GRAVES.

HINTS ON ECONOMIC BUILDING.

Extracted from an American Paper.

THE wealthiest class of citizens—those who can afford to build *recherché* cottages *ornée*—are not the readers whose attention we would claim for the following hints. No, it is to quite another portion of the community we would now address ourselves, hoping that the well-meant advice we give may be productive of good, in the permanent improvement of the condition of the thousands of families who stand in need of a house and a home.

And first, let us say that, to follow out our teachings, vanity must be utterly excluded from the slightest share in the plans we lay down. We write for the poor man; and yet we warn him against vanity in building. But this is not so very strange as it may seem at first sight; especially when the character of our national institutions is taken into account. Equality leads to ambition. The humblest in means knows and feels his pride of

position in the commonwealth, looks on his neighbour as no better than himself, and tries to emulate his very superfluities. This is the weak spot in the poor man's scheme of comfort. It is this petty ambition which deprives him of a homestead, and keeps him houseless. There are comparatively few men of industry and energy who could not provide themselves with a shelter, however humble at first, did they but make up their mind at the outset to "rough it." In the tenement-houses of large cities, a family is forced to put up with two or three rooms, for which a large rent is exacted. Why cannot that family be content with a dwelling having even one room less, provided it is an independent homestead? Two rooms secured, more will be added as the ability grows; and the smallest beginning is the secret of attaining the true end and aim of every man of sense, namely, comfort derived from independence; in other words, a home free from indebtedness.

The mechanic, with his steady wages, can easily lay by, say, two dollars a week, by living just that much within his means. He can buy his doors and window-sashes by degrees, and keep them seasoning in his rooms somewhere, that they may be safe, and, at the same time, out of the way. In this manner he can take his time and secure good bargains, instead of getting everything at the moment he is building, and be then forced to take at least half of his material at a positive disadvantage. Let his plan be matured before he lays a line on the ground; and let everything be ready for its place, so that there may be no time wasted afterward in calculations that should have been made beforehand.

If possible, procure your lot on lease rather than purchase it; for you will want your money to build with, and you will get the value of your improvements when the lease is out. By that time you may be able to buy a lot—and if not—renew your lease. But let your object be to secure a house, even if you be not a lot-owner. Many a man exhausts his savings in paying instalments on land that he is not able to build on without mortgaging, and sooner or later loses all.

We will suppose you have your lot on lease. If it be not inclosed, proceed at once to fence it in and commence a kitchen-garden in the rear of the site for the house, having a small flower-garden in front, which latter should not be made until the house is built.

There are several ways of constructing small houses, all of which are dependent on circumstances. If lumber be dear in your locality, be sparing of it. Let your walls be of rammed earth or of concrete; for burned brick or stone-work is always dearer than either of these.

Dig your cellar first, then your privy vault, and keep the latter at the end of the lot, causing a grade of the lot down to it. Lastly, dig out a place for your cistern.

THE CELLAR.

In laying out the plan of your house, make it, *on paper*, the full dimensions of your ambition; but begin to build only the kitchen-wing. Under the kitchen is the proper place for your cellar. If the kitchen is to be twelve feet wide and sixteen feet long, which we will suppose it to be, then make the cellar nine feet in diameter and six feet and a half deep, diminishing the diameter at the bottom to six feet. Plaster the side with cement made of hydraulic lime mixed with an equal quantity of fine sand, put on quick, and floated round. For the floor, pave with hard brick or gravel, filling in the joints with cement. Then take cement and broken bricks, in pieces the size of a hen's egg, and mix them thoroughly together with sufficient water to work stiff, put it down at once and smooth it over, leave the whole to harden, which will require only a few days. Having gone on thus far with the cellar, you may leave it any convenient length of time until it becomes as hard as rock.

THE CISTERN.

As this is to be a permanent feature, it would be desirable to make it large enough at first. Let it be circular, and like the cellar in construction and dimensions, laying a bed of charcoal three inches deep at the bottom. Have the cistern so placed that from some corner in the kitchen a small pump may connect with it. The greater part of it may be outside the kitchen; for it is necessary to give water, especially that to be used for drinking, the benefit of the open air.

Should you think this cistern too much for your means at first, the simplest and cheapest method is to sink a hogshead in the ground. This will last a few years.

THE KITCHEN.

Drive down posts of cedar four feet deep, and three feet from each other, all around the line of the kitchen walls. They must be at least six inches in diameter; and, when cut off even at the heads, two feet above ground, so that these foundation posts will be each six feet long. On these set your sills; six by six inches each, well secured at the angles, by being halved on to each other and fastened with square oak pins driven into round holes. If you are going to build with wood for the material, begin at the ends, which we will suppose to be gabled, and nail the ends of the hemlock or pine boards—they need not be planed, tongued, or grooved—to the sills, and let them be their full length. At eight and a half feet high, nail a piece of oak scantling, say eight by three inches thick, flat against these, and across each end; of course, supporting or staying them while you are doing so. Now

stretch two other pieces of oak scantling across from end to end on the line of the sides, letting these project at either end, say one foot six inches, and notching and spiking them down on the end ones securely. The side scantlings should also be eight by three inches, and of sound stuff. The boarding of the sides may now be nailed on, above and below, as at the ends, letting the boards be their full length, and in the rough. Now place the joists of the first floor. They should be ten inches by two each, and laid across from side to side; their ends cut square off, and fitting close up to the boardings, to which they are to be spiked from the outside. They should be twelve inches apart, or fourteen inches from centre to centre; but not any more. They should be braced together with two rows of bridging, *herring-bone* fashion. The upper flooring joists may be now laid. They should be eight inches by two, and nailed securely to the side scantlings, as well as having the boarding of the sides nailed to them in a similar manner to that of those of the first floor. The boarding may now be laid on both floors. It should be of a fair quality of pine, free from bad defects, well dressed and seasoned.

And here let us advise that this flooring be bought some time before being used, so that it shall have a chance to season. Keep it in some warm place. Supposing the boards forming the walling to be sixteen feet long, you will spike on scantlings all around their tops, of white-oak, say six by three inches, keeping the outer or fence-line side a foot higher than that on the inner side of the lot—thus giving an inclination to the roof to convey the rain-water to the cistern. Now lay rafters across from side to side, projecting at least one foot over each side, and a pair over the extremity of each end, so as to give one foot projection all around. These rafters should be sixteen inches from centre to centre; and their dimensions should be six by one and a half inches each. Cover these rafters with rough hemlock boarding, and on them lay two tiers of strong brown paper—which operation must be carefully done—giving a lap of not less than two inches to the sheets of each layer, and carefully breaking joints throughout. Now lay over all a sheeting of good sound flooring boards, well-dressed and not over five inches wide each. They are to be laid crosswise of the under boarding, or from side to side. Lastly, nail on battens two inches and a half wide and an inch thick, over the joints; previously giving a coat of white-lead to the bed of each batten to make all water-tight. Leave this roof without paint, and you will have clean, pure rain-water in your cistern fit for drinking as well as cooking.

Cut out a square in the roof, at one end, for the chimney-flue, twenty inches square; and also cut out a round hole nine inches in diameter in the second floor for a stove pipe thimble about thirty inches further into the house than the flue hole, but on a line with it. Set up, and thoroughly secure two two-inch oak sides of

a cupboard, say four feet six inches high, under the flue-hole, and cover these with a securely cleated, three-inch black-oak slab, on which the brick flue will be built. The lower five tiers of brick to be solid, and a flue-hole to be left at, say, six feet from the floor. The flue should be carried up six feet above the roof.

The kitchen building is now inclosed, and the next work to be done is to cut out for the windows and doors. In this matter you will, of course, consult your own judgment as to number and position; as to size, you will be governed by the windows and doors you have ready to insert or hang. We would recommend small windows and but few of them. The doors we would recommend to be four-panelled, and one and a quarter inches thick; except the outside door, which ought to be battened on the inside and sheeted. There should be a door in the front-end wall, on the second story, which will be the connecting door with the main house when the latter is built. The chimney-flue must, therefore, be at the opposite side. Cut out in the first floor a trap-door for the cellar, which should be securely framed and have a cleated door fitted down flush with the flooring; and in fact this may be the same portion that has been cut out. In this door secure and insert a flat ring handle, to lie flush with the floor.

An outside platform, four feet wide, should be set on sleepers on the side next to the yard, and this should extend four feet beyond the front end of the kitchen. From this projection an outside stairway will lead to the second story. A cheap trellised front may be constructed as a screen to these stairs, against which vines may be reared. Under the eaves on the low side of the roof a gutter should be set on brackets. It might be made of two flooring-boards rebated and nailed together in the form of a V. From this a square wooden spout or conductor may be set upright, to convey the rain-water to the cistern.

The kitchen is sixteen feet long and twelve feet wide; taking off four feet at one end, and supposing that opposite the chimney-end a recess for a bed, as well as a good pantry, can be constructed, it still leaves the kitchen twelve feet square. The second floor can be equally divided into two bedrooms, twelve feet by eight feet each. Under the stairs a rough coal and wood cellar might be partitioned off, with a sliding door in the kitchen, against which a table being set would hide its presence.

The cellar should be double-shelved all around, and the space between the surface of the ground and the kitchen floor bricked up and banked in with earth, in which finely pounded glass should be well mixed, to keep out rats. A square funnel with a small window might also be constructed, to give light and ventilation.

The walls should be either clap-boarded or shingled; and care should be taken to paper over the inside sheeting, in a similar manner to that in which the roof was done. On the inside, the walls should be furred by covering the joints of the boarding with

inch-thick slats of any convenient width, and lathing on these, for which purpose they must not be over sixteen inches apart from centre to centre. Two coats of plaster, and a skim on walls and ceilings, should now be given throughout. It would be very advisable, when putting the lathing on the walls of the kitchen, to make a rough mortar in which broken glass should be mixed, and plaster the space between the lathing and boarding for, say, twelve inches high all around. Rats and mice would find this a disagreeable barrier to their scraping an acquaintance with the interior. We would, for a like object, recommend plastering down to the floor, so that there may be no space left behind the base-board. This plan also keeps out the cold which is so apt to penetrate at such points.

Bank up and sod around this kitchen building, and let the spaces between the sleepers of the platform be filled with well-rammed earth.

In forming the walls, in the first instance, should your boards not be of the requisite length, add to them by nailing another tier which shall lap the first at the line of the under level of the second floor, and cover the joint with a strip of planed pine board, three inches wide, neatly bevelled at the top.

You have now a dwelling in which a little family may enjoy comfort, and happily await the liberal hour which shall enable them to realize the completed plan of which this is but the beginning.

It is true there is no "best room," for the display of expensive furniture to worthless "friends." No, the money that would be so expended is far better employed in building up, by slow but sure means, an independent and comfortable homestead.

FIFTEEN REASONS AGAINST EMIGRATION.

A working man in Australia addresses his fellow-countrymen in England, through *The Tasmania Examiner*, in the following language:—

1. If you are an unskilled labourer, and come out to Australia, you will earn from 9d. to 10d. an hour; if a skilled artisan, from 1s. to 15d. an hour; and as the necessaries of life are so much cheaper here than in England, you will be exposed to the temptation of spending your superfluous earnings upon beer and skittles, or of speculating in mining shares.

2. You will only work eight hours a day, and will thus enjoy an abundance of dangerous leisure, which entails the risk of your dedicating it to idleness or vice.

3. Bread and meat are so cheap in Australia that your wife will be liable to become fat and saucy, and your children will be able to attain such a robust stamina that they will successfully defy

the diseases which are so instrumental in reducing the surplus population at home.

4. The State in Victoria annually set apart so large a sum of money for the free education of the people, that your offspring can hardly avoid growing up better informed than yourself, to the subversion of all domestic discipline, and of those principles of equality which are so precious in our eyes.

5. If you are prudent and industrious in these colonies, you cannot help becoming a capitalist in the course of a few years, and you will thus recruit the ranks of those who are the natural enemies of labour. You will wear broadcloth, fare delicately, lodge sumptuously, and entertain conservative views of property, as representing accumulated or consolidated industry. Can you regard such a change in any other light than as a misfortune?

6. So long as you continue a member of the operative classes, you will be able to dictate to your employer, instead of being dictated to by him; and this, like all other novel circumstances, is productive of embarrassment.

7. There is nothing to prevent you becoming a justice of the peace, a member of Parliament, or a minister of the Crown of Australia, and encountering the anxieties and responsibilities of making and administering the laws under which you live. You will escape all this by remaining where you are.

8. There are no poor rates, no poor-law guardians, and no union-workhouses in these colonies, consequently every man is under the necessity of making some sort of provision for old age or a rainy day. These are hard lines for us at this end of the world, are they not? The inference is obvious—stop at home.

9. Public libraries have been established in the principal cities of Australia, free to all comers. This is but one illustration out of many of the way in which colonial governments ignore the interests of booksellers and newsmen, and will give you an idea of what people have to put up with out here.

10. There are no benevolent societies to bestow 7s. 6d. and a tin medal upon a prize labourer who has brought up ten children upon 8s. a week, without ever receiving any parochial relief. Where are the rewards of virtue in communities like these?

11. If you emigrate, you miss the east winds, the fine, full-flavoured fogs, and sharp frosts, the heavy snow, the gentle thaws, and the penetrative slush, which communicate such a charming variety to an English winter, and furnish such inexhaustible subjects for the artists of illustrated newspapers.

12. The Government in Australia will almost force you to become a landed proprietor, and this involves the frightful peril of your children or your children's children some day becoming part and parcel of a territorial aristocracy in this corner of the globe. Consider what your feelings would be if you were to return to the world a century hence, and were to discover your posterity

enrolled among the county families of Victoria, or New South Wales, or Tasmania, and yourself referred to as having "come over" and settled in such and such a place a certain number of years before the declaration of independence, while a fabulous English genealogy would be provided for you by a colonial Burke or Debrett.

13. If you emigrate hither and make your fortune, nobody will touch his hat to you, nobody will dare to ask you who your grandfather was, and educated cynics will sneer at you as belonging to "the wealthy lower orders;" all which will be very hard to bear.

14. When Christmas comes round in Australia there are no distributions of coals and blankets, no annual dole of 2d. and half a quartern loaf, no soup kitchens, no gift of linsey-woolsey petticoats to your wife, nor of Welsh snuff to your aged mother, by affable churchwardens and beaming Lady Bountifuls. In short, there is nothing to remind you of the good old times, or of your duty to order yourself lowly and reverently to your betters, and to submit yourself to all your governors, teachers, spiritual pastors and masters.

15. If, in spite of all my warnings, you become a citizen of Australia, you will have to relinquish the satisfaction of reflecting that one-third of every shilling you contribute to the coffers of the State goes toward defraying the interest of a national debt contracted in fighting battles against people you never saw, for reasons you cannot comprehend, and under circumstances you would never approve of. In fact, if you emigrate, all your old insular notions will be turned completely topsy turvy, and you won't know whether you are standing on your head or your heels. We are all doing pretty well, and should prefer your leaving our "well alone."

MR. M'CULLAGH TORRENS AND COLONIAL EMIGRATION.

"I believe it to be possible, without an appreciable increase of national burdens, to enable many thousand families to emigrate, who, for want of material aid, are now unable to do so. I propose that each adult should pay £3, and for each child over 12 years of age 30s. For this they should obtain a family passage warrant to Quebec, Victoria, or Natal, as the case might be. The difference in each case should be made up in the following manner:— One portion should be defrayed from the Imperial exchequer, one from the revenue of the colony, and one out of the funds to be created by way of colonial loan guaranteed by the Home Government. The portions will not always be the same, but, taking all things into account, and the advantages and capabilities of contribution might fairly be considered equal. No plan of course,

can be wholly free from objection which attempts to deal with a problem so complicated, and one of the elements of which is in several respects so diverse. But, at least, that which I desire to recommend might afford a way of escape from perilous uncertainty as to the means of livelihood to great numbers of industrious and respectable persons, who are at present existing in daily deepening fear of absolute want. It would, on the other hand, supply Canada and Australia with the hands they more than ever need on terms much easier than, as far as I know, have ever been heretofore suggested. I would have the Imperial Executive authorised to give the option to any colony whose circumstances rendered it suitable for emigration from this country; and I would in every case give the colonial agent resident here a veto in the selection of passengers by these "third class trains across the ocean." Each colony would be left to judge for itself from year to year what addition to its population it could helpfully assimilate and absorb, and there could be no great difficulty in adapting the supply to the varying demand under this elastic system.

[ADVT.]

COW CROSS EMIGRATION CLUB,

Mission Hall, White Horse Alley, West Smithfield.

Patrons.

SIR GEORGE GREY, K.C.B.

EDMOND BEALES, ESQ., M.A.

LIEUTENANT-COLONEL COLVILL.

ALEXANDER RIVINGTON, ESQ.

REV. B. OSWALD SHARP.

REV. A. STYLEMAN HERRING.

W. T. M'CULLOCH TORRENS, ESQ., M.P.

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MR. WILLIAM CATLIN, 18, HEMINGFORD ROAD, ISLINGTON, N.

Hon. Secretaries.

MR. W. G. ROWLAND, 28, EDWARD SQUARE, CALEDONIAN ROAD.

MR. J. CURTIS, 73, BANNER STREET, ST. LUKE'S.

THE general success and beneficial results of the Emigration Club formed at Cow Cross in the early part of last year, has induced its promoters to make an effort to renew its organization for the present season.

Unhappily the causes that inspired the formation of the Society last year, are still existing, and, if anything, in a more extended and aggravated form; the distress and suffering arising from want of employment by vast masses of industrious and willing workmen in the metropolis generally, and particularly in certain overcrowded and poverty-stricken districts, such as Cow Cross and its

neighbourhood, have at no former period presented more painful and harrowing features, or called more loudly for the sympathy and assistance of those able and willing to help them at the present time. An immediate and general system of emigration would appear to be the only practical and available system that could afford immediate relief and permanent benefit. The superfluity of labour is so great, the want of regular and permanent employment so general, that no amount of pecuniary assistance given for mere temporary purposes, can ameliorate this unhappy state of things for any length of time. Periodically and systematically the same distress recurring, the same sufferings endured, the same hopeless despair engendered, that it is instinctively felt that only by an extensive and thoroughly organized system of emigration can any lasting and permanent relief be effected. Looking at the general distress at home, and the hopeful prospects indulged by those who contemplate emigration, it has been well said by one of our foremost statesmen that "The wonder is not that so many go, as that so many are found to stay behind." The reason is very obvious "why so many are found to stay behind"—they simply have not the means of going out, they are earnestly longing and desiring to try some other field for the exercise of their industry, as the applications for assistance, always far in excess of those that can be assisted, abundantly testify. In the absence of Government aid, which ought to be given, it rests entirely with the philanthropic and sympathetic public to render that assistance to deserving working-men, so absolutely necessary at the present moment.

Subscriptions in aid of the Funds of this Club are therefore most earnestly requested, and will be gratefully received by Mr. Catlin, the Treasurer, to whom all cheques, crossed London and County Bank, and Post-Office Orders payable at Clerkenwell Green, London, should be forwarded.

March 1871.

By order of Committee.

WILLIAM CATLIN, *Chairman and Treasurer.*

W. G. ROWLAND, } *Hon. Secretaries.*

J. CURTIS,

SUBSCRIPTIONS AND DONATIONS.

	£	s.	d.		£	s.	d.
A., Right Hon., Earl of	30	0	0	Brought forward—	204	12	6
A., Countess of	1	0	0	H., W., Esq. (three special donations)	16	10	0
Anon., Birmingham	1	1	0	IL., The Misses, Cambridgewell	3	0	0
Anon., Manchester	0	0	6	IL., Mrs., Finchley (special)	3	18	6
Anon., Hastings	0	10	0	"Lucerne"	0	10	0
Anon.	0	2	0	L., Miss, Cowley	0	10	0
Anon.	0	1	0	L., A., Esq., Bayswater	1	0	0
B., Mr. Kilburn (special)	4	5	6	L., Miss, Barnet (col. by)	1	2	6
B., W. H., Esq., Yorkshire	10	0	0	L., Mrs. J., (per Mr. Kirkham)	10	0	0
B., (late) Mrs., Stoke Newington	1	1	0	L., C. H., Esq., Islington (special)	4	0	0
B., Mrs., Birmingham	0	10	0	M., Col. C., Army and Navy Club	0	10	0
B., Mrs. and Miss, Dulwich	3	5	0	M., Mrs., Tunbridge Wells	6	0	0
B., Mr. J., Harlesden Green	5	0	0	M., Mrs., Isle of Wight	0	10	0
C., Lieut. Col. (House of Correction)	0	10	0	O., Mrs., Maida Hill, (special)	5	0	0
C., Mrs., Maida Hill	1	0	0	P., Mrs., Hampstead	1	0	0
C., Miss, Dorchester (special)	10	0	0	P., Major, Reading	5	0	0
"Christian" (per late Revival, vars. dons.)	64	13	0	Proceeds of Lecture by Mr. Catlin	2	4	6
C., Miss, Somersetshire	5	0	0	R., Mr. Alex., Hamilton	1	0	0
C., Most Noble Marquis of	5	0	0	R., Mr. W., Berks	1	0	0
C., Miss (special)	9	0	0	R., Mr. J. W., Perth	1	0	0
D., Right Hon. Earl of	10	0	0	R., Miss	1	0	0
E., The Misses, Barnsbury	0	5	0	S., Mr., Clerkenwell Grn.	3	0	0
E., Mrs., Guildford, Surrey	5	0	0	S., Dr., "Holborn Union" (special)	2	2	0
E., Specially to purchase calico	0	7	6	S., A. B., Esq.	1	1	0
F., Miss, Maida Hill	3	0	0	S., T. C., Esq., Eaton Sq.	20	0	0
F., Mrs. R., Melksham	5	0	0	S., Miss E., Twickenham	1	0	0
F., Mr. J., Cornwall	2	0	0	T., Brothers, Lawrence Pountney Lane	2	2	0
F., Miss	0	10	0	W., B., Esq., Clapham (special)	35	10	0
G., Major Gen.	1	0	0	W., Mr. E. S., Gloucestershire	5	0	0
G., G. F., Esq.	5	0	0	W., Mrs. E.	3	0	0
G., Rev. T. O.	10	10	0				
H., Mr. J., Reading	5	0	0	Total,	£341	13	0
H., Miss, Cottingham, Hull	5	0	0				
H., Miss, Bath	0	1	0				

Our sincere thanks are hereby tendered to "THE BRITISH AND COLONIAL EMIGRATION FUND," for their great kindness and assistance to our Society; to "THE BRITISH AND FOREIGN BIBLE SOCIETY," for a free grant of 100 copies of the Sacred Scriptures; to "THE RELIGIOUS TRACT SOCIETY," for several free grants of tracts, books, and other publications; to the Editors of "THE CHRISTIAN," for their kindness in advocating the claims of our Society; to "An Anonymous Friend," for 1 cwt. of "British Workman" and "Children's Friend." Also to several unknown friends who sent parcels of clothing, books, &c.

GENERAL BALANCE SHEET.

1870.

RECEIPTS.

	£	s.	d.
Contributions as per List	341	13	0
Emigrants' Savings	297	2	0
	£638	15	0

EXPENDITURE.

	£	s.	d.
British and Colonial Emigration Fund, on account of Emigrants' Passages... ..	515	0	0
Rev. A. Styleman Herring ditto	83	0	0
Printing Appeals, Advertising, and Stationery	21	19	4
Printing and Circulating Report	15	0	0
Salary to Assistant Secretary (14 weeks)	7	0	0
Postage, Stamps, Travelling Expenses, &c.	9	14	4
Relief to Distressed Persons at home and abroad	18	8	9½
Advances to Workmen for Tools, Clothing, &c.	14	10	6
Balance on hand	4	2	0
	£638	15	0

ALEX. RIVINGTON.
HUGH BARCLAY.

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