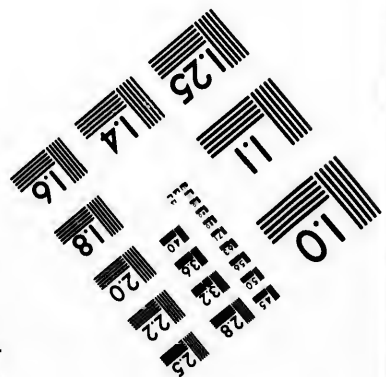
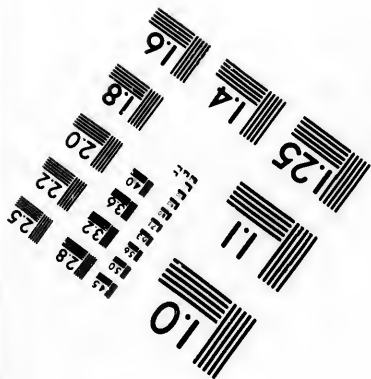
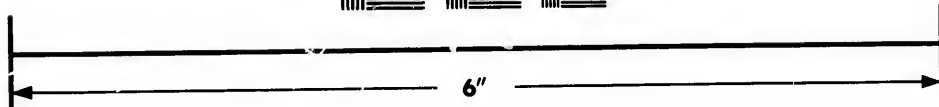
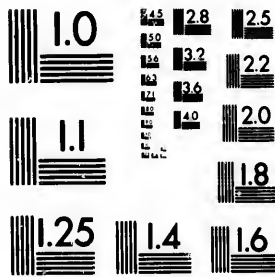


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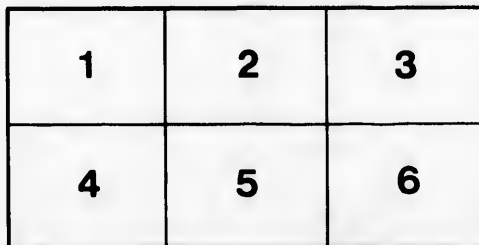
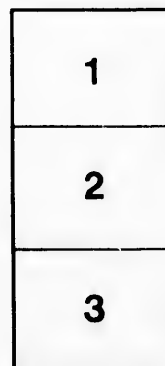
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Information for Settlers

Concerning

**Canadian Customs
Quarantine Regulations
Shipment of Settler's Effects**



Issued by
Department of Natural Resources
Canadian Pacific Railway
Calgary, Alberta

A WORD TO THE SETTLER

Even under favorable circumstances it is no small undertaking to transfer your whole household and effects from one country to another; but any journey may be pleasant or unpleasant, according to the amount of care given to the preliminary details. This little pamphlet endeavors to set forth the difficulties which confront new settlers, and how they may be minimized—customs, making up carloads of household effects, carriage of live stock, quarantine regulations, etc. The information has been gathered from the most reliable sources, but it should be understood that rates, whether for passage or freight, change from time to time; and the wisest course is to verify them, which can be done at any of the several points indicated, where the latest tariffs will always be found on file. Any further particulars which are not treated in detail will always be gladly furnished; and furthermore, if the new settler will notify the Company of the approximate date of his arrival, one of its men will, if necessary, be on the ground to assist him.

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ITEMS OF TARIFF AND GENERAL INFORMATION TO INTENDING SETTLERS COMING INTO CANADA.

The Canadian Customs tariff provides for free entry of certain household and settlers' effects, as follows:

Wearing apparel, books, usual and reasonable household furniture and other household effects, instruments and tools of trade, occupation or employment, guns, musical instruments, domestic sewing machines, typewriters, bicycles, carts, wagons and other highway vehicles, agricultural implements and live stock for the farm, not to include live stock or articles for sale or for use as a contractor's outfit, nor vehicles nor implements moved by mechanical power, nor machinery for use in any manufacturing establishment; all the foregoing if actually owned by the settler for at least six months before his removal to Canada, and subject to regulations prescribed by the Minister of Customs, provided that any dutiable articles as settlers' effects may not be entered unless brought by the settler on his first arrival, and shall not be sold or otherwise disposed of without payment of duty until after twelve months' actual use in Canada.

A SETTLER MAY BRING INTO CANADA, FREE OF DUTY,

live stock for the farm as follows, if he has actually owned such live stock abroad for at least six months before his removal to Canada, and has brought them into Canada within one year after his first arrival, viz.:

If Horses only are brought 16 allowed.

If Cattle only are brought 16 allowed.

If Sheep only are brought 160 allowed.

If Swine only are brought 160 allowed.

The settler is allowed sixteen head of stock, that is to say, he could bring into Canada ten Horses and six Cows or in any way he wishes making sixteen head of stock. (See freight regulations regarding number of Horses or Live Stock in settlers' cars, on page 9.)

Household Goods.—In connection with the shipping of household goods and personal effects into Canada no particular form of invoice is necessary. Shipments should be forwarded in the ordinary way and they will be looked after by the Canadian Customs Officer at the frontier port. Customs entry must be made and sworn to by the owner or agent of the goods before delivery can be obtained.

Automobiles, Traction Engines, Gasoline Engines, and all implements or vehicles moved by mechanical power are not allowed free entry into Canada as settlers' effects, but are dutiable.

Dutiable Articles, being brought into Canada by a settler of which it is impossible to procure invoices, the same will be appraised by a Customs Officer at the frontier port for duty purposes.

Settlers must take the following **affidavit** when entering their effects:

I,.....do hereby solemnly make oath and say that all the Goods and Articles hereinbefore mentioned are, to the best of my knowledge and belief, entitled to Free Entry as Settlers' Effects, under the tariff of duties of Customs now in force, and that all of them have been actually owned by myself for at least six months before my removal to Canada; and that none of the goods or articles shown in this entry have been imported as merchandise or for use in any manufacturing establishment, or as a Contractor's outfit, or for sale, and that I intend becoming a permanent settler within the Dominion of Canada, and that the "Live Stock" enumerated and described in the entry hereunto attached, is intended for my own use on the farm which I am about to occupy (or cultivate), and not for sale or speculative purposes, nor for the use of any other person or persons.

Sworn to before me.....this }
.....day of.....190..... }
..... }
.....Collector.

It may be well to take special note that it does not pay to undertake to smuggle anything in, otherwise such goods or chattels may be confiscated, or if not, an amount can be assessed against such articles that would make it equivalent to confiscation. The owner or a competent person with power of attorney from owner, should accompany the shipment to the point of entry in order to properly pass customs. Goods of every nature may be forwarded in bond to customs port of entry nearest to point of delivery. (See "List of Ports" below). Very great inconvenience may be saved by obtaining full information before making shipment.

LIST OF PORTS WITH OUTPORTS TO WHICH GOODS MAY BE FORWARDED IN BOND.

CUSTOMS PORTS AND OUTPORTS IN MANITOBA.

Winnipeg.—Selkirk, Sprague, Morden, Crystal City, Snowflake, Le Pas, Moose Factory, York Factory.

Emerson.—

Gretna.—Haskett.

Brandon.—Bannerman, Boissevain, Carberry, Deloraine, Killarney, Melita, Souris, Virden.

Portage La Prairie.—Dauphin, Minnedosa, Neepawa.

Those shown in the smaller type are sub-ports, reporting through the main ports shown in black type.

SASKATCHEWAN.

Moose Jaw.—Big Muddy, Maple Creek, Swift Current, Weyburn, Willow Creek, via Maple Creek, Wood Mountain.

North Portal.—Marienthal.

Regina.—Moosomin.

Saskatoon.—Humbolt, North Battleford, Prince Albert, Rosthern, Yorkton.

ALBERTA.

Calgary.—Medicine Hat, Red Deer, Burdett, Canmore, Claresholm.

Edmonton.—Vermillion, Wetaskiwin.

Lethbridge.—Cardston, Coutts, Frank, Macleod, Twin Lake.

Information to Settlers, wishing to bring or send dutiable articles into Canada, rates of duty viz:

Horses	25	per cent. on the dollar.
Cows	25	" " " "
Harness	30	" " " "
Wagons	25	" " " "
Buggies	35	" " " "
Automobiles (new)	35	" " " "
Automobiles (old)	35	" " " "
Clothing (new)	35	" " " "
Clothing (old)	35	" " " "
Sewing Machines.....	30	" " " "
Cultivators	20	" " " "
Ploughs	20	" " " "
Harrows	20	" " " "
Horse rakes.....	20	" " " "
Seed Drills.....	20	" " " "
Threshing Machines, in- cluding Engines and Separator	20	" " " "
Engines alone	27½	" " " "
Engines for farming op- erations	20	" " " "
Hay Loaders	25	" " " "
Feed Cutters	25	" " " "
Field Rollers	25	" " " "
Mowing Machines	17½	" " " "
Harvesters	17½	" " " "
Gasoline Engines	27½	" " " "
Bicycles	30	" " " "
Stoves	25	" " " "
Furniture	30	" " " "
Poultry	20	" " " "
Binder Twine	free	
Beans	25	cents per bushel.
Buckwheat	15	" " " "
Barley	15	" " " "
Oats	10	" " " "
Rye	10	" " " "
Wheat	12	" " " "
Potatoes	20	" " " "
Eggs	3	" " dozen.
Kerosene	2½	" " gallon.
Gasoline		under 775 spec. gravity, free.

BRINGING LIVE STOCK INTO CANADA.

The main difficulties encountered by the new settler are in connection with his live stock; and right here it will be said that most of these difficulties are overcome if the owner of live stock will take the trouble to ascertain the Canadian Quarantine Regulations, and be guided by them. They will be found printed below.

It will be noted that these Regulations require that all stock shall be inspected at a Port of Entry on the Canadian border. If the stock is in good condition, and is accompanied by certificates that certain tests have been fulfilled, there is no quarantine, **except for swine.**

The important point is, **get these certificates before you start.** Otherwise, the stock will be detained at port of entry, and will be subjected to the tests there, and may possibly be detained in quarantine, as set forth in the regulations. It is easy to get these certificates; inspectors of the Bureau of Animal Industry are located in every important centre.

The services of the inspector of the Bureau of Animal Industry are free; those of the veterinary you will have to pay for, but they are moderate, and are based on a scale approved by the government. No one else should be employed, because the signatures of unauthorized persons are not recognised by quarantine officials. If for any reason you cannot have your stock inspected before leaving home, on no account have it inspected until you reach the port of entry. **Beware of parties who board your train en route and try to induce you to let them inspect your stock—for a fee.** It is only waste of time.

Quarantine Regulations.--All animals imported into the Dominion of Canada from the United States must be accompanied by a statutory declaration or affidavit made by the owner or importer, stating clearly the purpose for which said animals are imported, viz., whether for breeding purposes, for milk production, for work, for grazing, feeding, or slaughter, or whether they form part of settlers' effects, or whether they are entered for temporary stay.

Said declaration or affidavit must be presented to the Collector of Customs at the port of entry, who will decide whether the animals are entitled to entry under these regulations, and who will notify the Veterinary Inspector of the Department of Agriculture in all cases where the regulations require an inspection to be made.

Settlers Horses, Mules and Asses, must be accompanied by a satisfactory certificate of Mallein test, dated not more than thirty days prior to the date of entry, and signed by an inspector of the United States Bureau of Animal Industry, or a similar certificate from a reputable veterinary, provided such certificate is endorsed by an inspector of said Bureau of Animal Industry.

The owner or the agent of the horses or stock should personally carry this certificate and not submit the same to the Railway companies; having this certificate for the Canadian Veterinary Inspector you will not be detained at the frontier port.

When horses are not accompanied by a certificate, they will be tested at the quarantine station at the port of entry into Canada, or under such restrictions as the Veterinary Director General may prescribe, at point of destination.

When tested at the port of entry, if any reactors are found they shall be slaughtered without compensation, or definitely marked and returned to the United States, and must not again be presented for entry. All horses, mules or asses in the same consignment shall be returned to the United States, but the non-reactors may be again presented for entry and further test after the lapse of a period of not less than fifteen days from the date of the first test, provided that satisfactory evidence is produced to the effect that they have not, during the same period, been in contact with affected animals. When tested at destination points all animals reacting to the test will be slaughtered without compensation, while those comprising the rest of the shipment will be detained in quarantine until it is shown to the satisfaction of the Veterinary Director-General that they are free from disease.

No compensation will, under any circumstance, be paid for horses reacting to Mallein within six months after the date of their importation into Canada.

Settlers' Cattle, at the present time, are allowed to enter Canada without being subjected to the Tuberculin test.

Cattle for breeding purposes and milk production six months old or over, if unaccompanied by a satisfactory tuberculin test chart dated not more than thirty days prior to the date of entry and signed by a veterinarian of the United States Bureau of Animal Industry must be detained in quarantine for one week or such further period as may be deemed necessary, and subjected to the tuberculin test; cattle reacting thereto must be returned to the United States, or slaughtered without compensation.

Importers may be required to furnish a statutory declaration that the chart produced applies to the cattle it purports to describe, and no other.

Settlers' Sheep, must be accompanied by a certificate from an Inspector of the Bureau of Animal Industry; if not accompanied by a certificate they will be held at the quarantine station at the frontier port for thirty days.

Settlers' Swine.—All swine are held at the quarantine station at the frontier port for thirty days, and before being admitted to quarantine a certificate from the inspector of the Bureau of Animal Industry must be presented.

Chickens, may be brought into Canada by a settler free of duty if he has actually owned such chickens for at least six months before his removal into Canada, and has brought them into Canada within one year after his first arrival.

Regulations Regarding Free Entry of Pure Bred Stock.—No animal imported into Canada for the improvement of stock shall be admitted free of duty unless the owner is a British subject, resident in the British Empire, or if more than one owner, each is a British subject resident in the British Empire, and there is furnished an import certificate stating that the animal is recorded in a Canadian National record or in a Foreign record recognized as reliable by the National Record committee. In case such certificate is not at hand at the time of the arrival of the animals, entry for duty may be made with the Canadian customs subject to a refund of the duty upon the production of the requisite certificate and proofs in due form satisfactory to the customs within one year from the time of entry. For further information regarding this registration of pure bred stock address, **Department of Agriculture, National Live Stock Records, Ottawa, Canada.**

FEEDING STATIONS.

Arrangements have been made at the following Soo line stations for feed and provisions at reasonable prices:

Between Chicago, Milwaukee and St. Paul, Minneapolis and Duluth—
Trevor, Waukesha, Stevens Point, Chippewa Falls, Ladysmith,
Burlington, Fond du Lac, New Richmond.

West from the Twin Cities, via Thief River Falls and Portal.—
Glenwood, Thief River Falls, Adams, Overly.

Via Portal.—Direct Line: Glenwood, Hankinson, Enderlin, Harvey,
Portal, Moose Jaw.

Via Emerson.—Glenwood, Mahnomen, Thief River Falls, Emerson,
Winnipeg.

Advise the conductor or special agent of your requirements as to feed and water, so that he can arrange to place your car conveniently at the next feeding station.

SETTLERS' EFFECTS.

Freight Regulations for their Carriage on the C. P. R.

1. Carloads of settlers' effects may be made up of the following described property for the benefit of actual settlers, viz.: Live stock, any number up to but not exceeding ten (10) head, all told, viz: Cattle, calves, sheep, hogs, mules or horses; household goods and personal property (second hand); wagons, or other vehicles for personal use (second hand), farm machinery, implements and tools (all second hand); softwood lumber (pine, hemlock, basswood or spruce—only), and shingles which must not exceed 2,500 feet in all, or the equivalent thereof; or in lieu of, not (in addition to) the lumber and shingles, a portable house may be shipped; seed grain, small quantity of trees or shrubbery; small lot live weights or pet animals; and sufficient feed for the live stock while on the journey. Settlers' effects rates, however, will not apply on ship-

ments of second hand wagons, buggies, farm machinery, implements or tools, unless accompanied by household goods. The amount of seed grain must not exceed the following: Wheat, 4,500 lbs; oats, 3,400 lbs; barley, 4,800 lbs; flax seed 1,400 lbs.

2. While the Canadian Pacific Railway is desirous of continuing to give liberal encouragement to settlers, both as to the variety of the effects which may be loaded in cars, and the low rates thereon, it is also the duty of the Company to protect the merchants of the Northwest by preventing as far as possible the loading of merchandise of a general character in cars with personal effects.

3. **Passes.**—One man will be passed free in charge of full carloads of settlers' effects when containing live stock, to feed, water and care for them in transit.

4. **Settlers' Effects**, to be entitled to carload rates, must consist of a carload from one point of shipment to one point of destination. Carload shipments will not be stopped in transit for completion or partial unloading.

5. **The minimum carload weight** of 24,000 lbs is applicable only to cars not exceeding 36 feet in length. If the actual weight of the carload exceeds 24,000 lbs. the additional weight will be charged for at the carload rate.

6. **The Minimum Charge** for less than carload shipments will be 100 lbs. at regular first-class rates.

7. **Should a Settler Wish to Ship More than Ten Head** of live stock, the additional animals will be charged for at proportionate rates over and above the carload rate for the settlers' effects.

8. **Less than Carload Shipments** will be understood to mean only household goods (second hand) wagons, or other vehicles for personal use (second hand), and second hand farm machinery, implements and tools. Settlers' effects rates, however, will not apply on shipments of second hand wagons, buggies, farm machinery, implements or tools, unless accompanied by household goods.

9. **Shipments of Settlers' Effects from Connecting Lines** will be charged from the Canadian Pacific junction point the settlers' effects rates from that point.

10. **Top loads** will not be permitted. This manner of loading is dangerous and absolutely forbidden.

11. **Car Rental and Storage of Freight in Cars.**—When freight is to be loaded by consignor, or unloaded by consignee, one dollar (\$1.00) per car per day or fraction thereof, for delay beyond 48 hours in loading or unloading, will be added to the rates named herein, and constitute a part of the total charges to be collected by the carriers on the property.

Consignees are allowed twenty-four hours after notice of arrival of shipments in which to give orders for placing or delivery of cars before the forty-eight hours' free time mentioned herein begins.

All shipments must be accompanied by properly filled-in Export manifest blanks, which can be obtained from agent at point of shipment.

FREIGHT RATES.

Information regarding special rates on settlers' effects can be obtained from any Canadian government agent in the United States (a list of which will be found on page 12) or from any C. P. R. agent. As an indication of how they run, the following is a list of rates from some of the central points in the States to Calgary, Alta., and Regina, Sask.

Montreal to Calgary	\$135.60	for Carload of 24,000 lbs.
Newport, Vt., to Calgary	" "	" " " " " "
Prescott to Calgary	" "	" " " " " "
Buffalo, N.Y., to Calgary	" "	" " " " " "
Buffalo, N.Y., to Regina	129.60	" " " " " "
Windsor to Regina	105.60	" " " " " "
" " Saskatoon	108.00	" " " " " "
" " Calgary	135.60	" " " " " "
Chicago, Ill. ...)	40.00	for Carload of 20,000 lbs.
Kansas City, Mo.)	" "	" " " " " "
Omaha, Neb. ...) to Minnesota trsfr.	50.00	" " " " " "
Denver, Col. ...)	130.00	" " " " " "
Minn. transfer) to Regina.....	40.00	" " " " 24,000 lbs.
and St. Paul) to Calgary.....	45.00	" " " " " "
Helena, Montana, to Couetts	66.00	for Carload of 20,000 lbs.
Idaho Falls, Idaho, to Couetts	95.40	" " " " " "
Great Falls, Mont., to Couetts	60.00	" " " " " "
Couetts to Regina	73.80	for Carload of 24,000 lbs.
" " Calgary	34.40	" " " " " "
Portland, Ore., to Kingsgate	114.00	for Carload of 20,000 lbs.
Spokane, Wash., to Kingsgate ...	62.00	" " " " " "
Kingsgate to Calgary	56.40	for Carload of 24,000 lbs.
" " Regina	112.80	" " " " " "
Portland, Ore., to Huntingdon	76.00	for Carload of 20,000 lbs.
Huntingdon to Calgary	72.00	for Carload of 24,000 lbs.
" " Regina	129.60	" " " " " "

Any further information that cannot be secured from agents in the U. S. can be obtained by writing to either

G. H. Smith, Division Freight Agent, C.P.R., Winnipeg, Man.

D. C. MacDonald, Division Freight Agent, C.P.R., Regina, Sask.

J. Halstead, Division Freight Agent, C.P.R., Calgary, Alta.

SETTLERS' RATES.

It is obviously impossible, within the compass of a small pamphlet, to quote rates to even a hundredth part of the many points in Western Canada from points in the United States; and the following list of special homeseekers' round trip rates is only to act as a general indication, from central points in the Western States to central points in Western Canada.

	Winnipeg Man.	Saskatoon or Regina, Sask.	Calgary Alta.
Chicago, Ill.	\$38.50	\$37.50	\$46.50
Peoria, Ill.	No rate	40.00	46.50
St. Louis, Mo.	" "	46.50	50.50
Kansas City, Mo.	" "	46.00	47.50
Leavenworth, Kan.	" "	45.20	47.50
St. Joseph, Mo.	" "	44.60	47.50
Council Bluffs, Iowa	" "	40.00	46.50
Omaha, Neb.	" "	40.00	46.50
Sioux City, Ia.	" "	37.00	46.50
St. Paul, Minn.	25.75	32.50	39.50
Minneapolis, Minn.	25.15	32.50	39.50

Full information regarding rates can be obtained from any land agent of the C. P. R., from M. E. Thornton, Inspector of Agencies, rooms 1013-1015, 135 Adams Street, Chicago, Ill., or from any Canadian government agent in the United States, a list of which is given above.

Baggage.—150 lbs. of personal baggage will be checked through to destination free on each whole ticket, and 75 lbs. on each half ticket, on presentation of transportation. Baggage exceeding the foregoing weight will be charged for. Each passenger is allowed to carry with him in coach, parlor, or sleeping car, a small quantity only of hand baggage which will not incommode other passengers. Occupant or occupants of each berth in sleeping cars are entitled to carry dress suit-case or similar piece or pieces of baggage, which altogether must not exceed 30 inches in length, 17 inches in width, 9 inches in height, and can be conveniently stored in space underneath lower berths at night. Conductors will remove to the baggage or express car parcels or articles of baggage found in coaches which occupy too much space or inconvenience other passengers, and the owner will be required to pay, at destination, any charges necessary on same before receiving his property.

CANADIAN GOVERNMENT AGENTS IN THE UNITED STATES.

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