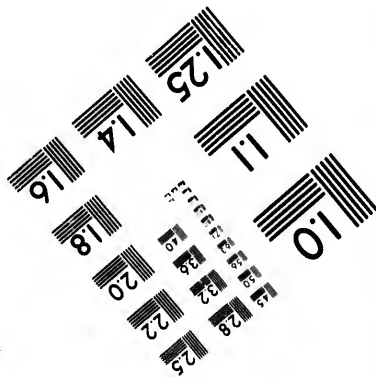
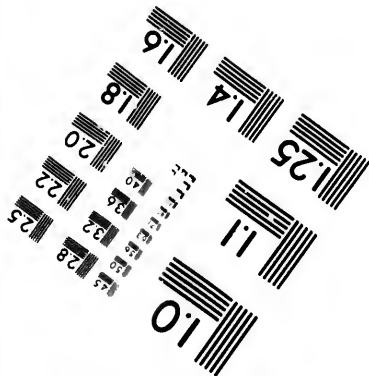
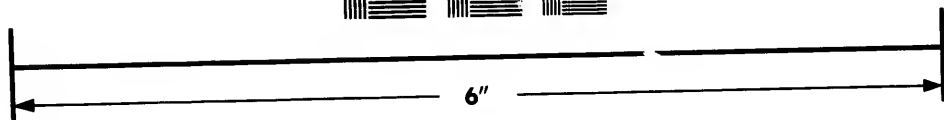
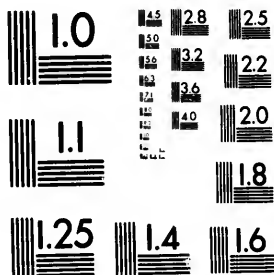


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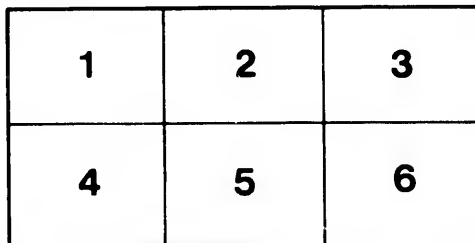
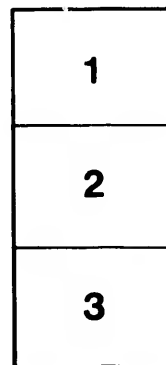
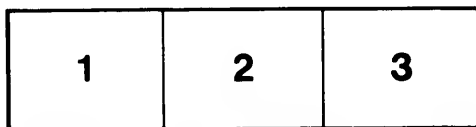
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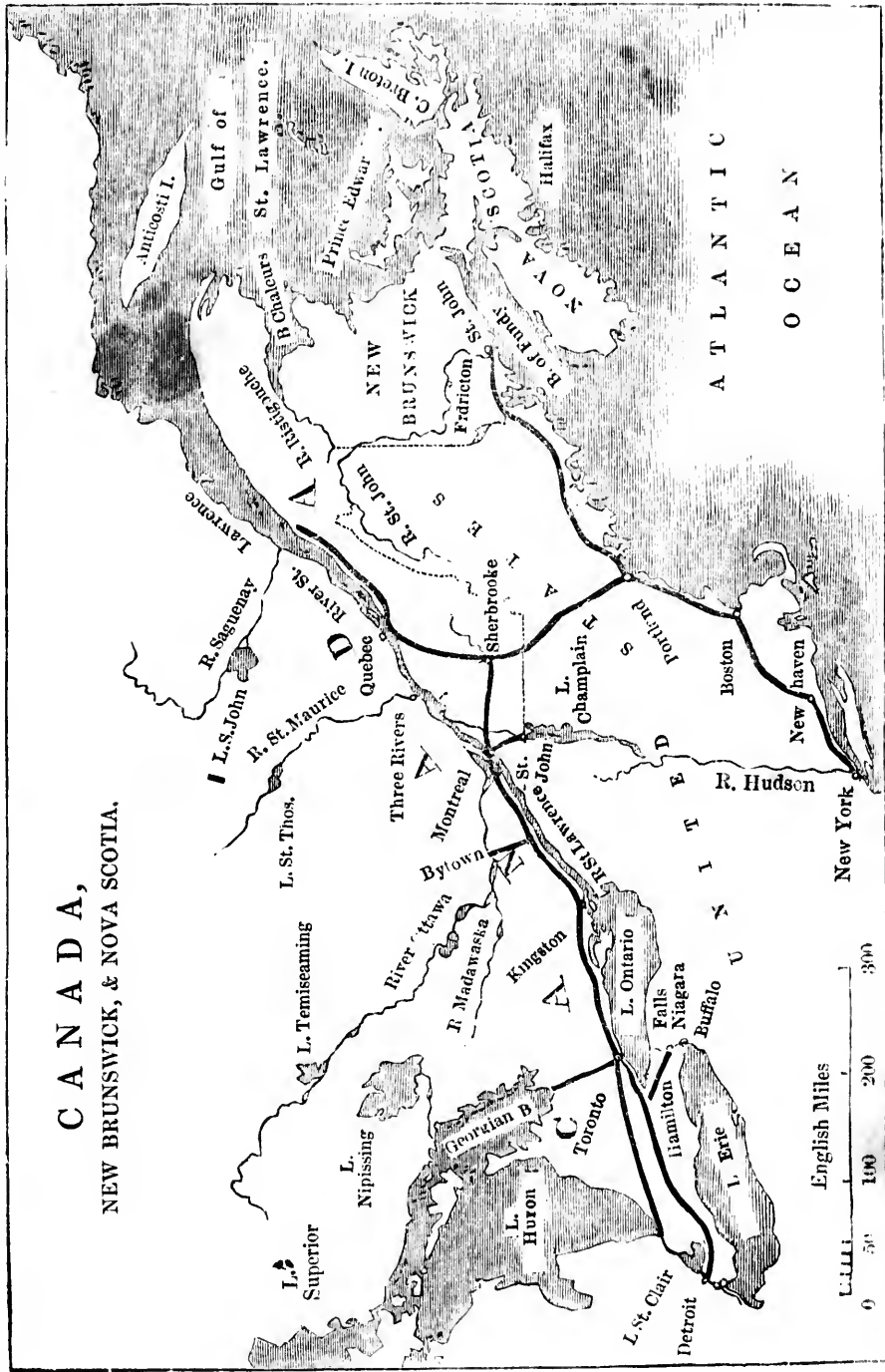
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CITY OF QUEBEC.

# CANADA, NEW BRUNSWICK, & NOVA SCOTIA.



# CANADA

## AS A FIELD FOR EMIGRATION.

[FROM SAUNDERS' NEWS LETTER, July 16th, 1853.]

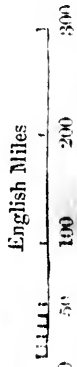
The following extract from a private letter, written by an Irish gentleman to a friend in Dublin, exhibits some singular facts in connexion with emigration from this country:—“ Instead of my being astonished at the immense amount of emigration that has taken place from Ireland during the last few years, my surprise is that the whole of its peasant population has not already come, either to this country or the United States. During the few weeks that have elapsed since I landed, I have travelled 1,850 miles by rail and steamboat; and although I am told that I have not as yet visited by any means the best portion of Canada (Upper or Western Canada), I have seen quite enough to convince me of its inexhaustible resources, and the glorious field that it is for the Irish people. Far be it from me to wish to persuade any man to leave his native country, but if they do make up their minds to quit it, from what I gather, I should say that the Canadas are preferable to the United States, especially to the poor emigrant who lands with scarcely a shilling in his pocket. The moment the vessel arrives at Quebec, (the port to which all emigrants for Canada should come), the men are immediately engaged, either for the railroads, or for the government provincial works now in course of construction. The wages for labourers are four shillings British per day; they can be most comfortably boarded (with meat twice a day) for about one shilling, and allowing one shilling more for other expenses, it leaves two shillings per day of savings. Then again, on the Ottawa River, one of the great sources of the inexhaustible supply of Canadian timber, “Lumbermen” earn at least one dollar per day; and, as they advance in skill and experience, their wages rise to a dollar and a half and two dollars. That there need be no fear of the supply of timber becoming exhausted may be proved by the fact that recent and very accurate surveys made along this magnificent river and its innumerable tributaries, by order of the government, have shown that, if double the amount of timber now taken from the district be continued for 500 years, it would not exhaust it.

In the immediate vicinity of this river and its tributaries, throughout their entire extent, is magnificent agriculture land. The farmers, four-fifths of whom are Irishmen, or sons of Irishmen, who came to this country as lumberers, and purchased farms with their savings, sell all their produce without ever going to market as the master lumberers purchase it to feed the men in their employ. I am assured that Irishmen make better lumberers than the natives of any other country; for it appears that the good and abundant food that they begin eating from the moment they arrive here expands, not only the muscular frame, but also the intellect; and no one who has not seen the contrast between the down-cast, ill-fed, and ragged Irish peasant in his own country, and the same man after even a few months' residence in these provinces, could believe in its completeness. A few days ago, the driver of a stage-coach, between two portions of the Ottawa, unnavigable for steam vessels, but which the government is now obviating, told me that he came to this district in 1841, with one dollar in his pocket, and I learned from a gentleman with whom he had originally worked as a common labourer when he first came out that he is now worth 1000*l.*, and has a capital farm. On my expressing surprise that a man like him could have an average of savings of 80*l.* a year since he arrived, I was assured that so far from this being a solitary case, there was hardly an Irishman who is industrious and temperate (the latter is just as necessary as the former quality) that is not more or less in the same position. For myself, I can only say, that I have not seen an Irishman since my arrival who has not an air of comfort, cleanliness, and independence about him. But there is one attribute he never loses—the use of his vernacular; for the brogue of each county of Ireland is heard on every side, in all its native purity; it is indeed the true undying one. The following is a circumstance connected with emigration to the

O C E A N



New York





Canadas which ought to have an important influence. Whenever a district is about to be "settled," arrangements are immediately made for having religious worship, and chapels and churches invariably spring up with the other buildings of the settlement, whilst each religious denomination supports (and respectably supports) the clergyman of its persuasion. In conclusion, I express to you my conviction, that the Canadas are the true California of the peasant population of Ireland, and that if they emigrate here they have unceasing sources of steady wealth and prosperity. If half a million persons came here each year for the next twenty years, employment on the terms I have mentioned to you would be found for every man amongst them."

[From the SUN London Newspaper, March 2d, 1854.]

AMONG the causes which impede the flow of emigration towards our colonial possessions, deficiency of sound information concerning them may be reckoned the chief; and this cause not only keeps great numbers in this country who might emigrate with advantage to themselves and the colony to which they might transfer their industry, but leads many others to colonies for which they are unsuitable, and from which they often return in disappointment and disgust, to operate as another cause of keeping at home the labour that is wanted, and may be advantageously employed, in Canada or Australia. The former country is between two and three times the extent of the British Islands, its length, from the mouth of the St. Lawrence to the shores of Lake Superior, being computed at 1600 miles, and its breadth varying from 200 to 400 miles. The distance of Quebec from Liverpool is about 3000 miles, which is traversed by steam-vessels in from 11 to 13 days, and by sailing vessels in from thirty to forty days. It is, therefore, the nearest of our colonies, and the consequent cheapness of the voyage recommends it to all those who, with limited means of realizing their wishes, are desirous of improving their condition by emigration. With a healthy and bracing climate, a soil which produces all the crops usually raised in this country, land so cheap and so easily attainable that every industrious man may become a freeholder, unsurpassed means of internal communication through its rivers and lakes, and a greater degree of security than can be enjoyed in any other British colony render it a most eligible field for industry and enterprise; nor should superior educational and religious advantages be reckoned among its least recommendations. Churches and chapels of every denomination are to be found in even the most remote localities, a national system of education extends its advantages over the whole colony, and private schools of a respectable character are to be met with in all the towns. The qualification of an elector is the possession of a freehold of the annual value of 40s., which is easily attainable. Taxation is about 80 per cent. less than in this country.

The mineral treasures of the colony are immense, but until very recently have been much neglected. Ores of iron, copper, lead, and antimony are frequently met with, and in the neighbourhood of the Coppermine River gold, silver, and tin have been discovered, as well as large masses of pure copper. The iron mines of St. Maurice have long been famed for their productiveness and the excellence of the ore, and those of Charlotteville, near Lake Erie, and Marmora, 32 miles east of the Bay of Quinte, are little inferior. Or the north shore of Lake Erie are immense beds of gypsum, and marble is quite common. Granite, limestone, sandstone, and slate are found all along the St. Lawrence, from Quebec to Niagara. The soil is everywhere extremely fertile, having been formed by the decay of forests for thousands of years upon sub-strata produced by aqueous deposits. In some districts wheat has been raised for twenty years successively on the same ground, without manure. The potato crops are excellent, and all the vegetables and fruits grown in England are produced in abundance. Tobacco thrives well in the western districts, and hemp and flax are indigenous.

The objections commonly urged to Canada are the severity of the winter, the hard labour to be encountered by settlers on the uncleared lands, and the bad roads of the back settlements. Mr. Brown, who has recorded in his "Canada and the Colonists" (a work invaluable to the intending emigrant,) the results of eight years' experience of the country, declares the first to be much exaggerated. The dryness of the air, and the absence of wind during the greatest intensity of the frosts, considerably mitigates the severity of the cold. In Canada West the climate is milder and more equable than in the eastern division; the duration of winter is less by six or eight weeks, and field labour may be per-

formed nearly all the year round. In Canada East the snow begins to fall in November when calm frosty weather sets in, with a clear blue sky, alternated with five or six snow-storms during the winter. The snow disappears early in May, when the vegetation, which has been advancing for a month or more under the snow, bursts all at once into profuse luxuriance. As for the toil which awaits the settler on the new lands, it is amply rewarded by the prosperity which comes after, in proportion to his industry; and where is the struggling farmer or down-trodden labourer who would not prefer a few years of active labour, followed by independence and comfort, to his present position?

The population of Canada in 1848 was nearly a million and a half, and had doubled in the preceding fourteen years, so that it may now be estimated at 2½ millions. The coloured people number 30,000, and the Indians about 16,000.

The country between Montreal and Toronto presents a very desirable field for the emigrant, both from the fertility of the soil and the numerous rivers, which, besides being navigable for boats and barges, afford many eligible sites for the erection of corn and saw mills. The Huron district is equally fertile, and even the far-west shores of Lake Superior will soon echo the sound of the settler's axe, as copper has been found there in great purity and abundance, and associations have been formed for developing this new source of Canadian prosperity.

The points of greatest interest to emigrants of the industrial class are, the demand for labour, the rate of wages, the price of provisions, and the cost of the voyage. Upon these subjects we propose to give briefly the information required: In the first place, the finer descriptions of manufactured goods are imported from Britain, and artisans engaged in such branches are not wanted; and inferior workmen find some difficulty in obtaining employment. Bricklayers, house-carpenters and joiners, if good workmen, are in unceasing demand, at from 6s. to 7s. per day; masons are in still greater demand, and earn from 8s. to 10s. per day. Plasterers are now much required, at from 6s. to 7s. per day. Painters are in brisk demand, as, besides inside painting, wooden houses receive two or three coats of paint on every part of the outside: wages from 6s. to 7s. per day. Blacksmiths are in constant demand, at from 6s. to 7s. per day, without, or £6 per month with, board and lodging. Carriage-makers are required in the towns, and are able to earn from 5s. to 7s. per day. Tinsmiths earn 6s. per day, with board and lodging; and many masters send waggons into the western parts of the country, bartering tin-wares for furs, which are sold at Montreal for shipment to England. Shoemakers usually succeed well in finding employment, notwithstanding the quantity of cheap shoes imported from the United States: they are paid by piece-work, as in this country. Tailors, if first-rate hands, find ready employment, at good wages. The demand for printers is limited; wages from £2 to £2 10s. per week. Good seamen are much sought for, the trade upon the great lakes, especially as regards steam navigation, being rapidly on the increase: wages, from £3 4s. to £3 12s. per month; mates, £4 to £5; masters, £10 to £12. The rations are good, too; but it must be remembered that navigation is suspended from Christmas till the beginning of May, when the lakes are frozen. Most of them have been Scotch fishermen, and find employment at farm-work during the winter, so that they often save money, and not a few have purchased land and become farmers. Farm-labourers get 12s. per week and their board: employment is easiest found in the west. Female servants get from £10 to £12 per annum, and good cooks from £12 to £15: English or Scotch are preferred to natives. Dressmakers, milliners, needlewomen, &c., are in very great demand, and earn at least twice as much as in England.

It is only in West Canada that mechanics and labourers are lodged and boarded by their employers; but board and lodging of a very superior description are to be had in all the towns at from 10s. to 12s. per week. The usual hour for breakfast is seven or eight, when the table is spread with steaks, chops, ham, or bacon and eggs, with good bread, roasted potatoes, and coffee or tea. The dinner hour varies from twelve to two, when roast or boiled beef or pork, with fruit pie or pudding, is served; in cold weather, good soup is sometimes substituted for meat, and poultry or game occasionally vary the good cheer. The hour for tea, or supper, as it is generally termed in Canada, is six or seven, when the cold meat is placed on the table, with tea or coffee, and a liberal supply of preserves, such as apples, plums, peaches, or cranberries.

Let the mechanic and labourer compare this bill of fare with the scanty meal which he gets in England, or the prices of provisions with those which he has to pay here. If he sighs for political enfranchisement, it is in Canada he will obtain it sooner than in England; for there the possession of freehold land is the rule, while here the exception. The town-bred mechanic will not miss the educational advantages he has been accustomed to, as he would in emigrating to the Cape, or Australia, or New Zealand; for in all the large towns of Canada there are public libraries, reading-rooms, and literary societies. Montreal has its Mercantile Library Association, its Mechanics' Institution, its Natural History Society, its Shakspeare Society, its Royal Institution for the Advancement of Learning, its Canadian Institute, and its public news-room; it has also five English and two French newspapers, and two periodicals, in addition to which all the English and United States' periodicals are to be obtained all over Canada. Toronto has nine newspapers, and Kingston five; and Quebec and Hamilton have each a proportionate number.

Rents are moderate: a four or five-roomed house, with a garden, may be had for £12 per annum. Wood is mostly used for fuel: the price varies, according to locality, from 5s. to 20s. a cord. Clothing is much the same as in England. The prices of provisions are as follows:—Beef, 3d. to 4½d. per lb.; pork, 3d. to 3½d.; potatoes, 2s. to 2s. 6d. per bushel; bread (best) 6d. per 4lb. loaf; butter, 8d. to 10d. per lb.; cheese, 4d. to 7d. per lb.; fowls, 1s. 6d. to 2s. per pair; eggs, 7½d. per dozen; tea, 2s. 6d. to 3s. 6d. per lb.; coffee, 9d. to 1s.; moist sugar, 5d.; refined sugar, 8d. to 9d.; rice, 3d. to 3½d.; candles, 7½d. to 8d.; soap, 3d. to 3½d.; tobacco, 10d. to 1s. In Toronto, Quebec, and Montreal the price of meat and vegetables is 20 per cent. above the price in country markets.

Land is more easily attainable than in any other of our colonies. The crown lands in Lower Canada may be purchased at from 1s. to 4s per acre, according to situation, and those in Upper Canada at 7s. 6d. per acre. In Lower Canada the purchase money is payable in five annual instalments, from the date of purchase, with interest; but no person is allowed to purchase more than 200 acres on these terms. In Upper Canada the purchase money is payable in ten yearly instalments. In both provinces there are lands which the colonial government will allot, to the extent of fifty acres, to individuals of 21 years of age and upwards, who have never received a grant of land from the government, *without purchase*, on condition that they satisfy the commissioner or his agent that they can support themselves until a crop can be raised. The British American Land Company sells its lands in Lower Canada at from 8s. to 12s. per acre, and requires only interest for the first six years, and then allows four years for the payment of the principal. The emigrant can, by this arrangement, obtain possession of 100 acres of land by the annual payment of from £3 to £4 10s. The Company's office in England is 35½, New Broad-street, London. The Canada Company has large tracts of land in Upper Canada, principally on the south-eastern shore of Lake Huron, where the soil is a sandy loam near the lake, and a clayey loam farther from it. The price of these lands varies from 2s. to £1 4s. per acre, according to locality, the value increasing with the quality as the settler approaches nearer to the Huron tract. Those who cannot purchase may lease these lands for ten years, no money being required to be paid down, and the rent six per cent. upon the purchase money. The office of this Company is Canada-house, St. Helen's-place, Bishopsgate-street, London. Persons with means who do not wish to be the first settlers on lands can purchase excellent farms, with good roads to the nearest market towns, at from 3l. to 5l. per acre, including house and farm buildings.

The ordinary length of the voyage has been already stated. April is the best time for sailing, and London, Liverpool, or Greenock, according to the convenience of the emigrant, the best ports of departure. The cost of passage from these ports to Quebec, including provisions, is as follows: London, cabin, 12l. to 20l.; intermediate, 7l. to 10l.; steerage, 5l. to 6l.: Liverpool, cabin, 10l. to 12l.; steerage, 3l. 10s. to 4l. 10s.: Greenock, cabin, 15l. to 20l.; steerage, 4l. to 5l. Half fares are charged for children from one to fourteen years of age; infants under one year old are not charged for. First-class screw steam vessels convey first cabin passengers from Liverpool to Montreal for 20 guineas; second cabin, for 13 guineas; and third class, for 7 guineas. The vessels run in the summer months once a fortnight to Quebec, and in winter to Portland.

At present there is a complete daily line of steam communication, with vessels of speeds

varying from 10 to 18 miles per hour, from the river Saguenay, one of the tributaries of the St. Lawrence, into which it pours its waters 150 miles below Quebec, to the extreme western point of Canada, at the southern entrance to Lake Huron, a distance of about 1200 miles. The Grand Trunk Railway system affords a complete railway from nearly the eastern to the western extremity of the province. It commences at Trois Pistoles, on the right bank of the St. Lawrence, nearly opposite to the mouth of the Saguenay river, is continued to opposite Quebec, and proceeds thence to Richmond and Montreal. Crossing the St. Lawrence by the Great Victoria Bridge, it follows the left bank of the river, touching the important towns of Cornwall, Prescott, and Brockville, to Kingston, situated at the entrance of Lake Ontario. Thence it skirts the northern side of the lake to Toronto, the capital of Upper Canada, or as it is called since the union of the two provinces, Canada West, passing through Belleville, the head of the navigation of the Bay of Quinte, and the seat of an immense lumber trade, as also the stirring towns of Coburg and Port Hope. At Toronto the line divides, the Great Western system going southward and westward by Hamilton, situated at the head of Lake Ontario, London, one of the towns that have most rapidly risen in Canada West, and Chatham; and reaching Windsor, the western extremity of the province, on the river Detroit, and exactly opposite to the city of the same name in the United States. The direct west course from Toronto is a continuation of the Grand Trunk; it runs through Guelph, and other towns of less importance, to Sarnia, at the head of the St. Clair river, and at the south-eastern extremity of Lake Huron. Reverting to Canada East, the railway extending from Portland, in the state of Maine, towards Montreal, joins the line from Quebec at Richmond. The railway distance from Trois Pistoles to Windsor is about 900 miles, and to Sarnia about 850. The same figures describe the distances from Portland to the two western termini. Tributary to this main east and west artery will be several feeders, coming principally from the northern districts of the province. The most eastern are that from Bytown, the centre of the great lumbering trade of the Ottawa river, to Montreal, and one from Bytown to Prescott. Further west there will be the railway from Peterborough to Belleville, and also one from Peterborough to Coburg. Toronto has a direct railway connexion with the northern and eastern shores of Lake Huron. Some of these railways are already open for traffic, and the others are nearly finished.

A few facts will illustrate the extraordinary progress made by Canada, especially Upper Canada, within the last few years. The population of Upper Canada increased at the rate of 103 per cent. from 1841 to 1851, while the increase of population in the United States was only 35 per cent. The exports of wheat from Canada in 1835 was 350,000 bushels; in 1853 it was nearly 8,000,000 bushels, while, in the same period, (with the exception of the famine years of 1847 and 1848,) the exports of wheat from the United States have remained stationary. Not only has a vast amount of land been brought into cultivation, but the average yield of wheat has risen from 14, to upwards of 17, bushels per acre. At the Great Exhibition of 1851 it was Canada wheat that gained the first prize. The growth of oats, barley, potatoes, and flax has increased in the same manner. The import duties into the port of Toronto, the capital of Canada West, were 50.50% in 1840, and have steadily progressed to 156,926% in 1853, an increase of over 3000 per cent. in 13 years. The total revenue of the province, consisting chiefly of an import duty of 12½ per cent. upon all imports into the province, increased from about 700,000% in 1852 to above a million in 1853.

[From the MORNING CHRONICLE, February 2d, 1854.]

The Commissioners of Emigration, in their thirteenth report to Parliament, gave the following extract from a despatch addressed to them by A. C. Buchanan, Esq., the emigration agent of the government of Canada, stationed at Quebec, on the prospects of emigrants to Canada:—The prospects and demands for labour are most satisfactory. The immense railway system undertaken by the provinces will greatly stimulate general prosperity, involving, as it will, the introduction and expenditure of a large amount of capital, which will secure steady and profitable employment for the labouring classes for several years to come; so that Canada never presented a more favourable opening for the reception of all classes of her Majesty's subjects, or such others as desire to seek a comfortable home. The demand for labour of every kind is on the increase. The wages paid

for unskilled labour are four shillings per day sterling.' Mr. Hawke, the emigration agent for Western Canada, speaks in similar terms: 'I have,' he says, 'conversed with many intelligent persons on the subject, and they are of opinion that able-bodied, unskilled labourers will be able to command a dollar a day. Agricultural labourers must either get equal wages, or the farmers will not be able to retain them in their service. As these extensive works will not be completed for several years, and as such a large outlay of money will stimulate every other branch of business, I do not think it will be possible to overstock the labour market for many years to come; in fact, the prospects before us are of the most cheering description, for capitalists, merchants, mechanics, farm servants, and common labourers, may safely calculate on finding in Canada an abundant demand for skill, capital, and labour, to a profitable, as well as to an almost unlimited, extent.'

[From the *TORONTO LEADER*, September 20th, 1853.]

Men have a peculiar relish for the excitement of a lottery in which there are prizes of individual wealth. Every one has a credulous faith in his own good fortune, and easily succeeds in imposing on himself the belief that it is his destiny to carry off a prize, though the number of blanks be as a thousand to one. Thousands who go to Australia flatter themselves that it will be their fortune to become suddenly rich, and to return to their native land with their suddenly-acquired wealth. And this very hope of return, under the fancied circumstances, delusive as it is in most cases, is sufficient to decide many a one to leave his native country who would never otherwise accept the enterprise of emigration to a distant land. Of this class the greater part must be disappointed; but just enough are successful to encourage others to enter on the desperate venture.

For the workman who has recourse to emigration for the purpose of finding a settlement, having in view especially the interests of his family; who is willing to arrive at competence by the sure path of steady industry, Canada is a far more suitable home. The Canadian emigrant is not indeed allured by the hope of becoming suddenly rich through one of those turns of 'luck' which prove so great a temptation to the gold hunter. He advances by steady but sure steps; and if the chances of a sudden fortune are less, the certainty of success is greater. Visit the older settlements of Upper Canada; pass through those districts of country where improvement has set its mark; where the log-house has disappeared, and is replaced by the neat, comfortable, if not luxurious stone, brick or painted wooden dwelling, surrounded by fine orchards; where the land is in a high state of cultivation; where the farmer is almost universally his own landlord, and is free from debt; where many are beginning to add farm to farm, as a future provision for their children; go find by inquiry the beginnings from which all this comfort, this true independence, has sprung, and it will generally appear that this class of men, still living, went into the woods with no capital but their labour, their axe, and a few months' provisions, barely sufficient to subsist them till they could raise something from the soil they were destined to call their own. You may travel for miles, and find, at every step, living illustrations of these facts; scores and hundreds and thousands of farmers now worth from £1,000 to £2,000 each, who, in their early days went into the woods almost without a shilling. That kind of success is not exceptional in Canada. It is, with only rare exceptions, the rule. You constantly hear the remark that he who is sober and industrious is certain to succeed in Upper Canada. To the man who is content with steady but certain progress, who has none of the gambler in his composition, who is not of that reckless turn which causes life to be staked against the chance of sudden gain, who is willing to endure some hardships in the outset: to such a man, no matter how poor he may be, Canada holds out inducements the equal of which we have been unable to find in all the glowing accounts which for some time past have come from Australia.

We are satisfied that the paucity of emigration to these shores is to be accounted for in a great measure by the want of correct information among the emigrating classes of Britain. The resources of Canada are not yet by any means fully or generally known or appreciated among the masses in England, Ireland, and Scotland. When they are, we feel satisfied that much of that emigration which now goes to other countries will be turned towards these shores.

[From the BIRMINGHAM JOURNAL, December 24th, 1854.]

The difficulties of an emigrant on first landing are not those which an uninformed imagination would be apt to paint. Canada is no longer a new province with little means of absorbing labour: she is far advanced, and her power of absorption far exceeds the quantity of labour likely to be thrown upon her shores in any particular year. An English, Irish, or Scotch emigrant, of the labouring class, is safe enough if, on landing at Quebec, he has sufficient means to carry him to the old settlements of Upper Canada, or the neighbourhood of those railroad enterprises everywhere going on. A few dollars will suffice for each individual; and every able-bodied man is certain of obtaining immediate employment at four shillings sterling a day, and more on the railways and other public works. As the ultimate object of every emigrant accustomed to agricultural labour should be to become the farmer of his own land, he cannot too soon begin to acquire that knowledge which he will find essential in his vocation. There is necessarily a wide difference in the mode of farming here from that pursued in an old country—and the poorer the settler the greater will he find that difference. It must be the fate of all agricultural emigrants, without other resources than their labour, to clear the land of its forests. This is to all emigrants a new occupation; and it is better that every emigrant should learn something of this and similar new occupations by working for another before he settles down to clear a farm on his own account. Whether he work as a railroad or an agricultural labourer, the emigrant can hardly remain any length of time in the country without acquiring some knowledge that will be useful to him as a settler on his own land hereafter. As a farm-labourer the knowledge he will acquire will be of the most useful kind; but many would at first obtain better remuneration as railroad labourers. There is one thing which all emigrants of the labouring class who have a desire to better their condition—and that we take to be the main object of all voluntary emigration—should be careful to do: they should shun cities and towns as places of settlement. If they remain there, ten chances to one they will be mere labourers for life; but if they go to the country, there is no reason in the world why they should not become independent farmers, owning 100 or 200 acres of excellent land, and enjoying as much real independence as can well fall to the lot of man. The agricultural emigrant should always keep in view as his great object the obtaining of land for settlement; and whatever he does should always be made subservient to that end.

When the emigrant has spent a year or two in the country, and earned sufficient to pay an instalment on land, he will then have obtained some valuable knowledge to assist his future operations. The worth of this preliminary knowledge can hardly be over estimated. It is more valuable than a considerable amount of ready cash. The emigrant who brings a small capital with him, and goes to work as a farmer, on his old country plans, instead of waiting to learn the methods which experience has proved to be profitable here, is almost sure to miscarry; while he who brings not capital, but his labour, and is, therefore, necessitated to accustom himself to the prevalent modes of farming, almost invariably succeeds. In such cases failure is almost unknown. The terms on which the Government disposes of the public lands are most advantageous to the poor emigrant. The price varies from 6s. to 8s. an acre, for the best lands in the country, or indeed in the world. Of the purchase money only one-tenth is required down; the remainder being payable in nine annual instalments. These conditions give the emigrant a great advantage, which would be denied in the United States, where the public lands are sold exclusively for cash. The capabilities of our soil are being demonstrated in a remarkable way by the rapid increase of our exports, particularly of wheat, in which article we shall, as exporters, soon outdo the United States.

If it is important for the class of emigrants who are bred to agriculture to avoid a residence in the town, as the grave of their prospects, it is no less needful to warn professional men and all who follow any description of skilled labour against the seductions of a farming life. There is no greater mistake than for persons of these classes to become amateur farmers in Canada. No economy could possibly be worse. It is to render valueless what it has taken years to learn, and to embark in a pursuit where they cannot hope to rival the labourer who has no pretensions to skill. It is a mistaken idea that because Canada is a colony mechanical labour is not in demand; and that if mechanics emigrate to this

country they must necessarily turn their attention to agriculture. Mechanical labour is equally sought for as agricultural; and the competition among employers has, during the last year, been severely felt in some branches of industry. There is a great demand for bricklayers, masons, carpenters, joiners, and several other classes of mechanics.

Emigrants of some means, especially if farming be their pursuit, should not be precipitate in making purchases of land or anything else. Their success depends upon precaution. Let them first acquaint themselves with the country, its various resources and capabilities, and the modes of cultivation which prevail. Let every class of emigrants be sober, industrious, and economical, and success will to a certainty crown their efforts.

[From the TIMES' City Article, Feb. 17th, 1854.]

Official returns just published from the province of Nova Scotia furnish another illustration of that extraordinary progress of the British colonies of North America, which is rendered more striking from the little that has been said about it. Notwithstanding the losses sustained a few years back from the potato rot, all the great interests of the province exhibit revived activity; employment is general, and the revenue, under a tariff which is lower than any other on the American continent, yields a large surplus for educational purposes and internal improvements. Although in Nova Scotia the duty on imports is only 6½ per cent., while in Canada it is 12½, and in New Brunswick from 7½ to 30 per cent., the receipts increased from 54,179*l.* in 1849 to 93,039*l.* in 1852, while the accounts for the past year, when made up, are expected to be equally favourable. The exports for 1852 amounted to 976,780*l.*, and the imports to 1,194,175*l.*; and, although an adverse balance is apparently thus exhibited, it is explained by the shipments being valued at home prices, and by no estimate being included of the gains from freight obtained by the vessels of the colony. The actual trade is, therefore, one of extensive profits, and the augmentation in the staple articles of production, as well as in the mercantile marine, is such as to show a vigour of growth unsurpassed in Canada or the United States, or, indeed, in any part of the world. The number of vessels registered and actually employed in the fisheries and trade of Nova Scotia is now 2,943, with a capacity of 189,083 tons, and the rate of progress is on a scale to denote that at no distant day she is destined to be one of the largest shipping countries in the world. "She owns now nearly one-third as much tonnage as France. She beats Austria by 2,400 vessels, and by 69,000 tons; and owns 116,000 tons of shipping more than Belgium. She beats the Two Sicilies by 38,419 tons; Prussia by 90,783. Holland, which once contested the supremacy of the seas with England, now owns but 72,640 tons of shipping more than this, one of the smallest of the British colonies; and Sweden, with a population of three millions, only beats Nova Scotia in shipping by 36,927 tons." At the same time, the comparison with the United States is also remarkable. Out of the 31 States which constitute the Union, there are only six (New York, Massachusetts, Maine, Pennsylvania, Louisiana, and Maryland) whose tonnage exceeds that of Nova Scotia, and the last three of these she is likely to outstrip in the course of a year or two. Considering that the colony is only 100 years old, and that her population does not exceed 300,000, these results are beyond anything ever before witnessed. But it is not alone as regards fisheries and shipping that the energies of the people are manifested. The agricultural capabilities of Nova Scotia are great, and are being turned to good account. "With the wheat-growing countries which surround the great lakes, whether on the British or American side, she is not," it is remarked, "to be compared. She does not raise her own bread, but while one barrel of her mackerel will purchase two barrels of flour she can always afford to buy what she requires. It is curious, however, to discover that even as a wheat-growing country she beats five of the New England States and 12 of the more recently settled States and territories." In the growth of rye she is far ahead of 16 of the States and territories of the Union; in oats she exceeds 13, in hay 21, in buck-wheat and potatoes 23, and in barley every State and territory except Ohio and New York. Under these circumstances, coupled with the fact that the province enjoys, in common with Canada and New Brunswick, the full development of representative institutions, it is evident that the prospects of its prosperity are unlimited.

[From the LIVERPOOL JOURNAL, January 7th, 1853.]

Curious enough, Canada began to develop itself simultaneously with Australia; and thus, at this moment, we have two colonies attracting emigrants by large temptations. In the Pacific any number of hard-working people can get abundant employment and good wages; beyond the Atlantic there is also a demand for labour, and ample payment. If Canada cannot promise to adventure 'good luck' and a speedy fortune, it is more readily accessible, and holds out an equal prospect of ultimate success. Both places have their advantages: those who can afford it should proceed to Victoria; those whose resources are more limited should go to the United States, or to British North America. The latter is now perhaps more preferable, because wages are higher and the field not less large. Our home wants create a market for agricultural produce in even the distant wilds, and a fruitful soil and considerate regulations admit industry to almost instant occupation and independence.

On a recent occasion we showed that Canada was maturing more rapidly than even the United States; and a despatch from the Governor, the Earl of Elgin, just published, discloses new views still more encouraging. We now export to the colony nearly 3,000,000*l.* worth of manufactures, but this is merely an indication of a proximate future. Railway operations are calling into existence new wants and new enterprises, creating new markets, and filling men with bigger thoughts; while a region more than a miniature of the valley of the Mississippi, now for the first time practically presents itself. Lord Elgin, in a recent excursion, visited the 'gold diggings' of Canada, where he found hundreds employed profitably by capitalists in gold getting; and subsequently he visited the valley of the Ottawa—

*'The district which is probably doing more at the present time than any other single section of the province to enable Canada to enter the markets of the world as a purchaser. This important region,' says Lord Elgin, 'takes the name by which it is designated in popular parlance from the mighty stream which flows through it, and which, though it be but a tributary of the St. Lawrence, is one of the largest of the rivers that run uninterruptedly from the source to the discharge within the dominions of the Queen. It drains an area of about 80,000 square miles, and receives at various points in its course the waters of streams some of which equal in magnitude the chief rivers of Great Britain.'*

On the banks of the Ottawa and its tributaries thousands are constantly employed, winter and summer, in providing for the export timber trade. The water is necessary to its conveyance where it can be shipped for Great Britain and the United States.

*'From the nature of the business,' says the despatch, 'the lumbering trade falls necessarily in a great measure into the hands of persons of capital, who employ large bodies of men at points far removed from markets, and who are therefore called upon to make considerable advances in provisions, food and necessaries for their labourers, as well as in building slides and other works facilitating the passage of timber along the streams and rivers. Many thousands of men are employed during the winter in these remote forests, preparing the timber which is transported during the summer in rafts, or if sawn in boats, to Quebec when destined for England, and up the Richelieu River when intended for the United States.'*

The valley of the Ottawa is undoubtedly fertile, and is supposed to be rich in minerals.

*'The distance, says the despatch, from Montreal to the Georgian Bay, immediately facing the entrance of Lake Michigan, is, via the Ottawa, about 400 miles, against upwards of 1000 via the St. Lawrence. From this point to the Sault St. Marie, the highest of the three narrows (Sault St. Marie, Detroit, and Niagara), at which the regions lying on either side of the four great lakes (Superior, Huron, Erie, and Ontario) approach each other, is a distance of about 150 miles. It is highly probable, therefore, that before many years have elapsed this route will be again looked for as furnishing a favourable line for railway, if not water communication with the fertile regions of the north-west.'*

If we have neglected the colony, the Yankees have not. In 1851 they sent to Canada 35 ships, 20060 tons; and in 1852 the ships were 73, the tonnage 36354.



## [From the BOSTON (UNITED STATES) TRANSCRIPT.]

No portion of this country is making more marked and rapid progress at the present time than the western section of Canada. We are surprised at the rapid growth of the Western States and cities of the American Union. And yet since the year 1800 the growth of Canada West has been nearly twice that of the United States. In the last fifty years, the increase of the States, according to the best authorities, has been about 400 per cent. But during forty years, between 1811 and 1851, the increase of Upper Canada was upwards of 1100 per cent. Take even the three great States of the West—Ohio, Michigan, and Illinois, and compare them with Canada West, for the past twenty years, and great as has been their growth, our Canadian neighbours exceed their increase during the same period by the large ratio of 55 per cent. This immense increase in Western Canada is not confined either to the cities or the rural districts. It is a general movement, and there are potent causes in operation which will accelerate the growth for the next decade. The increase of the city of Toronto, when compared with cities in the States, is found to exceed that of Boston, New York, St. Louis, and Cincinnati.

## COMMERCIAL PROGRESS OF WEST CANADA.

## IMPORT DUTIES COLLECTED AT TORONTO, WEST CANADA, FROM 1840 TO 1853.

1840	...	...	...	...	...	£	5,050	7	1
1841	...	...	...	...	...		6,720	9	11
1842	...	...	...	...	...		8,390	3	3
1843	...	...	...	...	...		17,401	3	8
1844	...	...	...	...	...		25,103	13	8
1845	...	...	...	...	...		22,212	7	8
1846	...	...	...	...	...		33,533	16	2
1847	...	...	...	...	...		32,658	7	5
1848	...	...	...	...	...		27,752	13	7
1849	...	...	...	...	...		52,336	11	1
1850	...	...	...	...	...		90,367	0	11
1851	...	...	...	...	...		94,330	5	8
1852	...	...	...	...	...		93,303	19	1
1853	...	...	...	...	...		156,026	10	1

An increase of over 3,000 per cent. in the short space of 13 years.—*Toronto Leader.*

## PROGRESS AND PROSPECTS OF NOVA SCOTIA.

Mr. W. Chambers, so well known by his numerous cheap publications, has just commenced, in his 'Journal of Popular Literature,' the record of what he saw and heard on the opposite side of the Atlantic. His observations commence at Halifax, of which he speaks with much admiration, particularly of its fine harbour. 'No one,' he says, 'can see this remarkably beautiful sheet of water without reflecting that it offers a harbourage of almost unexceptionable excellence, and will possibly at some future day grace the site of a great emporium of commerce.' His impressions of Nova Scotia were on the whole extremely favourable. It is commonly supposed that the country is rocky and sterile, but, according to Mr. Chambers, this is very far from being the case. Potatoes are exported in large quantities to the United States, and the quality of the wheat is excellent. Large quantities of apples are also produced; and he describes the country about Lower Horton and Wolfville as being 'as beautiful and prolific as a garden.' The mineral resources of the country are very great, coal of excellent quality existing in abundance; but these treasures require a larger population for their development. The farmers complain of the scarcity of labourers, though the remuneration of agricultural labour is 20*l.* per year, with board, in reference to which Mr. Chambers says that a farmer told him that his men lived on the best of everything, and would be discontented if they did not get fruit pies every day as well as meat. Mackerel literally swarm along the coast, and would afford profitable employment for thousands. There are districts in which Mr. Chambers thinks cattle-grazing might be carried on with great advantage; but all these elements of future prosperity must wait for hands to develop them. There is an electric telegraph between Halifax and St. John's, New Brunswick, communicating with all Canada and the United States; and a railway is contemplated to run from Halifax to Amherst (there to join a projected line to St. John's), and another to Quebec.

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