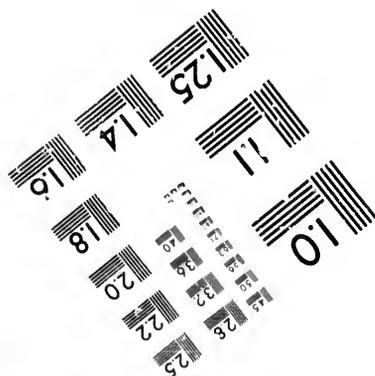
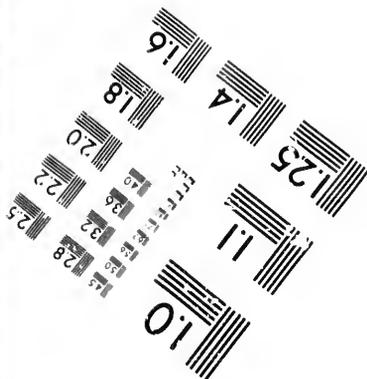
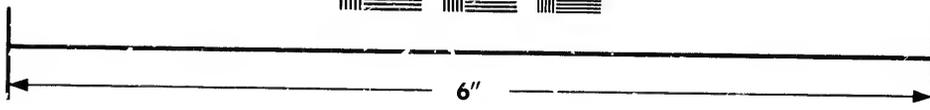
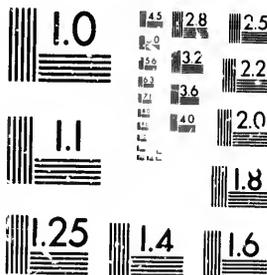
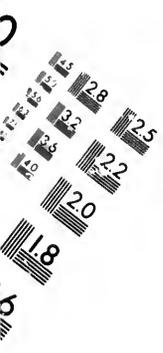


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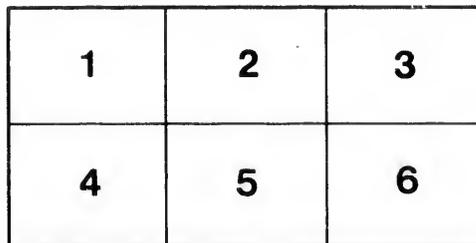
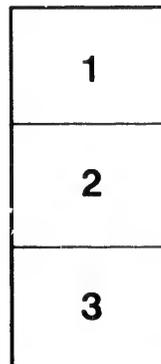
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PRACTICAL GUIDE

FOR

EMIGRANTS

TO THE

UNITED STATES AND CANADA.

BY

MALCOLM MACLEOD

(A LANCASHIRE ARTISAN),

Late New York, afterwards English, Correspondent to *Fincher's Trades Review* (Philadelphia); Contributor to *New York Trades Advocate*; writer of the letters published in the *Manchester Examiner and Times* on "An Interview with President Lincoln," "Notes from New York," "Work and Wages in America," &c.; Dep.-President International Union of Machinists and Blacksmiths (North America); Vice-President of New York Working Men's Union; President of the Engineers' Emigration Association, &c.

Third Edition.

Revised and Corrected, with *London Additions*.



MANCHESTER: A. IRELAND AND CO., PALL MALL

1870.

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TO EMIGRANTS.

Many emigrants and others feel the necessity for special information about matters which scarcely come within the limits of this "Guide." Since my return home many have required such advice from me.

To those who may need anything more than is here contained, and which I may be able to supply, I shall be happy to serve. And, that this information may be more reliable, I have arranged with friends throughout the States and Canada to furnish me with monthly statements respecting trade, wages, cost of living, or anything special or important.

Safe, clean, reliable lodging-houses, where information may be obtained, is invaluable to the emigrant. I am completing a list of such boarding-houses, that the new lander may, in any part of the States or Canada, find a safe and reasonable place to lodge.

The cost of each meal, bed, &c., in such places will also be furnished.

The cost of passage by steam or sailing ships, the lowest tariffs, and the best provided lines may also be had.

For obvious reasons such information must always be regarded as *private and fluctuating*.

Letters should be addressed thus:—

MR. MALCOLM MACLEOD,
39, Bridge Street,
Manchester.

(E.)

INTRODUCTION.

THE comparatively short voyage to America, with its fertile but almost untrodden prairies, washed by the mighty rivers of the West; the great mineral wealth of the West and South-West; the improving manufactories of the East; and the fast rising cities of the North; with the liberal spirit of the American people, whose government is founded upon equity, justice, and liberty, the blessings of which are freely offered to the humblest emigrant touching their shores, have made it the centre of attraction—particularly of late years—for our emigrating countrymen.

My object is neither to council nor to retard emigration, but simply to state facts, from which the intending emigrant may draw his own inferences; and to give such information and advice as will most assuredly assist him in overcoming difficulties always to be met with in a strange country. The facts are known to me from a close connection with the labouring classes of the United States and Canada, and having travelled over the countries. The information and advice I write of are such as the writer himself felt the want of as an intending emigrant, a steerage passenger, and a sojourner in a strange country.

In the following pages no claim to learning is made; no scholastic finish is attempted. This is simply an essay of a working man *who has emigrated*, to inform his fellow working man *who thinks of emigrating*, what is the best for him to do *if he does emigrate*. The whole is written from a labouring man's point of view; and all interests, excepting that of the horny-handed emigrant, are for the time ignored.

Should the following assist the emigrant in overcoming the difficulties before him, or aid him in forming a correct opinion of the land of his future labours, the object of the writer will have been attained.

INTRODUCTION TO THE THIRD EDITION.

YIELDING to the solicitations of friends, I wrote the "Guide" in 1866. The unqualified approval which it has earned proves the wisdom of their advice. But the wholesale piracy of entire pages for a similar pamphlet is another proof of its containing the requisite and reliable information.

The previous editions were published as by "A Lancashire Artisan," in order that the contents should be judged on their merits. I now take the responsibility of the publication in my own name.

This edition has been completely revised and corrected, so as to answer the present date, which I am enabled to do by a constant weekly communication with friends in America.

It also contains much valuable information which was written for (but, fearing to enlarge, was omitted from) the first edition; especially the additions relating to "Climate," "Chief Coal and Mining Districts," "Chief Iron and Machinery Manufactories," "Chief Shipbuilding Districts," and "Chief Cotton, Woollen, &c., Manufactories," will be found useful.

I now more firmly believe that, when emigration is determined upon, the United States offers the best inducements and opportunities to industrious and sober people; and not even one's vanity for "British supremacy," and the desire to see our colonies improved by labour, should prevent us being explicit. Countries exist for men; not men for countries. Neither my natural national pride nor pecuniary gain, nor the fear of criticism, shall deter me from writing that which I believe, or not writing at all. What I advise here I have mostly done, and would do were I to emigrate again.

MALCOLM MACLEOD.

39, Bridge Street, Manchester.

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PRACTICAL GUIDE TO EMIGRANTS TO THE UNITED STATES, &c.

PROSPECTS FOR EMIGRANTS TO THE UNITED STATES.

The prospects that are before intending emigrants to the United States are to be learned neither from unscrupulous agents of American firms, who decoy from their homes our countrymen and women by falsehood and fraud, nor from home-sick emigrants, who, to cover their want of firmness, rail against the States and all therein; perhaps without having been more than "three miles up the country." It will be well for intending emigrants to remember that stray pigs are not often cooked, and that when found the lucky finder must in all cases furnish his own cutlery. Since the premium on gold has reached such a point, it is no longer regarded as profitable employment to search for gold dollars in the streets; and dollar bills are so easily spoiled in wet weather, and difficult to catch in stormy weather, that the collection of stray "greenbacks" is not thought to be profitable. In short, whatever is obtainable in America will be best got by work of hand or brain.

The prospects might be summed up in a few words, thus—wages are (nominally) good, clothing, provisions, and house rent are dear, and savings from wages, or profits from business,

are proportionately large. The only opinion which the writer intends to offer on the question of emigrating is the following: A man who is in steady employment, or who has the means of living comfortably in England, should pause and think often and seriously, before emigrating. But if there is no such permanence of employment, or means of comfortable living, and many of the world's difficulties have to be struggled with, emigration may open the way to prosperity. But there are many and varied opinions on emigration, even amongst those who have emigrated to and are still in America. I have almost invariably found that those who had been longest there entertain the best opinion of the country. "Do you ever intend to go back?" I have asked some of these. "Go back," they would answer, "go back, to be snubbed by them petty foremen and masters! Why, sir, a working man is a slave in England." Then would follow the rights of citizenship he now enjoyed, but was denied in his own country; and, as he softened down, would add, "Yes, I would like to see the old spot again; the place of my birth, and the scenes of my childhood. I would like to grasp the hands of old friends and relatives, but never to work for a living in England." An Oldham man's opinion was somewhat different. When asked, a few months after landing, how he liked the country, he answered quaintly, "Aw dunnot; why, th' houses are bilt o' wood, stockings (socks) are bout legs, shirts are bout laps, window blinds are nobbut papper, an' molasses are nobbut traycle." All who had been in the States before the war agreed that *then* was "the best time America would see for years." But no fear was expressed as to the future.

The "majestic rivers," "towering mountains," "dense forests," and "fertile valleys,"—so graphically described by tourists—afford the emigrant but little pleasure. Emigrating allows of no romance; there is too much matter-of-fact about it. The new lander often sees in these beauties of nature only impediments to his progress. At sea, he does not enjoy the "nightfall on the ocean;" but sees only, in the broad expanse of water, that which divides him from his hopes. The shelf-like bed, the small leaden-baked loaf, with muddy insipid coffee for breakfast; unpeeled soapy potatoes, with hoggishly served up pork, beef, or fish for dinner; and board-like biscuit with treacle tea for supper, are not likely to generate fine

poetical feelings. The beauties of a country, as they appear to an emigrant, are plenty of work at good wages, and a fair future prospect.

The intending emigrant is the only person who knows his present position and prospects, and is, on that account, the only judge of his fitness for emigration. His present position should be well weighed against the inducements to emigrate. These inducements, as they appear to me, are given under the headings of "Work and Wages," "Small Capitalists," &c. I now propose to give some of the deductions to be made from these "inducements."

Passage and economical expenses for a single person may be stated at £6 to New York. A man, his wife, and two children, for passage, say £13; incidental expenses, say £2; altogether, £15. Now, could this sum be better invested than in passages? If a home is to be "broken up" and the goods sold, something will be added to this sum. In emigrating, a person is called upon to leave his native land, and often those nearest and dearest to him. It is not every man or every woman that can tear asunder for ever these tender ties. A sea voyage is often romantic to the tourist, but seldom to the emigrant. Home comfort, like that in England, should not be expected for years to come in America. The boarding-house system will compare unfavourably with our English lodging houses. Landing in a strange country with limited means often brings many a pang to the stoutest heart. These are some of the deductions to be made from the prospects. Many turn these trials to profit, and find pleasure and something of the romantic in overcoming them. Such persons make the best emigrants, and are the most likely to be successful. If the intending emigrant "stares fate in the face," and prepares himself to bravely pass through this ordeal and trial—to expect little and hope for much—reward is more than probable; but high expectations are likely to beget disappointment. Prosperity in America may be attained by energetic labour and sobriety; a determination not only to get wealth but to preserve it. That which would obtain a livelihood in England may bring a competency in the States.

WHO SHOULD EMIGRATE.

Those who emigrate "to see the country" will likely be homesick before landing. Factory operatives, in my opinion, are very unlikely to better their condition by emigrating to the New England mills. Taking the long hours worked and the cost of living into account, factory hands are perhaps not much better remunerated than in England. Of course, male factory workers, who are strong enough to work at labouring, may do differently. Female factory operatives should on no account emigrate alone. The twelve hours worked, the ill-paid rates, irregularity of employment, but, above all, the barrack-like boarding-houses—where twenty to fifty live in one house—are most unsuitable for Englishwomen.

In a country where villages are almost suddenly converted into towns, the building trades are likely to be well employed, and are, I think, the best paid in the States. The severe, though short winter, has much the same effect as at home. A carpenter or joiner, who is willing to "turn his hand" to felling trees, splitting rails, building, and doing general jobbing, has many advantages over other tradesmen; he should go out West. The farm labourer, in season, is likely to succeed in bettering his condition. Miners are not likely to improve their position in the States; enormous figures have been published as to the wages they earn; I am satisfied the statements are untrue in the main, and are the exceptions.

In the iron trades—puddlers, rollers, machinists, engineers, boilermakers, moulders, and brassworkers—there will be no great push for some time. During the war these trades were very brisk, because the government was a considerable purchaser. But the sudden termination of the war gave a check to these branches of industry, and it must be long before private enterprise can do more than fully employ the large number of workmen who have flocked to the States of late years, in addition to those discharged from the army. A blacksmith, who is a handy man, and able to do general jobbing, has an advantage over most other workmen. If he desires to "go on the land," he has still a better chance, if he goes out West, because he can have a country smithy, and do his neighbours' repairing of farm implements—work which pays well.

Agricultural labourers—pushing, sober, intelligent men—who are determined to persevere, and, when opportunity serves, to farm on their own account, have a good prospect before them; but for mere labouring there is little inducement in the States. But few men are content to remain mere labourers where there are so many opportunities.

For shopmen, or clerks, there is no inducement to emigrate to the States; the remuneration is very small compared with expenses. They may, however, “turn their hand” with advantage.

Those who intend to purchase land with a view to “settle” down, ought to wait until they are somewhat acquainted with the country, and particularly that part in which they desire to settle. The “puffs” and advertisements of Railway Companies, Mock “Emigrant Aid Companies,” and some private individuals, ought to be taken little notice of—especially have nothing to do with “Emigration Companies,” whose purpose it is to dispose of inferior lands, of which they are owners or agents. In every case *cleared* land should be purchased, and only as much as can be well used. The new settler has often purchased uncleared land, lived long enough to bring it under cultivation, died, and left the harvest for other hands to reap.

WOMEN'S WORK

is badly paid in the States, and women are expected to dress much more expensively than in England. After studying the matter considerably, I am unable to say how working women live in America. The boarding-house system is the opposite of comfortable, and the last place in the world for a woman to become domesticated. Lodgings can scarcely be had, and if obtained are not less objectionable than boarding. Cooking or washing are seldom allowable. The boarding houses of Corporate Cotton or Woollen Manufacturing Companies are especially objectionable. I speak of these mills and houses as viewed from behind the scenes—the working man's side of the picture—and I warn my countrywomen against the houses for boarding, and the mills for working, in New-England.

MEN'S WORK AND WAGES.

Trade.	United States.		English.		Real Value in Gold.	
	Per Day.	Dollars.	s.	d.	s.	d.
Blacksmiths	3.00	...	12	0	9	4
Boilermakers	3.25	.....	13	0	10	1½
Barbers	2.25	.....	9	0	7	0
Bricklayers	3.75	.....	15	0	11	8
Brass Finishers, &c.	3.00	.....	12	0	9	9
Bookbinders	2.75	.....	11	0	8	9
Carriage Trimmers	3.00	.....	12	0	9	4
Carriage Painters	3.25	.....	13	0	10	1½
Coachmen	2.00	.....	8	0	6	3
Compositors (1,000 ems)	0.50	.....	2	0	1	6½
Coopers	3.25	.....	13	0	10	1½
Coal, &c., Miners	3.50	.....	14	0	10	10½
Coppersmiths	2.75	.....	11	0	8	9
Glasscutters	2.25	.....	9	0	7	0
Gasfitters	2.25	.....	9	0	7	0
Gunsmiths	3.00	.....	12	0	9	4
Grinders	2.50	.....	10	0	7	9½
Harnessmakers	2.50	.....	10	0	7	9½
Hatters	3.00	.....	12	0	9	4
Labourers, general	1.75	.....	7	0	5	5
Locksmiths	2.50	.....	10	0	7	9½
Machinists, Engineers, &c. ...	2.75	.....	11	0	8	9
Masons, Stone or Marble	3.25	.....	13	0	10	1
Puddlers	3.50	.....	14	0	10	10½
Painters (in summer)	3.50	.....	14	0	10	10½
Plasterers (ditto)	3.50	.....	14	0	10	10½
Plumbers	2.75	.....	11	0	8	9
Printers, Letterpress or Litho.	3.00	.....	12	0	9	4
Patternmakers'	2.80	.....	11	4	8	10
Ship Carpenters	3.50	.....	14	0	10	10½
Ship Caulkers	3.50	.....	14	0	10	10½
Sailmakers	3.00	.....	12	0	9	4
Shoemakers	2.50	.....	10	0	7	9½
Type Casters and Dressers ...	2.50	.....	10	0	7	9½
Tailors	3.00	.....	12	0	9	4
Twine and Ropemakers.....	2.00	.....	8	0	6	3

In the foregoing wages, five dollars is counted one pound (paper); and in converting paper into gold, twenty-five per cent is allowed as premium. At the present date gold is at twenty-five per cent premium; this makes the dollar worth $\frac{3}{4}$ in gold.

The wages of many of the foregoing trades were advanced from 50 to 100 per cent during the war. The high price of living made this advance necessary; when prices fall or rise so also will wages; thus leaving matters much the same as at present.

The wages here given may be regarded as the average; but, of course, they vary with the cost of living, locality, and the workman's ability. Wages are higher in the Southern States, and higher still in California.

WOMEN'S WAGES.

Trade.	United States. Per Week. Dollars.	English. £ s.	Real Value in Gold.	
			s.	d.
Artificial Flowermakers	3.50	0 14	10	10½
Bookfolders	5 00	1 0	15	6½
Booksewers	4.00	0 16	12	6
Buttonholers	5.00	1 0	15	6½
Cloakmakers	5.00	1 0 ..	15	6½
Corsetmakers	5.00	1 0	15	6½
Cooks, with board *.....	2.50	0 10	7	9½
Dressmakers.....	5.00	1 0	15	6½
Hoop Skirtmakers	4.00	0 16	12	6
Men's Hat Trimmers.....	4.50	0 18	14	0
Milliners	5.00	1 0	15	6½
Sewing Machine Workers.....	5.00	1 0	15	6½
Factory Operatives (long hours)†	5.00	1 0	15	6½
Domestic Servants (per month) ‡	7.00	1 8	21	9½

* Cooks scarce in Western States at one-fourth more wages.

† Factory operatives commence work at half-past six in the morning, stop at twelve for three-quarters of an hour for dinner, and work until half-past six in the evening, and as much longer as the mill proprietors please. On Saturday the mills work until five o'clock in the evening.

‡ Domestic Servants are much better used than in England. They are treated more as companions or helpmates, and the distinction of classes, so great a drawback to the English servant, is but little noticed, and not sanctioned by American society.

Apprentices are much better paid than in England. There is no trouble in getting a boy to a trade. Trades are not so much overrun by boys. No indentures are used; three to four years is the usual period of "apprenticeship."

SMALL CAPITALISTS.

According to the laws of political economy, or "experience," wherever labour can be employed at high wages, so also can capital be invested at good profits. The enterprise of the English capitalists in America adds force to this reasoning. To those who may have a few pounds to invest, on landing in the States, I would say, enter into no speculation until you are some time in the country. The saving banks are very safe, and offer six to seven per cent interest. It will invariably be best for emigrants to follow some employment for a few months, until they have become acquainted with the country, and so learn how to invest their money to the best advantage. Intending emigrants often talk much of "going on the land." The romance of this proposal is mostly lost early in the enterprise. Many working men, however, do own small farms, which are worked by the family in their absence. At busy seasons they stay at home, and "hire help;" but at other seasons they follow some trade or calling. Employers do not object to men staying at home at harvest or other seasons. I have known a dozen men in one workshop who owned farms; some went home nightly, others weekly, some not for months. Such men can afford to be independent of employers at any time. The cheap rents in the country will often defray travelling expenses. This is by far the safest and best way to get on the land—by degrees.

PAPER MONEY—ITS VALUE.

Since the war no gold or silver has been in circulation in the United States; paper money, called "currency," from three cents—three-halfpence—has served every purpose of exchange, except for foreign payments.

Bills of exchange, or coin, can always be purchased from the money brokers. The premium in every case is charged, say—gold is selling at 1.25, this means that 25 cents premium or discount must be given for having a dollar paper changed for a dollar in gold; or, it means that one shilling and threepence *paper* must be given for one shilling in *coin*; or, that in one shilling (English) *paper* there is only tenpence *value*. Though a dollar is worth 4s. 2d., it is always counted 4s. for easiness; therefore five dollars may be counted as one pound, which is near enough for all useful purposes, and will save the new lander much embarrassment. The American “shilling” causes the emigrant much trouble, and should be avoided, especially as no coin or currency represents that amount. The New York “shilling” is 12½ cents, or eight in the dollar. The following will be useful:—

In one dollar are 100 cents, or 100 English halfpence.

One dollar equal to 8s. New York, or say 4s. English.

87½ cents	„	7s.	„	„	3s. 6d.	„
75	„	6s.	„	„	3s.	„
62½	„	5s.	„	„	2s. 6d.	„
50	„	4s.	„	„	2s.	„
37½	„	3s.	„	„	1s. 6d.	„
25	„	2s.	„	„	1s.	„
12½	„	1s.	„	„	6d.	„

By “one penny” is meant one cent; and sixpence, six cents— or threepence, English.

The New York “shilling” is used through most of the States. In the Eastern States—Massachusetts, Connecticut, Maine, &c.—by “one shilling” is meant 17 cents. In Canada, 20 cents is termed one shilling.

In purchasing, the emigrant should insist upon having the amount charged in dollars and cents, and not shillings—this term is sometimes purposely used to confuse and defraud the “greenhorn.”

The following is a convenient table to suit the fluctuation:—

Premium per Cent.		£	or	\$ Gold.		\$ Cents.
5	to buy	1	.....	5	pay	5 25
10	.....	1	.....	5	.....	5 50
15	.....	1	.....	5	.....	5 75
20	.....	1	.....	5	.....	6 0

Premium per Cent.		£	or	\$ Gold.		\$ Cents.
25	to buy	1	.....	5	pay	6 25
30	.....	1	.....	5	.....	6 50
35	.....	1	.....	5	.....	6 75
40	.....	1	.....	5	.....	7 0
45	.....	1	.....	5	.....	7 25
50	.....	1	.....	5	.....	7 50
55	.....	1	.....	5	.....	7 75
60	.....	1	.....	5	.....	8 0

DISTANCES OF PRINCIPAL CITIES FROM
NEW YORK.

	City.	State.	Miles.
From New York City to	Paterson	New Jersey	18
"	Newark	"	7
"	Jersey City ...	"	2
	(Connected by ferries.)		
"	Washington ...	D. Columbia	227
"	Baltimore	Washington	185
"	Richmond	Virginia	325
"	New Orleans...	Louisiana	1597
"	Louisville	Kentucky	934
"	St. Louis	Missouri	1087
"	Des Moines ...	"	1245
"	Cincinnati	Ohio	664
"	Columbus	"	650
"	Cleveland	"	581
"	Indianapolis ...	Indiana	825
"	Detroit	Michigan	663
"	Fiskill	New York	60
"	Yonkers	"	18
"	Brooklyn	"	3
"	Buffalo	"	422
"	Albany	"	145
"	Troy	"	151
	(Connected by ferries.)		
"	Chicago	Illinois	898
"	Philadelphia ...	Pennsylvania	87
"	Pittsburgh	"	431

		City.	State.	Miles.
”	”	Boston	Massachusettes ...	236
”	”	Montreal	Canada East	401
”	”	Bridgeport	Connecticut	60
”	”	Milwaukee.....	Winsconsin	983

LOCALITIES FOR DIFFERENT TRADES.

I would advise as little travelling as possible to the new lander. It is best to move slowly, and obtain work at the nearest point to the landing place *at first*; but every emigrant should point his steps to the great West. It is better to travel but little because of the expense, and also because a man may then go in an opposite direction to that which he might desire when better acquainted with the country. No emigrant should think of settling in New York City; every known vice is to be added to misery, poverty, wretchedness, and their parent—intemperance, aggravated by overcrowded, unhealthy tenements, called houses.

Blacksmiths, boilermakers, builders, machinists, moulders, compositors, printers, and labourers find much employment in cities named in “Distances from New York.” Woollen-weavers, &c., are employed in Fishkill (60 miles up the Hudson), Albany, Troy (N. Y.), Philadelphia (Penn.), Lawrence, Lowell, Worcester, Fall River (Mass.), Smithfield (R. I.), and in other places.

Cotton operatives find considerable employment in Lowell, Lawrence, &c. (Mass.), and Manchester, Nashua, and Concord, in New Hampshire.

Puddlers, ironrollers, and makers, are also employed mostly in Pennsylvania, about Pittsburgh, also in Buffalo, New York.

Coopers find employment almost anywhere in the States. Rochester, New York, is remarkable for its cooperages.

Barbers will go where there are most chins—New York, Boston, Philadelphia; it is a much better trade than in England.

Ship-carpenters, caulkers, &c., find employment not only at the large seaports, but also on the shores of the lakes Erie and Ontario—chief of which lake-ports are Buffalo, Cleaveland, Detroit, Dunkirk, and Chicago—particularly the latter.

The book trade, publishing, binding, &c., is mostly carried on in New York, Boston, Philadelphia, and Cincinnati.

Pattern makers, plumbers, and painters are employed in all large cities.

Miners are mostly employed in the State of Pennsylvania, especially coal miners; Illinois, and other Western States are also rich in minerals.

Carriage makers, harness makers, and coachmen may make the centres of wealth—large cities—their objective point.

Gunsmiths are mostly employed in the Eastern States, Massachusetts, Connecticut. Hatters are employed at Yonkers, New York, and Newark, New Jersey.

I give here the nearest places where such trades are carried on, because these should be visited first, as the men employed at these trades will be best able to give instructions for future movements to obtain work, and will be both able and willing to state where jobs may be had, where the best wages are paid, both of which vary in so short a distance, and in so short a time, as to surprise an old-country man. I would counsel all who belong to trade societies at home to take with them certificates to that effect. With a certificate help of many kinds may be had. Perhaps this is necessary, because of the many trade disputes that have occurred in the effort to keep wages on a level with the cost of living; also many emigrants have claimed to be tradesmen, who had no knowledge of the business; there is, therefore, a reluctance in recommending strangers without some clue to their previous occupation.

THE COST OF LIVING (IN CURRENCY).

House rents, in all large towns, are extremely high, taking English towns as a standard. City house rents in the States before the war were dear; but since the currency has been at so great a discount, and emigration on the increase, they have advanced almost every year, until now they are nearly double what they were seven years ago. In New York, Boston, and some other large cities, it is out of the question for any but a merchant, manufacturer, or man of good income, to rent a house.

Artisans and labouring men generally hire rooms. From four to twenty families will thus live in one house. Labouring men must of course live in the cheapest houses, which means fewer rooms, in a back street, or "in the rear." "Room and bedrooms to let" are anxiously looked after, and often vainly sought. The meaning of these words is, a room in which there are windows, and which must answer for kitchen, sitting-room, &c. The bedrooms are often dark, without windows, or sometimes a small one, looking into a lobby. Sometimes, but seldom, they are well lighted. Some of these rooms are only large enough for one person to dress at a time; there are even smaller, others are larger. The middle classes usually occupy "a floor" in better tenements. In New York an artisan pays ten dollars, or £2 per month, for a room and two bedrooms. Rent must in every case be paid in advance. In Boston rents are a shade lower—probably these are the two dearest cities in the States. In Philadelphia it seldom happens that more than two families live in the same house. Philadelphia resembles an English town, and the people are also much like the English.

Clothing is very dear in the States. A suit of men's wear that could be bought in England for four pounds would cost in the States about seven pounds. Other articles of wear—cotton and woollen—may be said to cost nearly double (paper) what they could be purchased for in England (gold).

In 1863 the price of provisions took quite a sudden turn upwards. Previous to that time there was a small advance, but it was not until the early part of 1863 that prices could be called high. Until that time a family could live for less than in England (the items of rent and clothing excepted). It is simply impossible to give a correct list of prices, as the markets fluctuate beyond all description. An article may be purchased to-day for a shilling, which in a week or two would cost one shilling and sixpence. Provisions and clothing are quite as dear now that gold has been below 150 as they were when it sold at 250. I do not presume to explain this. The American people and press are themselves perplexed with the question. The following prices of a few principal articles of household consumption are about the average retail prices. No permanent change can take place until a contraction of the currency occurs, when wages must also follow, but perhaps not to the same extent.

	£	s.	d.		s.	d.
Coal, per ton	2	2	0	would cost in England	10	0
Flour, per barrel ...	2	6	0	„	„	38 0
Butter, per pound ...	0	2	0	„	„	1 3
Coffee, „ ...	0	1	10	„	„	1 4
Sugar „ ...	0	1	0	„	„	0 5
Cheese, per pound ...	0	1	0	„	„	0 9
Raisins „ ...	0	1	0	„	„	0 8
Tea „ ...	0	5	3	„	„	3 0
Beef „ ...	0	1	2	„	„	0 10
Mutton „ ...	0	1	0	„	„	0 9
Milk, per quart	0	0	5	„	„	0 3

Coal and flour when purchased in small quantities are much dearer. In the prices given, paper is the American, and gold the English standard. In winter, owing to the intense cold, much coal is burned, but the economical stove and hard (anthracite) coal effects much saving. In summer wood mainly (which is equally dear) is burned for washing, ironing, and cooking. Bakers' bread is dear. Flesh meat is not equal to our own. Ale, beer, porter, and liquors are very dear, and, judges say, very bad. I have never met with an English beer drinker who has not bitterly complained about his favourite drink. Scotch and Irish drinkers are as loud in denouncing "Jersey lightning, warranted to kill at 300 yards," as compared with their own native whisky. From all I have heard, I believe drinks are bad; I know they are dear. The following will be about the prices. Ale, beer, porter, and lager (German's drink) are not sold "on the premises" in gills, pints, and quarts, but only in glasses, which contain much less than a gill:—

Beer, ale, and porter per glass 3d.; lager, 2½d.
 „ „ per quart (out) 10d.; „ 6d.
 Spirits are proportionately high in price.

Any person who emigrates to America to avoid drinking habits will meet with disappointment. If a man is addicted to heavy drinking he ought to stay at home, or become an abstainer; nothing will so retard an emigrant's progress as intemperance. Though far from endorsing all that has been said about the sobriety of the Americans, it is fair to say they

are much less given to intemperance than ourselves. They often sup, but seldom become intoxicated. But British and Irishmen in America too often throw off all restraint, and seem to be the heaviest drinkers in the States.

PRINCIPAL SEAPORTS.

NEW YORK.—Emigrants who have no objective point of destination cannot do wrong in landing at New York. This being the principal landing place for emigrants, there is perhaps better accommodation for them than at any other seaport. It may be said to be the centre of the travelling system in the North-East. Any part of the country may be reached by railway. Every place of any importance (even villages) on the coast, varying from fifty to five thousand miles, may be reached by splendid steamboats, with comfort, and at low rates. The great West, the South, and the greater part of the Eastern States, will be better reached by landing at New York. The Hudson river is navigable for one hundred and fifty miles—to Troy. One hundred and forty-five miles up the river is Albany, which is connected directly, by all leading railroads, with the great West. As water travelling is cheap (less than half that of railroad) this often saves quite a large item in travelling expenses.

BOSTON—State of Massachusetts—is next to New York as an emigrant landing place, though comparatively few emigrants land there. All parts in Massachusetts, Maine, New Hampshire, and Rhode Island States are nearer to Boston, as is also Montreal and Quebec, Canada East, which places are sometimes reached by overland route from Boston; but most other parts of Canada, the Eastern, and Western, and Southern States are best reached from New York.

PORTLAND—State of Maine—is the farthest North-Eastern seaport of the United States. It is seldom if ever used for emigration purposes during summer; but in the winter months, when the St. Lawrence river is not navigable, all passengers for Canada—brought by the Canadian line of steamers—are landed here and forwarded by the Grand Trunk Railway, which terminates at this point. Of course, all parts of Maine are easiest reached by this route, as also are parts of New Hampshire.

MONTREAL.—Canada East—situated on the St. Lawrence, is the landing depôt for Canadian emigrants. From this point all parts of Canada East are reached. But the greatest portion of Canada West may be better reached from New York. Passengers for Toronto, C. W., who may prefer a view of NIAGARA FALLS to the scenery of the St. Lawrence should land at New York, take the river boat to Albany (one hundred and forty-seven miles), thence to Troy, six miles by steam or horse cars. From Troy take ticket for Buffalo—many pretty places will be passed on the way. From Buffalo take a *through* ticket to Toronto, leave the train at Niagara City, where a good view of the rapids may be obtained, walk down the bank a little, you will easily find the way to Goat Island, where you may view the rapids, gaze upon the falls, and wonder how tourists, who have written their travels, heard the “terrific roar” you in vain listen for. You will wonder in what season “the spray or mist could have been so dense,” and you will marvel that “whisperings” came from the rushing waters. If more of the romantic be desired, and you are of good nerve, go still further down the banks of Niagara river. Half a mile below the falls you will see a “jolly boat,” which at one hundred and sixty feet from your toes will look small indeed. For five cents you will be taken to the water’s edge in a gallery-like seat, by water power, from the falls. For twenty cents the sturdy boatman will row you to Canada—in the very face of the falls—Canadian and American. By a climbing process that may not please you, the top of the Canadian bank may be reached. “Blondin’s tree” passed, a side look (don’t go in) at the curiosity shops, hotels, and photographic galleries, the falls will again be reached. A few planks are placed from rock to rock—if unmarried you may risk yourself on them. To climax the whole, for twenty-five cents you can be fitted with a water-proof suit, and, along with a guide, go down the cavern and gaze at the sheet of water as it falls within your reach. After doffing “Macintosh”—and if money allows, perhaps “your picture with the falls at your rear”—twenty minutes’ walk (carriages are expensive) you may arrive at the International Bridge (which may be crossed on foot for twenty-five cents, or a ticket holder by railway free), from which the train may be taken to Hamilton, Toronto, &c. Another and more direct route is by the New York and Erie Railway, to Buffalo and the falls direct to Canada.

QUEBEC—also situate on the St. Lawrence.—Owing to its distance from most places of importance, and particularly from Canada West, few emigrants avail themselves of the accommodation of the line of steamers (Allen's) running to and from Liverpool.

ST. JOHN'S is the principal port for New Brunswick.

HALIFAX is the principal port of Nova Scotia.

The International Steamship Company run boats from Boston to St. John's, calling at Portland and Eastport, and well connected with Nova Scotia and Prince Edward's Island, and portions of New Brunswick.

TRAVELLING IN AMERICA: CHEAPEST AND BEST.

All emigrants landing in New York must pass through Castle Gardens, the government emigrant depôt, and are asked, "Where are you going?" and if any distance from New York, they are expected to take and pay for emigrant railway tickets. Now, although this may be the safest plan, and these emigrant tickets are the lowest priced, I am far from believing them to be the best or cheapest. These emigrant tickets entitle the holder to travel in cars (carriages) used only for that purpose; they are the only things in the American railway system resembling our third-class box on wheels. There are no cushions of any kind; dirty and clean alike are conveyed in them just as they land from the ship—the meaning of which will be understood before landing. Emigrant trains travel at night, and are mostly, if not always, connected with freight trains. The emigrant is usually taken "aboard" in the evening, and laid down "somewhere" in the morning; thus much delay is caused in addition to slow travelling, and expenses are incurred. In long distances this becomes quite an item. Emigrant trains usually, at each run, make about 80 or 90 miles; the delays and expenses in 1,000 miles may be conceived.

Emigrant railway travelling is about 2 cents (one penny) per mile; way trains (stopping at all stations) are about 3 cents per mile; *through* tickets, for long distances, are sold for something lower; express trains (stopping at principal stations) cost a little

more than 3 cents per mile, but not always. "Lightning" trains will not be taken by emigrants.

All "cars" (except emigrant) are splendidly fitted up; the seats are easy, convenient, and well cushioned; in each car are a water closet and water filter. Each train usually carries a "smoking car:" this car can be reached by every gentleman (or emigrant) in the train, by passing through the centre of cars between him and it. Trains travelling during the night carry a "sleeping car," in which there are comfortable beds where the tired may sleep—if he has a 50 cent ticket. In these sleeping cars there is a dressing-room, your boots will be blacked before you wake—for which you may pay if you like. If the emigrant has more time than money, I would advise him to travel by way train. If time is more valuable than money, the express is best. If a view of the country is not cared for, travelling night and day will save time and money. "Emigrant trains" should be avoided. Water travelling is very cheap, and should be used where available, and time will allow; the accommodation is good, nothing could surpass the comfort, as the boats are built expressly with this view; everything is sacrificed to comfort; easy, clean, and convenient sleeping berths can be procured for 50 cents. Tickets for boats are usually obtained on board; tickets for trains can be obtained at the railway office, or on the train from the conductor, but 10 cents extra is charged. When a *through* ticket is purchased and the holder desires to be put down at an intermediate station, the ticket will be of no further use, unless arrangements have previously been made with the conductor (guard). Emigrants should be careful in purchasing railway tickets from "ticket offices" away from the stations (depôts), impositions sometimes occur in these dealings; but if genuine, they are very convenient, as they are not dated, and are therefore not forfeited by stopping at an intermediate station; but, even then, it is well to arrange with the conductor. Passengers should always have their luggage checked, by that means it will be laid down wherever directed; a "checker" passes through the cars for the purpose.

I cannot too strongly recommend every person (emigrant or otherwise) landing in America, to purchase "Appleton's Railway and Steam Navigation Guide," price 25 cents, which may be purchased anywhere—at the stationers, the railroad depôts, or in the cars; it contains a railway map of the United States and

Canada, with sectional maps of all the principal railways, and every information requisite for the emigrant or the traveller. With its aid, a route may be planned before commencing the journey, and a stranger may soon become acquainted with the country. The landing place in New York is close to the end of Broadway, and at 443, the Guide (latest edition) may be bought from the publisher. The American Railway Guide is good.

On landing, an estimate of the probable cost of the journey, and all expenses attending it, should be made. Next see from the daily newspaper how gold is selling—or, what is better, if in New York, walk up Broadway, ten minutes walk from Castle Gardens to Wall-street; scan the bulletins opposite the post-office in Nassau-street; on the "Post" board may be seen the price of hourly sales. Change gold for paper (currency) as much as you may require for present use. (Consult paper money—its value.) Afterwards, pay for everything in currency, your railway travelling will thereby only cost, at present rates, two cents instead of three cents per mile—because you obtain for gold changed nearly one fourth premium. This premium is not charged in travelling. There are no *uniform charges* for railway travelling, as each company charges its own price. Gold may be changed at any broker's in or around Wall-street.

WHAT TO TAKE AS LUGGAGE.

Persons emigrating whose means are limited will have little difficulty in assorting their luggage; but for those who have more money than is required for immediate use, and who desire to make the most of the same by purchasing articles that are cheap in England and dear in America, may feel some interest in knowing what those articles are.

No luggage should be taken that can be helped, except with a view of selling or saving, if housekeeping is contemplated. Most of the things recommended to be taken are for families; but single men will find it best, if they intend to travel, to take very little luggage, and that in a compact and convenient form, and of articles of value in the States or Canada.

Emigrants should always take with them their beds, bedding, sheets, blankets, counterpanes, &c., provided always that such

bedding is worth the trouble. It is perhaps no exaggeration to say that every shilling spent in bedding in England will save another shilling in America. Blankets, sheetings, and counterpanes will cost double the price in America (in gold) they do at home ; also, by taking and using them during the voyage seven or eight shillings will be saved. No ship bed and rug need be bought. Crockeryware of every kind is amazingly dear ; a pound's worth of bowls, teacups, saucers, and particularly jugs and chinaware, would be worth in America probably three pounds (gold). Only plain white ware should be taken ; patterns are not fashionable, and are counted common ; but small gilt patterns for china would be esteemed pretty. Good chinaware will pay best, as it requires no more room, and represents more value in much smaller compass than commoner qualities. Cutlery is very dear, and, compared to English, inferior. Table cutlery, scissors, teaspoons, and the like, of a good quality, are very remunerative. Carpets are much more commonly used than in England. It is probable that carpeting in America costs (in gold) double its price in England. The better the quality the greater the saving, because of the space required. Clothing materials, as already stated, are expensive ; but there is a difficulty in taking such, because, if made up, they will be unfashionable in America. No man can afford to disregard the fashion in America ; everywhere he would be looked upon as a "greenhorn," of no American experience, and an unlikely person to "push business." Cloth might be taken, but it could be seized by custom house officers, though they seldom, if ever, search emigrants' baggage, and perhaps never minutely. In summer, men mostly wear very light clothing—light in colour and thin in texture. Women should take out a good quantity and quality of underclothing. Silks and satins must be "made up," if only temporary, to avoid the tariff. Merinoes, alpacas, for winter, and mu lins for summer, are good. Flannel and woollen goods of every kind will save much ; good woollen and worsted stockings, and under woollen garments, will be found profitable. Linen for shirtings, holland for children's wear, and material for towelling, tablecloths, and bedticks are very desirable. Jewellery is much worn, and to an Englishman seem wonderfully dear. Rings, brooches, earrings, and bracelets, which can be procured in England for a few pence, would cost as many shillings in the States. The most gaudy kind is generally worn.

Carpenters, joiners, cabinet makers, pattern makers, and all who use edge tools, should take all they can with them. They will be much surprised, and often pained, at the price and quality of American steel and edge tools. Writers should take a good supply of pens and pencils.

The tinware used on board ship, if preserved, will be found useful.

If shoes are taken they ought to be "square toed," all others are "greenhorns." American leather wears badly, though boots and shoes are reasonable in price. If clothing is taken, the trousers should be made strictly in French fashion; there is no difference in vests. Coats, in addition to being in the latest fashion, should have the "tails" reaching the calves of the legs, except business summer coats, which are like our own—short.

FOR THE VOYAGE.

There are many things that would be serviceable, but such matters vary with taste. Tea and sugar will be found most valuable; that served on ship will disgust all admirers of the China weed, and would perplex the most competent judge to decide whether it was congou, pekoe, caper, or souchong; and he would ultimately be forced to exclaim—treacle!

Invincible biscuits are unsuitable food for an unsettled stomach; enough soft doughy bread is served for breakfast only; rather soapy, unpeeled, indifferently cooked potatoes, with beef, sometimes moderate, often otherwise, for dinner; and board-like, teeth-breaking biscuits, with flavourless, treacly, muddy coffee for supper, makes it wisdom for some persons to take with them a substitute for bread. Sweet biscuits are excellent; seed or currant bread, kept in dry cloths is good; and what is commonly known as treacle parkin, will be found serviceable, especially for children. Cheese is worth a guinea an ounce. It is not possible to estimate the value of a Digby herring; pickles are invaluable; preserves, of any kind, are very useful; cream, boiled and well sweetened, and taken in a bottle, will help the tea considerably; eggs, taken in salt or sawdust, will help the sickly or weak; ham, cooked or uncooked, is tasty.

Well-dried onions are very useful to those predisposed to sea sickness. All these articles should be packed in a valueless box

that can be thrown away on landing), and labelled, "wanted for the voyage," and put in the owner's own bunk. Steerage passengers have a disagreeable way of appropriating the tasty bits of others. It may happen that the articles taken may not suit, but they can always be bartered for those which are desired. It will astonish the owner of a red herring to find how many eggs or pickles he can obtain for his "sodger," or how many preserves a lemon will fetch, or how much tea or sugar an apple will purchase. Hot water, or the cooking of herrings and such delicacies, will be attended to by the galley cook, for a small consideration. Persons whose strength of stomach is greater than the weight of their purse, who have been accustomed to coarse food, and are not liable to sea sickness, need take nothing for the voyage—any of the steamship companies supply ample, though coarse, food for any ordinary person,—more than most can eat. Before going on board the ship you will find stores near the docks where you should purchase (unless you have some of the articles) for one adult person:—

	s.	d.
One tin water bottle (two quarts)	0	6
One tin plate (for each person).....	0	3
One tin porringer (one pint)	0	2
One tin washbowl.....	0	5
One spoon	0	1
One knife and fork	0	5
One bed at 1s. 2d.....	or	1 6
One ,, rug	1	4
One ,, sheet at 2s. 7d.....	or	2 9
One ,, blanket at 2s. 3d.	or	2 6
One square marine soap.....	0	4

When children are taken an extra bed will be required for every two; also a tin "utensil."

So far I have spoken only of what should be taken for a voyage by steam, because I conceive that no person who has the means, or knows the advantages of a steam over a sailing vessel would go by the latter. But if there is any person who prefers a sailing voyage, and thinks to take "tasties" for the voyage, all required for a steam voyage must be provided in at least double quantities; and as the supplies of necessaries are often scarce and very inferior, meal, flour, currants, raisins, treacle parkin, &c., become absolutely necessary.

For sea-sickness, purchase homœopathic medicines, and use as follows :—

1. Ars.—For frequent weakness, retching, &c.
2. Ipec.—Frequent vomiting without weakness.
3. Nux.—Giddiness, headache, great nausea.
(Take a few drops before going aboard.)
4. Sulph.—Vomiting of food without trembling, sour vomiting, &c.

Two drops (in a little pure water) one dose. Price, sixpence per bottle.

TO CROSS THE ATLANTIC—SPEED AND COST.

There are three lines of steamships leaving Liverpool carrying steerage passengers to New York. The Inman line carries steerage passengers in their ex. mail ships. Extra boats are also run by this company, which are on an average about two days longer on a voyage than the mail line. These ships are older and not so comfortable. The fares vary with these boats, but are always a trifle lower than the last named. The Cunard line occasionally runs steamers about equal, or perhaps a little faster, with the same allowance of food, &c. The National Steam Company also has a line of steamers running to and from New York and Liverpool; the fares are about the same as other companies. The boats of the National line are very steady sailers, because they do not fight against "wind and waves," as fuller-powered steamers do; they are also very comfortable and roomy, though, perhaps, a little slower.

The fares vary much. The following is about the average :—

BY STEAM.

WINTER.

	First Cabin.			Second Cabin.			Third Cabin.			Steerage.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Adults.....	22	1	0	17	17	0	15	15	0	6	6	0
Children under 8 } years of age ... }	11	0	6	8	18	6	7	17	6	3	3	0
Infants under 12 } months }	Free	...		Free	...		Free	...		1	1	0

SUMMER.

	First Cabin.	Second Cabin.	Third Cabin.	Steerage.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Adults.....	21 0 0 ...	17 17 0 ...	15 15 0 ...	7 7 0
Children	} As in Winter.			
Infants				

BY SAILING VESSEL.

About half the steam rates.

The steerage passenger who desires a good berth should see to being on board as early as possible, and secure a berth midships, near the hatchway, and a top shelf, by placing *in it* a bed with name marked. No scruples should be made on the score of selfishness in obtaining a berth; it is a legitimate competition, and will form a subject for joking about between competitors during the voyage. A top bunk should be obtained, because most individuals are given to a certain exercise when at sea that is disagreeable to an undertenant.

I believe but one line of steamers leave London for New York, of which full particulars may be learned from agents in almost any town near London. It is often cheaper to take passage from Liverpool, even for those living nearer to London. There is a difference of opinion about the best way to go to Canada; and the writer declines to take any responsibility in the matter. In going to Canada West, perhaps New York is the best port of landing, and perhaps the cheapest in some cases. The Canadian border is about 440 miles from New York. By this route Niagara Falls are seen.

The accommodation and dietary of the Canadian steamers are, I believe, good, though somewhat high-priced.

Passage by sailing vessels is usually half that of a steamer. No time can be stated for a voyage; it is from three weeks to almost as many months; the provisions are very poor, often scarce, and always uncooked. Sailing vessels are not so "clean" as steamers, and lone females should never take passage in them; if means will allow, they should be taken by no person; only clothes ready for throwing away should be worn during the voyage; boxes containing other clothing should never be opened during the voyage. The average steam voyage is about 11 days.

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PROSPECTS OF EMIGRANTS TO CANADA.

In coming to write of emigration to Canada, I do not feel that the same reserve is necessary as when writing of the States: I even find it a duty to be candid, explicit, and plain. I could conscientiously advise no person to emigrate to Canada; and am much the same in opinion as a friend of mine who, with his brother, declared they would "rather go to Ould Ireland" than to Canada again. All that is claimed for Canadian scenery is granted. But what cares the emigrant for scenery? The low price of provisions is not to be denied; but against this must be set the scarcity of employment, especially during the long winter, the very time when the working man requires it most. The thousands that are passing continually from Canada to the States demonstrates conclusively the superiority of the latter for the labouring classes. In Canada a working man is not nearly so independent of his employer or foreman. The workshop system will not bear comparison with the States, and is fully as bad as in England. As there is comparatively little trade, there is more competition amongst manufacturers and employers, and as there is, perhaps, a great overplus of labour, the workman suffers all the indignities that have driven thousands from their native land. The long and intense winter has the effect of oppressing trade, and making Canada anything but a desirable place to live in. Rents are moderate; and this, with beef, mutton, and pork at threepence to fourpence per pound, enable those fully employed to do well. As coal is imported from the States, it is very dear. Wood is chiefly burned, but is very expensive, often amounting during the winter to one-fourth an artisan's earnings. Clothing, which is principally imported from England, is high-priced, and generally not of the best quality. Small capitalists may in many cases do well; labour is cheap, as also is land, and many other things requisite for farming. But, taken as a whole, I must agree with what I have often heard, viz., "Canada is a poor country" for an emigrant; and all I have ever seen there confirms this impression, and so do the opinions of very many who have emigrated to Canada. The number of trades and manufactures is much more limited than in England or the States, and intending emigrants would do well to inquire if their trade is carried on before going to Canada. I have purposely laid

before the reader all the disadvantages of Canada as a field for emigration, because, whilst I find the advantages put well to the front, I have never found the opposite fairly stated. I am afraid we think more of "our colonies" than of our countrymen.

COST OF LIVING IN CANADA.

During the American war prices varied much in Canada, and considerable produce has been sent to the States to make up for the wastes of war, but the effect of peace is not likely to suddenly change either Canadian or United States markets.

It must be borne in mind that gold, or its equivalent, is the standard of all prices in Canada. Bank notes (one dollar and upwards) are at par, exchangeable for gold on demand, without premium. American silver is at 4 per cent discount. Money is counted in Canada, as in the States, by cents and dollars, except the shilling, which is 20 cents.

House rent varies much with locality, but in large towns like Montreal a respectable house of four rooms would cost about \$8 per month, but even here the over-crowding is not so great as in large towns in the States. In Quebec rents are lower than in Montreal, lower in Toronto, and lower still in Hamilton.

Coal is but little burned, and is eight to ten dollars per ton.

Wood, the year round, will cost a small family $1\frac{1}{2}$ dollars per week; of course much is burnt in winter, and little in the summer season.

Clothing of all kinds may be said to sell 30 per cent higher than in England. A suit of men's wear, that would cost in England £4, would cost in Canada about £5. 5s. A pound's worth of hosiery in England would be worth in Canada 27s. The same is true of bedding of all kinds.

Furniture and cabinet-work is low priced, but often inferior to English.

Beef, mutton, and pork (good), at $4\frac{1}{2}$ d. per pound. Butter, at retail prices, sells about 11d. per pound. Tea, family quality, may be bought at 2s. 6d. per pound. Potatoes, by the score, 8d.; cheaper in larger quantities, as usually bought. Boots, shoes, and leather wear are cheaper, but inferior to English. Flour is sometimes 20 per cent cheaper than in England. Sugar,

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at retail prices, 7d. per pound; maple is cheaper, and is much used. Milk, in cities, is 3d. per quart retail. Eggs, 9d. per dozen. 128 cubic feet of firewood, 21s. Flour, 100lbs., 11s. Fowl about half English prices.

WORK AND WAGES.

From the following leading trades may be learned the summer rate of wages paid to working men generally in Canada:—

Blacksmiths, per day	1 $\frac{3}{4}$	dollars,	5s. 6d.	English.
Boilermakers ,,	1 $\frac{5}{8}$	,,	6s. 6d.	,,
Farm labourers, with board, per month	10	,,	40s.	,,
Machinists, per day	1 $\frac{3}{8}$	,,	5s. 6d.	,,
Ship Carpenters ,,	1 $\frac{3}{8}$	,,	5s. 6d.	,,
Caulkers (ship) ,,	1 $\frac{1}{4}$	,,	5s. 0d.	,,
Carpenters (general), per day	1 $\frac{1}{4}$	,,	5s. 0d.	,,
Labourers (general), ,,	1	,,	4s. 0d.	,,
Printers, letterpress, ,,	1 $\frac{1}{4}$	,,	5s. 0d.	,,
Printers, lithographers, ,,	1 $\frac{1}{8}$	,,	4s. 6d.	,,
Compositors ,,	1 $\frac{1}{2}$	,,	6s. 0d.	,,

Factory operatives scarce, wages low, with very little employment. Female work and wages are much the same as in the States. The foregoing wages are the average rate for summer; 20 to 25 per cent of a reduction takes place in the winter season.

From the "cost of living," and rates of wages, just given, it will be seen that if a man is fully employed he may do tolerably well, though the inducements may not be such as to cause a man to emigrate. But the chief drawback to the working man is the lack of employment during the Canadian winter—a period when good food and furs are much required—indeed indispensable for health and life.

HOURS OF LABOUR.

In most trades ten hours is counted a day's work, except Saturday, when it is nine. In Ohio, and some other places, an eight-hour law has recently been enacted; and an agitation is being carried on to make this a law in all the states of the union.

Some trades, as the New York painters, have enforced this system for themselves. Comparatively little overtime is worked, and it is always optional with the workman; he is *asked* not *ordered*. Work is generally commenced at seven in the morning (breakfast before starting), stopping for dinner at twelve, resuming at one till six in the evening, except Saturday, when work ceases at five. In the eight-hour system work is usually commenced at eight in the morning, and quit at five in the evening every day.

In Canada ten hours per day is about the rule, except in winter, when short-time (and pay) is generally worked.

THE CLIMATE.

In the Northern States and Canada the summers are intensely hot, often reaching 130°. The winters are quite as severe. In Canada 14° below zero is often reached; in Maine, Massachusetts, and Northern New York, it is nearly as severe. In the Western States almost the same extremes are experienced; but in the Southern States, though the seasons vary considerably, the heat often aggravates fevers and other diseases incidental to warm climates. Better wages are generally paid to skilled workmen; but to the "new lander" this is a questionable advantage, if health is valued. Of course, the winters are not so cold in the Southern States as in the Northern States. The heat in America is not near so oppressive as in England, owing, probably, to the clear, light atmosphere. Speaking from experience, I should think that an Englishman would be as comfortable under 90° as he would in England at 65°. The same, to a great extent, is true of the winter, which is of short duration in the States, but very long in Canada. The cold, damp, raw winds of England are seldom if ever met with. Fogs are extremely rare, and never of that choking kind experienced in our islands. An American winter may be said to consist of intense sharp frosts and a few heavy snowfalls, with a dry, clear air and a summer-like sky. It is the general impression that Canada is the healthiest portion of the American continent. Its summers are equal to those of the States in beauty, but are not so extremely hot. Its winters are long and severe, but dry, and with a sky that we in England might covet for our summer. In both Canada and the States

clothing is warm, to suit the climate, and the seasons are therefore not felt near so much as might be expected. In summer much linen is worn for outer garments, in winter furs and heavy clothing are worn ; and with these, I believe the climate of North America to be superior to our own for health—certainly so for those suffering from consumption or chest diseases.

EMIGRANT-AID COMPANIES.

Intending emigrants should be extremely cautious in taking the advice of the agents of companies formed for the purpose of inducing persons to emigrate to lands they are generally interested in populating. I have met many persons in the States and some in Canada, who declared they had been deceived by these "aid societies." Some of these companies are reliable, but careful inquiry should be made beforehand as to their character. As a rule, the emigrant should go free and untrammelled, relying on his own resources, expecting only that which his abilities may procure for him.

CHIEF COTTON AND WOOLLEN MANUFACTORIES.

I have compiled the following especially for such of our factory population as have determined to emigrate. This district is near to most other manufacturing localities, such as Nashua, Manchester, and Concord in New Hampshire, and several places in Connecticut. The same branches of trade are carried on about Philadelphia (Pennsylvania) and in Manihaunk, near Philadelphia. In Lowell, Massachusetts, there are fifty-four mills, two print-works, four dyehouses, one bleachery, four foundries, and many machine shops. When in full operation these employ 8,500 females, and 4,000 males. There are upwards of 4,000 spindles and 12,000 looms, producing two millions and a half yards of cotton cloth, 82,000 yards of woollen cloth, and 25,000 yards of carpet per week, and dyeing and printing fifteen millions and a half yards per annum.

FALL RIVER (Mass.) has fifteen cotton mills, having 241,278 spindles, consuming 5,548,044 lbs. of cotton, and employing 2,654 hands; two establishments for calico printing, producing 5,616,000 yards, and employing 488 hands; three manufactories of spool cotton, employing 217 hands; one woollen mill, with six sets of machinery, consuming 125,000 lbs. of scoured wool, turning out 126,300 yards of cassimeres, and employing 103 hands; one linen mill, producing 1,216,464 yards of crash, and employing 214 hands; three establishments for manufacturing cotton and woollen machinery, turning out \$103,500 worth, and employing 103 hands.

SPRINGFIELD (Mass.) has, among numerous other manufactories, the following:—Cotton mills, 2; cotton spindles, 39,000; pounds of cotton consumed, 850,000; gross value of all the stock used, \$763,794; yards of cotton manufactured (sheetings, shirtings, and jeans), 3,026,991; gross value of cloth manufactured, \$950,000; capital invested, \$650,000; employés, 350. Woollen mills, 1; sets of woollen machinery, 3; pounds of scoured wool consumed, 120,000; gross value of all the stock used, \$106,000; yards of flannel manufactured, 200,000; value of flannel, \$140,000; capital invested, \$60,000; employés, 40. Establishments manufacturing hosiery, 1; value of stock used, \$400; dozens of stockings manufactured, 208; value of hosiery manufactured, \$1,000; capital invested, \$2,600; employés, 5. Establishments manufacturing Balmoral skirts, 1; value of stock, \$6,000; Balmoral skirts manufactured, 4,000; value of the same, \$10,000; capital invested, \$4,000; employés, 12.

CHIEF IRON AND MACHINE MANUFACTORIES.

NEW YORK STATE.—New York City, Brooklyn (Navy Yard), Albany, Troy, Syracuse, Buffalo.

NEW JERSEY STATE.—Jersey City, Trenton, Newark, Patterson.

PENNSYLVANIA.—Pittsburg, Harrisburg, Philadelphia.

DISTRICT OF COLUMBIA.—Washington (Navy Yard).

MARYLAND.—Baltimore.

MAINE.—Portland, Augusta, Biddeford, Bath, Rockland.

MASSACHUSETTS.—Boston, East and West; Charleston (Navy Yard), Worcester, Lawrence, Fall River.

CONNECTICUT.—Bridgport, Newhaven, Hartford, Norwich.

MISSOURI.—St. Louis, Hannibal, and St. Joseph.
 IOWA.—Burlington, Iowa City.
 WISCONSIN.—Madison, Oshkosh, Racine, Milwaukee, &c.
 ILLINOIS.—Chicago, Bloomington, Quincy.
 MICHIGAN.—Detroit, Jackson.
 INDIANA.—Indianapolis, New Albany, Lafayette.
 OHIO.—Cincinnati, Cleveland, Dayton.
 VIRGINIA.—Richmond, Norfolk, Wheeling.
 CALIFORNIA.—San Francisco (Navy Yard).

CHIEF SHIPBUILDING LOCALITIES.

NEW YORK.—New York City, Brooklyn, Buffalo.
 NEW JERSEY.—Jersey City.
 MICHIGAN.—Detroit.
 OHIO.—Cleveland.
 MISSOURI.—St. Louis.
 CALIFORNIA.—San Francisco.
 MAINE.—Rockland.
 NEW HAMPSHIRE.—Portsmouth.
 LOUISIANA.—New Orleans.
 TENNESSEE.—Memphis.
 KENTUCKY.—Louisville.

CHIEF COAL AND MINING DISTRICTS.

To the miner who emigrates it is important that he knows something of the principal coal fields of the States, and to that class the following is sure to be interesting :—

The extent of the bituminous coal field by which Pittsburgh is surrounded is 15,000 square miles, equal to 8,600,000 acres. The copper seam, rating it at an average of eight feet in thickness, is estimated to contain 1,497,464,000,000 bushels, or 53,516,430,000 tons of coal, which, at \$2 per ton, or a little over 7c. per bushel, would be worth \$107,032,860,000

In the five pools of the Monongahela slack water, sixty-nine

collieries were opened from 1845 to 1866. The number of acres embraced in these collieries is 12,894, and were valued at \$4,089,875; the value of houses, \$795,500; live stock, \$76,775; tools, cars, &c., \$141,145; other improvements, \$582,700. The number of hands employed was stated at 3,485, and the total population of the collieries of the Monongahela at 16,950. Fifteen towboats, valued at \$322,000, are immediately connected with these collieries, and 164,290 yards of track are used in operating the mines. The cost of mining and loading the coal ready for transportation to market has ranged from \$3.50 in 1861, to \$7 in 1865, per hundred bushels. The total amount of coal produced at these collieries for home consumption and exportation from 1845 to 1865 aggregates 336,732,263 bushels, or 13,097,581 tons. The collieries of the Youghiogheng are the next in interest, and the deposit is a distinct basin lying four hundred feet above the Pittsburg seam. Along the line of road there are twenty-two collieries, embracing 3,929 acres of coal land, valued at \$943,825. The number of hands employed is given at 839, and the total population at 4,195. The live stock is valued at \$12,400. The cost of mining is about the same as that of the Monongahela district. There are also seven other collieries using the Connellsville road, from which no statistics were obtained. The total amount of coal transported over the Connellsville road from the twenty-two collieries for five years aggregate 9,345,544 tons.

The city collieries embrace the mines in the hills immediately adjoining the city, and number ten works. The area of ground is given at 1,570 acres, and the value \$1,256,000. The number of hands employed is 1,240, and the population belonging immediately to the collieries, 5,765. Many of the collieries are connected with the rolling mills, and are worked exclusively for this private consumption. It was estimated that the amount produced during 1862-3-4 would aggregate 8,387,500, all consumed at home.

The collieries of Pennsylvania railroad form another important division of the coal trade of Pittsburg. Several of the mines along this road which might be properly classed as belonging to that branch of Pittsburg industry, as nearly all their coal goes east. There are, however, a number of firms, the product of whose mines is principally brought to the city for market.

The population of these collieries is estimated at 2,059; number of workmen, 410. The statistics of the Pennsylvania railroad

show that in 1864 there were 4,263,400 bushels brought to Pittsburg from the mines along its route.

The Alleghany valley collieries form the concluding division of the Pittsburg coal trade, three of which send their coal to the city. The statistics of two of these are given thus: Number of acres embraced, 1,460; hands employed, 450; value of lands, \$600,000; of houses, \$46,000; of live stock, \$8,000; of cars, tools, &c., \$66,425. This coal is transported over the Alleghany valley railroad, and from the manifests of that road it appears the amount carried during the years 1862, 1863, and 1864 was 180,413 tons.

The following is the recapitulation, which furnishes an exhibit of the whole coal trade of Pittsburgh:—

Number of collieries.....	100
Hands employed	6,423
Number of cars	21,254
Value of coal lands	\$7,519,708
Value of houses.....	\$1,267,000
Value of improvements, other than houses ...	\$1,344,300
Value of cars, tools, &c.	\$354,604
Value of live stock	\$208,175
Population of the collieries.....	30,960
Coal mined in 1864 (bushels)	48,462,966
Of which was consumed in Pittsburg	18,921,399
Of which was exported by Ohio river	29,541,567

In the recapitulation, in giving the number of collieries and hands employed, several small mines in the neighbourhood of the city are not included.

In the same State is the important district of Harrisburg. The State of Missouri is extremely rich in iron ore, lead, copper, zinc, &c.

The coal has been traced from Desmoines River, through Clark, Lewis, Shelby, Monroe, Andrairie, Boone, Cooper, Pettis Henry, St. Clair, Bates, Vernon, to Indian territory. It is supposed that these districts contain 26,870 square miles of coal-fields, of great depth.

Besides the iron, lead, coal, copper, and zinc above alluded to, there are in Missouri deposits of tin, silver, platina, cobalt, nickel, manganese, emery, kaolin—in short almost every mineral

of any economical value—in quantities that will pay a very handsome profit. There are also immense quantities of granite, fire-rocks, pipe-clay, fire-clay, hydraulic cements, metallic paints, limestone, marbles, &c.

It is needless to remind the reader of the riches of California in precious metals. There are also large quantities of other metals, and important veins of coal.

LAND AND FARMING.

I shall not attempt to teach farming, for several reasons.

First : I don't understand it.

Second : If I did, there are special works on that subject.

Third : If a man knows nothing of farming, he had better wait till he does, before trying, and then learn from friends and neighbours.

Fourth : If a man does understand farming, he needs no teaching in a guide like this ; but I have thought a few hints respecting obtaining land would be useful to those accustomed to or intending to engage in farming.

Land may be purchased at very low prices ; but those who are wise will purchase "ready-made farms," or improved land, or they will follow some calling until they become acquainted with the worth of land and its produce. It would be sheer folly to advise any person how to purchase or manage land, as every person must be guided by the circumstances which surround him—circumstances mostly unforeseen and uncontrollable.

Of course, the price of land varies with its locality, worth, working condition, and distance from markets. It may be had at from \$5 to \$25, government land at from 5s. per acre. Only experience can learn the emigrant. Sometimes good chances may be had from railway companies, but great caution is necessary. "Squatting" is a term used for a person who takes up quarters on the public land, makes himself at home, and arranges with the government that he is to have preference of purchase, and until the land is sold the "squatter" is "rent free."

Farming is often conducted on a crude form of co-operation called "joint farming," or "share farming," which means that a

capitalist furnishes a part or the whole of the land, stock, and implements, and receives in return a given portion of the products as profit. This system often makes a poor man to do better than he would otherwise, at least until he has sufficient capital to work on his own account.

Under the Homestead Law of May 20th, 1862, any person coming within the following requirements is entitled to enter land.

The privileges of this law are extended to every person who is the head of a family, or who has arrived at the age of twenty-one years, and is a citizen of the United States, or has declared his intention of becoming such, and who has done no disloyal act, direct or indirect. An exception, however, to the foregoing requirement as to *age* is made in the sixth section of the act, in favour of any person who has served not less than fourteen days in the army or navy of the United States, either regular or volunteer, during actual war, domestic or foreign. Any person coming within the foregoing requirements will have the right to enter one quarter section or a less quantity of unappropriated land, at \$2.50 per acre. (See "Homestead Act," p. 44.)

The law requires the land "to be located in one body, in conformity to the legal subdivisions of the public lands, and after the same shall have been surveyed."

To show the immense track of land which this act opens to emigrants and others, we need only refer to the *Public Lands in Missouri*.

BONVILLE LAND DISTRICT.

Counties.	No. of Acres.	Counties.	No. of Acres.
Barry	354,500	Franklin	14,000
Benton	110,000	Gasconade	6,000
Camden	317,000	Greene	30,000
Cedar	20,000	Henry	4,560
Christian	197,000	Hickory	95,000
Crawford	80,000	Jefferson	2,520
Dade	30,000	Larlede.....	190,000
Dallas	135,000	Lawrence	75,000
Douglas	400,900	Linn	1,480

Counties.	No. of Acres	Counties.	No. of Acres.
Macon	7,000	Pulaski.....	195,000
Marion	27,000	St. Clair	10,000
McDonald	255,000	Stone.....	282,000
Miller	75,000	Taney	408,000
Newtown.....	167,000	Texas	153,000
Ozark	472,300	Webster	193,000
Phelps	20,000	Wright.....	285,000
Polk	57,000		

PRINCIPAL GRAIN-GROWING DISTRICTS.

More than one-third of the wheat and one-half the corn of the entire country are produced in the five States of Ohio, Indiana, Illinois, Kentucky and Missouri. And the valleys of the Ohio and Missouri will long remain the great grain-growing region of this country.

The following is a comparative table of the bread stuffs and provisions exported in the four years immediately prior to the war, and in the four years after :—

In 1857	\$74,667,852	In 1861	\$94,866,735
In 1858	50,683,285	In 1862	119,328,755
In 1859	38,305,991	In 1863	139,000,382
In 1860	42,271,950	In 1864	110,689,317
	<u>\$208,927,970</u>		<u>\$463,895,219</u>

In the first two years of the war the depreciation of currency in relation to gold was not enough to be important, and in 1862, when the exports were trebled, the average premium on gold was but 40 per cent.

	In 1859-60. Exported.	In 1863-64. Exported.
Wheat and Flour	17,200,000 bus. ...	41,800,000 bus.
Indian Corn.....	3,314,000 bus. ...	4,975,000 bus.
Butter	7,640,000 lbs. ...	20,795,000 lbs.
Cheese	15,515,000 lbs. ...	48,733,000 lbs.
Pork	204,700 bar. ...	312,315 bar.
Bacon.....	25,844,000 lbs. ...	110,759,000 lbs.
Lard	25,289,000 lbs. ...	35,485,000 lbs.
Petroleum.....	.....	24,192,000 gal.

EMIGRATION GENERALLY.

Though still adhering to my first resolution—to neither retard nor promote emigration—I may venture to say that, viewed from a national standpoint, I regard emigration as the result mainly of misrule and mismanagement, and as a source of present, but *especially* future, national weakness. True, the unemployed workman is removed from England, but to a country where he becomes a competitor against British industry, often aided by British capital; he increases the wealth of another country at the expense of that which fed and clothed him till he could work; he tills the soil and increases the value of its products, whilst that of his native land remains waste—practically lost to the nation; and thereby causing much suffering to the people. But the suffering people cannot wait for “the good time coming;” the demand for food, clothing, and shelter is imperative. There is but emigration or hopeless poverty.

Then, viewed individually, emigration is not an evil, but mostly a benefit to those going abroad, and a temporary relief to the workmen left behind. But at the terrible cost of meeting him as a competitor, when the emigrant has taken his position on superior ground, with ample supplies and unlimited scope, emigration is mainly a benefit to the emigrant, but a positive (under present circumstances perhaps a necessary) curse—a loss of the best blood of the nation, the most skilled, energetic, industrious, and enterprising of her workmen—the source of our nation’s greatness.

THE HOMESTEAD ACT.

Be it enacted, by the Senate and House of Representatives of the United States of America, in Congress assembled :—

That any person who is the head of a family, and a citizen of the United States, shall, from and after the passage of this act, be entitled to enter one quarter section of vacant and unappropriated public lands, or any less quantity, to be located in a body, in conformity with the legal subdivisions of the public lands, after the same shall have been surveyed, upon the following conditions :—That the person applying for the benefit of this act shall, upon application to the Register of the land office in which he or she is about to make such entry, make affidavit before the said Register or Receiver of said land office that he or she is the head of a family, and is actually settled on the quarter section proposed to be entered, and that such application is made for his or her use and benefit, or for the use and benefit of those specially mentioned in this section, and not, either directly or indirectly, for the use or benefit of any other person or persons whomsoever, and that he or she has never, at any previous time, had the benefit of this act; and upon making the affidavit as above required, and filing the same with the Register, he or she shall thereupon be permitted to enter the quantity of land already specified: Provided, however, that no final certificate shall be given, or patent issued therefor, until the expiration of five years from the date of such entry; and if, at the expiration of such time, the person making such entry, or, if he be dead, his widow, or, in case of her death, his child or children, or, in case a widow making such entry, her child or children, in case of her death, shall prove by two credible witnesses that he, she, or they has or have erected a dwelling-house upon said land, and continued to reside upon and cultivate the same for the term of five years, and still reside upon the same (and that neither the said land nor any part thereof has been alienated), then, in such case, he, she, or they, upon the payment of twenty-five cents per acre for the quantity entered, shall be entitled to a patent, as in other cases provided by law. And provided further, in case of the death of both father and mother, leaving a minor child or children, the right and the fee shall inure to the benefit of said minor child or children, and the guardians shall be authorised to perfect the

entry for the beneficiaries, as if there had been a continued residence of the settler for five years. Provided that nothing in this section shall be so construed as to embrace, or in any way include, any quarter section of land upon which any pre-emption right has been acquired prior to the passage of this act; and, provided further, that all entries made under the provisions of this section upon lands which have not been offered for public sale, shall be confined to and upon sections designated by odd numbers.

Sec. 2. And be it further enacted, that the Register of the land office shall note all such applications on the tract books and plates of his office, and keep a register of all such entries, and make return thereof to the General Land Office, together with the proof upon which they have been founded.

Sec. 3. And be it further enacted, that no land acquired under the provisions of this act shall, in any event, become liable to the satisfaction of any debt or debts until after the issuing of the patent therefor.

Sec. 4. And be it further enacted, that if at any time after filing the affidavit, as required in the first section of this act, and before the expiration of the five years aforesaid, it shall be proved after due notice to the settler, to the satisfaction of the Register of the land office, that the person having filed such affidavit shall have sworn falsely in any particular, or shall have voluntarily abandoned the possession and cultivation of the said land for more than six months at any time, or sold his right under the entry, then, and in either or those events, the Register shall cancel the entry, and the land so entered shall revert to the government, and be disposed of as other public lands are now by law, subject to an appeal to the Secretary of the Interior. And in no case shall any land, the entry whereof shall have been cancelled, again be subject to occupation, or entry, or purchase, until the same shall have been reported to the General Land Office, and by the direction of the President of the United States be again advertised and offered at public sale.

Sec. 5. And be it further enacted, that if any person, now or hereafter a resident of any one of the States or Territories, and not a citizen of the United States, but who, at the time of making such application for the benefit of this act, shall have filed a declaration of intention, as required by the naturalisation laws of the United States, and shall have become a citizen of the

same before the issuing of the patent, as provided for in this act, such person shall be entitled to all the rights conferred by this act.

Sec. 6. And be it further enacted, that no individual shall be permitted to make more than one entry under the provisions of this act; and that the Secretary of the Interior is hereby required to prepare and issue, from time to time, such rules and regulations, consistent with this act, as shall be necessary and proper to carry its provisions into effect, and that the registers and receivers of the several land offices shall be entitled to receive, upon the filing of the first affidavit, the sum of fifty cents each, and a like sum upon the issuing of the final certificate. But this shall not be construed to enlarge the maximum of compensation now prescribed by law for any register or receiver. Provided that nothing in this act shall be so construed as to impair the existing pre-emption, donation or graduation laws, or to embrace lands which have been reserved to be sold or entered at the price of two dollars and fifty cents per acre; but no entry under said graduation act shall be allowed until after proof of actual settlement and cultivation or occupancy for at least three months, as provided for in section 3 of the said act.

Sec. 7. And be it further enacted, that each actual settler upon lands of the United States which have not been offered at public sale, upon filing his declaration or claim, as now required by law, shall be entitled to two years from the commencement of his occupation or settlement, or, if the lands have not been surveyed, two years from the receipt of the approved plot of such lands at the district land office, within which to complete the proofs of his said claim, and to enter and pay for the land so claimed, at the minimum price of such lands; and where such settlements have already been made in good faith, the claimant shall be entitled to the said period of two years from and after the date of this act. Provided that no claim of pre-emption shall be allowed for more than one hundred and sixty acres, or one quarter section of land; nor shall any such claim be admitted under the provisions of this act, unless there shall have been at least three months of actual and continuous residence upon and cultivation of the land so claimed from the date of settlement, and proof thereof made according to law. Provided, further, that all persons who are pre-emptors on the date of the passage of this act shall, upon the payment of the proper authority of sixty-two and one half cents per acre, if paid within two years

from the passage of this act, be entitled to a patent from the government, as now provided by the existing pre-emption laws may take less than one hundred and sixty acres by legal subdivisions.

Sec. 8. And be it further enacted, that the 5th section of the act, entitled "An act in addition to an act more effectually to provide for the punishment of certain crimes against the United States, and for other purposes," approved the third of March, in the year eighteen hundred and fifty-seven, shall extend to all oaths, affirmations, and affidavits required or authorised by this act.

Sec. 9. And be it further enacted, that nothing in this act shall be so construed as to prevent any person who has availed him or herself of the benefit of the first sections of this act from paying the minimum price, or the price to which the same may have graduated, for the quantity of land so entered at any time after an actual settlement of six months, and before the expiration of the five years, and obtaining a patent therefor from the government, as in other cases provided by law.

Sec. 10. And be it further enacted, that all lands lying within the limits of a State which have been subject to sale at private entry, and which remain unsold after the lapse of thirty-five years, shall be, and the same are hereby ceded to the State in which the same are situated. Provided these cessions shall in no way invalidate any inceptive pre-emption right or location, nor any sale or sales which may be made by the United States before the lands hereby ceded shall be certified to the State as they are hereby required to be, under such regulation as may be prescribed by the Secretary of the Interior; and provided, further, that no cessions shall take effect until after the States, by legislative act, shall have assented to the same.

