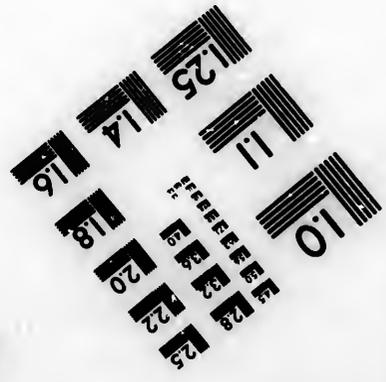
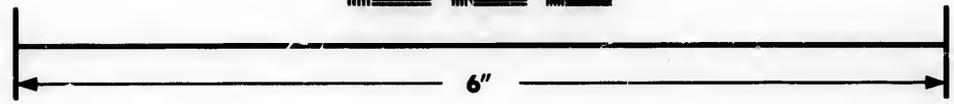
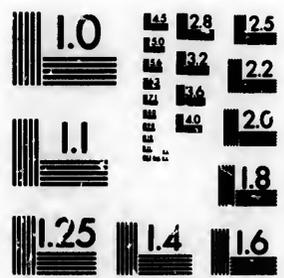


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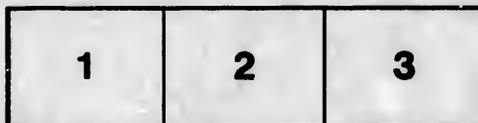
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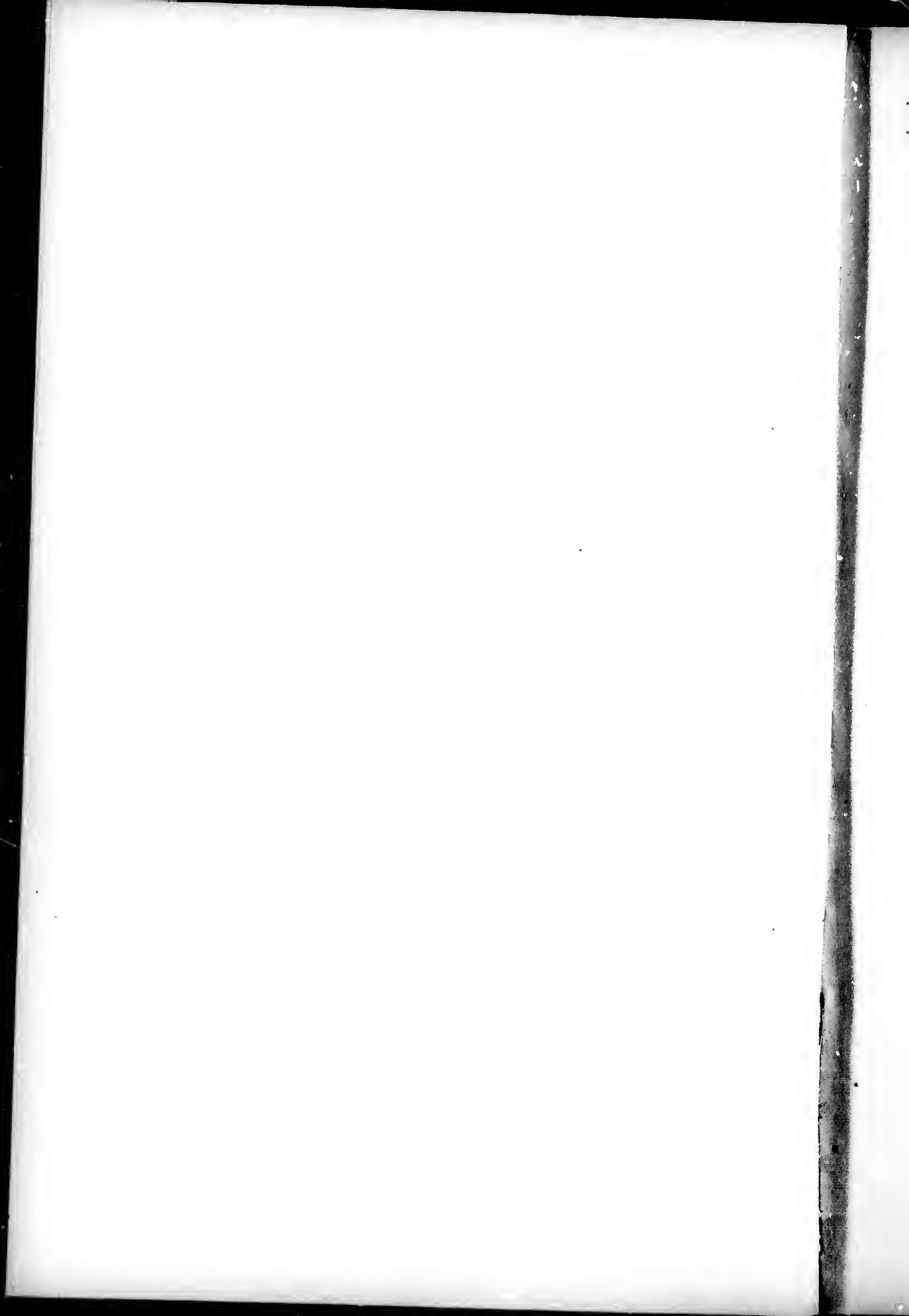
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IN THE TRACK OF OUR EMIGRANTS.

—♦—
THE NEW DOMINION
AS A
HOME FOR ENGLISHMEN.

ILLUSTRATED WITH HELIOTYPE MAPS.

By
ALEX. RIVINGTON.



"Westward the course of Empire takes its way."—BP. BERKELEY.



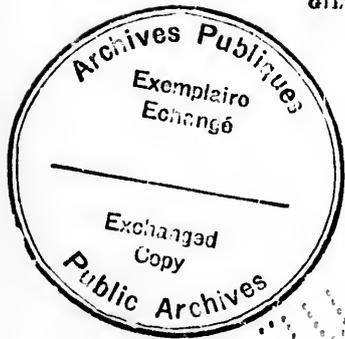
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INTRODUCTION.

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IN the winter of 1869-70, when there was a good deal of distress in London, several Emigration Clubs were formed to send their members to the colonies in the ensuing spring. In a weak moment I was induced to join some of the Committees, and in one of the central districts of London my office was daily crowded with men from all parts of the town and the country who insisted upon waiting until I would see them. I took a great deal of trouble and expended much valuable time in directing them to the proper quarter, and I was gradually being turned into an Emigration agent. This state of things went on more or less until the last ship of the season had sailed.

During the next winter there was less want of work in London and other parts of the country, and there were consequently fewer applicants for assisted passages in the spring of 1871.

The difficulty of answering to my own satisfaction, if not to the satisfaction of the numerous anxious inquirers, as to the truth of the statements about this New Home for Englishmen, led me to cross the Atlantic and see for myself the country I had assisted others to adopt as their own, and the following pages are the result of my visit in the summer and autumn of last year to Canada and the United States.

It is not easy to decide from which point of view the subject of Emigration should be considered: whether from an English or

from a Canadian. As any one who ventures to discuss this subject is supposed to have a policy, or an interested motive, or to hold a kind of philanthropic notion on the subject that does his heart but not his head credit, it is better that the writer should avow that he has a policy, and that his policy is simply, if not to control, to direct the stream of Emigration, that is incessantly flowing from our shores, to that part of our Empire which is most in need of colonists.

In this present year of grace it is scarcely necessary to say that this need is beginning to be daily recognized by the New Dominion of Canada in a most unmistakeable manner. The Governor-General alludes to the desirability of Immigration in his speech to the Houses of Parliament at Ottawa. The Government of Ottawa have this month instructed their agent in London, Mr. Dixon, to make advances by warrant to suitable emigrants at the rate of ten dollars, or two English pounds sterling, for each adult. This will bring the rate down to 4*l.* 5*s.* for each adult, 2*l.* 2*s.* 6*d.* for children, and 14*s.* 2*d.* for infants, including provisions on board the steamers: and \$150,000 have been voted towards Immigration. The Provincial Legislatures are awakening at last and now vying with each other for the best methods of attracting the new-comers: sums of money are voted for the express purpose of promoting Immigration, and the Press has warmly taken up the subject in every part of the Dominion. The magnificent arena of the West, through Manitoba by the Red River, where the Government are offering grants of 100 acres of prairie or meadow-land to emigrants; by the Saskatchewan, from Ottawa to the foot of the Rocky Mountains, is bidding for labour and settlement; members of our House of Commons, who have never visited the colony, are beginning feebly to draw attention to unknown regions and succeed in talking the House to dinner; but proving to their far-away constituents that they are alive to one of the questions of the day. Erratic members of the Ottawa Parliament touch lightly upon loyalty, hint at dismemberment, and attempt to arouse the youth of the country into public life and action. Our newspapers

at home come down with a sledge-hammer on the movement, and attempt to crush it with subtle and selfish arguments: and demagogues at home seize every public opportunity to expose the designs of those who seek to encourage Emigration from our shores, when millions of acres lie here at home ready to be cultivated, if only the landed proprietors would relinquish their rights, and our rulers would condescend to direct the operation.

At a crowded meeting of unemployed workmen in London a few weeks ago, where I was accidentally placed in the chair, after a long discussion on the policy of Migration of labour to different parts of England, the two following resolutions were almost unanimously carried:—

“1. That the meeting, while fully realizing the distress and poverty consequent upon a large amount of unemployed labour in London, is of opinion that to transfer such labour to Lancashire would have the effect of placing in the hands of employers the means to lower wages, and to neutralize the efforts that are being made to reduce the hours of labour, and therefore recommend an extended system of Home Colonization as the only means by which pauperism can be abolished.

“2. That this meeting resolves itself into a Committee, inviting the co-operation of all sympathizers, for the purpose of considering and developing a plan to be submitted to the country and to Parliament, for the creation of additional national wealth, by the cultivation of the waste lands of the country by the unemployed, and the consequent abolition of poverty and its attendant evils.”

It is needless to say that the Committee was not formed, and in the very same room a week afterwards an Emigration Club was started by working men, who paid the greater part of their passage-money, and forty-eight of whom I saw off in the ship “Medway,” on the 23rd of April, full of hope and in good spirits. They at least preferred to try their luck in a new country to digging up Epping Forest, the Duke of Loamshire’s broad acres or dismal

swamps, or the rugged sides of the Scottish hills. The thirty-seven millions of uncultivated acres out of the seventy-seven had no superior attractions for them.

The fact that these poor people, who have now landed on a not inhospitable shore, paid their passage-money themselves, or by the aid of their friends, goes far to confute the argument so often brought against the policy of Emigration, that it is only another form of the numerous charities that so overburden our country, and are too often so much abused. It is surprising how some of our Guardians of the Poor seem to cling to the idea of retaining around them, by providing out of the ratepayers' pockets large and ever-increasing workhouses, so many poor who learn to rely upon their rights as in-door lodgers, when their places should be occupied by the sick and aged only. Even this system of centralizing the latter is open to grave objections; and the day cannot be far off when a new system of out-door relief, based upon a thorough knowledge and investigation of every case, will be adopted in this great city, with, we have every reason to hope, as much success as has been attained in some continental towns where the experiment has been tried.

This is indeed one of the great questions of the day, far above that of Emigration; and yet I will venture to express my opinion, that were this system in good working order, and our School Boards successful in dispelling ignorance, which tends to foster crime, a great impetus would be given to healthy Emigration, which would raise wages naturally, instead of by the questionable influence of Trade Unions, prevent undue combination of employers, and benefit in a direct way both England and her Colonies.

The Ordinary of Newgate Prison, in his Annual Report this year, ventures a remarkable statement on this very subject: "It seemed to him that in this great metropolis, where the population was constantly enormously increasing, workers must increase far more rapidly than work, and that therefore it became a most important duty of society to afford facilities to all those who could find no legitimate field in this country for their powers to proceed

elsewhere. The period from which the decrease in the number of criminals dated was identical with that at which a great impulse to Emigration was given. The decrease, he thought, was due to Emigration, and not to the working of the Habitual Criminals' Act."

The *Toronto Globe*, in June, 1870, complained that a large number of the emigrants that arrived were of a bad class—such as would not tend to develop the resources of the country, or the moral improvement of its inhabitants. This is a blot in our system of Emigration that requires to be carefully removed. The remedy can come more easily from Toronto than from London. As the emigrants are frequently sent out by certain clubs, the Canadian Government agents should take care to let the managers of these clubs have full information as to any abuse. The Government agents on this side of the water should be made fully aware of each particular case; it is only by this means a check can be given to the deportation of unfit persons, who are either confirmed paupers, drunkards, or not able-bodied. It is, however, seldom that the latter take the trouble, or have the means to assist themselves across the Atlantic, and on the Managers of the Emigration Clubs must fall the blame that properly attaches to such ill-advised proceedings.

In a letter to the *Times*, March 22, 1870, Mr. R. W. Phipps says: "In my opinion, 20,000 agricultural labourers coming to Canada, supposing them honest and industrious, could do as well or better (than others he mentions). But to send here a description of labour of which we have enough (as mechanics) is merely to send it to the United States. The work of assisting Emigration is a good one; but '*c'est un grand art de bien faire le bien.*'" This piece of good advice might be well considered by our Emigration Clubs. I do not here enter upon the question whether it is wiser to send men to the United States or Canada. The former have proved that they can well take care of themselves. But it did seem, two years ago, a most serious question whether, in face of the apathy existing in Canada on the subject, it were not wise to avail ourselves of every opening afforded for the emigrant, when, in one

small club I knew of, 1200 people were enrolled on the books, and all clamorous to be partly assisted out, and only 300 to 400 eventually could be sent to Canada, for want of funds. Much misery was created by numbers of the disappointed somewhat improvidently selling off all their goods and chattels, awaiting their turn, and some discredit unwarrantably thrown on the almost Herculean and philanthropic, though only partially successful, endeavours of the conductors of the club to satisfy all the applicants.

I have once or twice in the following papers, which appeared in the *St. James' Magazine and United Empire Review* during the past five months, had occasion to point out that the Emigration Societies and Clubs did not send out "paupers" to the colonies. A fact, however, connected with this subject may be stated, that calls for some recognition. Some years ago a district in Prince Edward Island, called Little York, was entirely settled by paupers sent out from England, and curious to state, it soon became a most thriving township, and continues to be so to this day.

The progress of this Island, which well deserves the name by which it is known, "the garden of British America," has been sadly delayed by irritating questions that have grown from trifles into serious grievances. They date back more than a century to a Quixotic scheme for settling the island by reviving the tenures of the Feudal ages. On the map the island was divided into a score of townships, each being granted to a courtier, or at least some favourite of the Government. Each seignory was to have its Lord Paramount, its castles and retainers. But the Lords Paramount never ventured away from England, their only vassals for years were Indians and wild beasts, and their castles were, and still are, nothing more than castles in the air.

The terms of settlement were never fulfilled, quit rents were unpaid, and the whole story proved a *fiasco*. One theory only remained, the original grants. Emigrants arrived in time and became tenants on most favourable terms, and frequently on long leases. But tenancies are unsuited to the New World,

where even a pauper may hope to own his own farm in fee at some future day, and politicians preached escheat of grants, and declaimed against the degradation of having a landlord, until an idea became something more than an imaginary source of calamity. Rents were unpaid, and property was depreciated. At length a commission was appointed in 1861 to settle the question, and though their decision was a blundering one, it paved the way for the sale of most of the estates, and for the ultimate solution of the questions that have so long retarded the progress of that Island.

A writer in the "Acadian Recorder," published at Halifax, in 1862, made the following sensible remarks, so apposite to the present state of affairs in the Island:—"We doubt whether scores of Commissions, however ample their powers or their abilities, could produce any quiet, in a political atmosphere, that, as long as we can remember the island, has been perpetually agitated and disturbed. We conceive the small sphere for Colonial politicians is the cause not only of sham excitements that are got up, but of very gross injustice that is often practised on classes and individuals. There are few public questions of any magnitude, yet they must be employed. They can find no honest occupation for their time, and realize the old adage as to a valuable friend who is always considerate enough to supply work 'for idle hands to do.' They have men whose abilities would entitle them to take a high position in a more extended arena. Messrs. Coles, Pope, Whelan, and others, need not fear to measure swords with leading politicians in the neighbouring Colonies.

"We propose a remedy which we are sure will have a beneficial effect on the capabilities of the land, the land tenures, and all the raw spots which have been so long prevented from healing, and that is, the *Union of the Colonies*. Give these politicians a wider field, and they will be all as useful as they are now dangerous to the peace of society. The public opinion to which a politician can then appeal will be that which is entertained by millions of people; and in being returned by his constituency, he will be able to have a

voice in the affairs of a dependency extending from the Atlantic to the Pacific, and equal to many Continental kingdoms, in all that constitutes the elements of a great nation. There can be no doubt that our colonial politicians, and especially those of Prince Edward Island, are in the same unhappy predicament as the historical Kilkenny cats, when they found there was no getting out of the garret. *Fight they must.* There is a moral in this well-known tragic incident that is especially applicable to the Island, as well as other Colonial politicians. Had those unfortunate animals had a wider range, they might never have met; or at most might have merely dislodged a few tiles, alarmed a few sleepers, and lost a little fur. Their misguided energies, instead of being perverted for their mutual destruction, might have been rather devoted to the increase and the happiness of their species, and they themselves might have been spared to be the respected and happy fathers of families.

“We shall make no apology for offering these *ex re fabellas* as a warning to our friends in Prince Edward Island. Pray let them *get out of the garret* in time, or abide the consequences. Let them give up citing the sayings and doings of their great great grandfathers; let them breathe a little fresh air, and find themselves bounded by a wider horizon. Instead of living altogether in the squabbles of the past, they will be able to prepare for, and assist in creating, a great future for a great nation, with the feeling of pride in their hearts that—

‘No pent up Utica contracts our powers,
For half the boundless continent is ours.’ ”

But leaving the island to fight its own battles, and look after its own interests, let us go farther West, and draw attention to what might be the future of this great Empire—for a glance at the map at the beginning of these pages will show the comparative extent of the Dominion and of the United States. It is through this large area that the Canadians have resolved to build a railway, the true Pioneer of Civilization, and it is this line, at present known by the name of the Canadian Pacific Railway, which

they justly say is the most direct from Europe to Asia. It will thread its way over the Rocky Mountains, at a much lower level than its rival the Northern Pacific, and will not be so subject to a blockade by a snow-drift as the Central Pacific to San Francisco.

The grants along its course will sooner or later be taken up; and spreading North and South, if the Government is alive to its best interests, will be a net-work of colonization-roads properly looked after, and on whose flanks the lumbermen will, we trust, be in future more restricted in their dealings with the wood of the new colonists, a matter that has caused so much trouble in newly opened districts.

On this line, as on other lines of railway, the Government will issue free passes, and letters of recommendation. If it were to put a higher tax on the whisky made in these parts, it would be a politic move. The removal of the "capitation tax" on emigrants lately resolved upon is a step in the right direction, and if the Government will seriously turn its attention to the developement of the immense resources that lie west of the thriving province of Ontario, and give ample information to us who depend upon private enterprise for our guidance, what is our cause and what should be theirs will be greatly advanced. Manitoba, Muskoka, the Red River, the Saskatchewan, the shores of Lake Nipissing and Lake Winnipeg, must soon command their attention. Immense as these tracts of territory are, even the fact of the presence of a Governor, located in a central spot, though perhaps with only a semblance of power, will be of inestimable service to the cause of the Dominion. A letter written from the shores of Lake Winnipeg lies before me, full of hope for the future, from a man whose name is too well known for me to take the liberty of mentioning it here; and I have just parted from the author of "The Great Lone Land," who has gone to revisit the scenes so vividly described in his pages that now form part of the History of the New Dominion. I would refer my readers to this most interesting book for the story of the rebellion in the Red River Country, the murder of Scott,

the usurpation of power by Riel, the march of General Wolseley to Fort Garry, and the thrilling narrative of Captain Butler's own experiences in a country that is most assuredly destined to be a source of strength to the Dominion, and of wealth to the Central and Maritime Provinces. The Appendix to the work gives most valuable information as to the possibility and probability of successful colonization in the country that has been for so long under the control of the Hudson's Bay Company, whose isolated stations have hitherto been the only nuclei of civilization. Of the cause of the revolt in the Red River Country, of the behaviour of the half-castes, of the influence of the French element, of the attitude of the United States—in short, of the politics of this particular country—I shall be silent, as foreign to my subject.

The question of future advantage to Great Britain that accrues from every settler in America is one that is not easy of solution. Statistics have shown that every adult does bring a balance of custom in favour of the home country, and the amount of remittances in money that has been sent home by settlers in Canada as stated from official sources, exclusive of private sources, was not far short of a million in the year 1870. This proves that more than a fair living can be earned in a country whose climate is decried, and whose resources are undoubtedly not yet fully developed. Valuable information on these subjects may be gathered from the late Mr. Marshall's very able book on "The Canadian Dominion."

The subjects of education and freedom of religion are so well known here that it will be needless for us to draw the attention of my reader to them; we might, however, take a useful lesson from our Transatlantic brethren in the matter of the former. The vitality of the Press is great; though it is not on a level with that of the United States, and far behind the old country in stability and genuine worth. The present Patent Laws are behind the age, and must sooner or later be altered to enable the Canadians to compete with other countries: at present an inventor who wishes to work a patent must have lived a year in the Dominion before he is

INTRODUCTION.

entitled to do so. A strong representative Central Government will soon set such matters right.

Whilst the ratification of the Washington Treaty is still in abeyance it may not be out of place to review our home policy towards this portion of our United Empire, as it must nearly concern the subject of Emigration in all its different phases.

The loyalty of the Canadians has hitherto been unwavering. A trenchant pamphlet, "The Dream of the United Empire Loyalists of 1776," has lately shown how the blunders of our statesmen have not been able to shake the faith that our Colonists had in the old country. The story of the United Empire Loyalists may not be as well known on this side of the water as it probably should be—but we do earnestly hope that another series of blunders may not give occasion to any future Loyalist to make us blush anew. The wanton Fenian raid into Canada called out the patriotism of the Canadians in a remarkable degree, but only to be damped by the extraordinary conduct of our Government, in thanking the United States Government for exerting themselves to put down the incursion *after it was all over*. Such puerile tactics most naturally wound the susceptibilities of men who had to bear the brunt of this unrestrained insult to their territory from a neighbouring and friendly nation. Loudly too did men complain in my hearing of the cold water thrown on their loyalty by the highest in the land. Whether their complaints were just or founded on fact, I had no means of judging—but from what I know of their new Ruler, they will be perhaps happier in this respect than they fancy they have been of late. It is assuredly a farce for us to send out a ruler to a country if it is to be told day by day by our politicians and our Press that it is at liberty to set up in business as a nation for itself, as soon as it chooses to declare its independence. It will not be blinded by our offer of guaranteeing a few millions for its great railway, on consideration of its accepting a Treaty that militates against its own dearest interests. Let us hope rather that Great Britain may still see its interest is to have

some claim to the proud title she bears, and that a United Empire is rather a source of strength than weakness, even though we may, by a policy of dismemberment, get rid of some of our responsibilities, that may have at times weighed heavily upon us.

It is not surprising that in the pardonable ignorance existing in England as regards the different parties who are unceasingly contending for power in the United States, many of us should feel indignant at the farce that is being played with respect to the Alabama controversy and the Indirect Claims.

When the Fenian raid was concocting, the Irish element had much to do with this disgraceful story. Now, when the star-spangled banner is fluttering anew and the eagle screeching its shrillest, the excitement is being worked up by another element and by another influence.

I have just received a letter from an American gentleman, a part of which I quote, and which will be of interest, as it refers to a new feature in American politics :—

“Are they never going to be done with that horrid Alabama business? It is so apparent that on our side it is only the political dodge of one of the most rascally parties that ever got the upper hand in the United States, that I should almost be glad in case of war to see the English in Washington long enough to hang thirty or forty of these Germans and their supporters; for in reality it is just this element that is at the bottom of the whole thing. A row with England has been their cry ever since they succeeded in subjugating us, which is about what they have done, absurd as the word sounds.”

After the election is over and the country is quieted down again, we may hope that the policy of the Government will be directed to developing its commercial interests, and cultivating a more lasting and friendly rivalry with its inoffensive neighbour.

At the present time there are indications of various plans of Emigration being hatched by private individuals, by Companies, and others interested in Railways, Mining operations, and Coloniza-

tion schemes, which call for some serious attention. To prevent future misunderstandings, consequent misery, and discredit being brought on Emigration, some more extensive and influential machinery seems to be required, which should be constructed by the heads of the Dominion and Home Governments. It is true, we have the honour to possess two Royal Commissioners of Emigration, and a regularly constituted Board, with first and second-class clerks, &c., who issue an Annual Report, though it cannot be said that much life is shown in the arrangement. We seem to require trustworthy and representative officials in our Colonial Office, who shall be Colonists; men of some position in the world, free from party politics, and with a certain power to guide and control all Emigration schemes that emanate from the brains of enthusiasts, philanthropists, and schemers. The gain would be to the Colonists, and they should consequently bear the greater part of the expense that would be incurred by the appointment of such officials.

Those who take an interest in Emigration will not fail to have observed the facility with which men are attracted to the United States. Their agents are fully alive to the great advantages of securing Colonists, and they leave no stone unturned to represent the different States in as attractive a guise as possible: even their maps are contrived so as to show off the States bordering on Canada as superior in every degree to those in the Dominion.

It is not my intention to allude to the various States of the Republic as fields for Emigration. The people of the United States can well take care of themselves. They have great centres of attraction for different nationalities. The Germans concentrate themselves about Cincinnati and Philadelphia, and in the country parts of Pennsylvania, Ohio, and Western Virginia. Their German papers are superior to many in their own country. The Irish land at New York, and filter into Boston and Baltimore, and wherever they can find a living. As fast as the pioneers leave for the Western States the new arrivals fill up their places, and a constant stream of colonisation is kept up. The Americans are more en-

terprising than the Canadians in many ways; in the matter of Emigration they are especially so. An article in the *New York World*, after describing the embarkation of 512 souls on board the steamer "Modway," in the London docks, in April, 1871, concludes with the following remarks:—

"Among the best communities settled in our new States and Territories are the English Immigrants. They are generally honest, industrious, and most of them are intelligent. Kansas is especially favoured with this class. There are settlements and villages made up wholly of English people. None are more flourishing in that State than these places. This fact has induced the Governor of that State to depute several reliable Englishmen to go to England to explain to the industrious classes of that country the vast resources and advantages of Kansas, and induce Emigration, and to that end large numbers are coming and preparing to come. Who can tell the results of this peaceful movement on the future of the American continent? The English Immigrant who settles in the United States, reaping the superior advantage of soil and liberal laws to those who locate in Canada, will soon educate their old London neighbours across the line to believe that the American continent should be under one Government, and that that should be a Government like ours—of the people, for the people, and by the people. Let English Emigration be encouraged."

As a proof of the energy of our cousins in their desire to force their schemes into notoriety, they have started a monthly paper in London called *Land and Emigration*, No. 9 of which has just appeared, the sole purpose of which appears to be to attract Emigrants to the States through which the Northern Pacific Railroad is to run. The Government having given the company 50,000,000 of acres, they have erected "Receiving Houses" for Immigrants at Duluth, Brainerd, and Muskoday, where farm-houses and timber for building and fencing purposes are for sale. There is a "Manager for Great Britain," resident in London, and twenty-two agents in the agricultural districts of England, besides two in Scotland, one in

Ireland, and one in the Channel Islands. The States of Minnesota, Montana, Idaho, and Wisconsin, and the country between Red and Missouri Rivers, are fully described in the publication. Recent journeys by rail to the most westerly point now opened (Moorhead) are detailed, and the soil, climate, stock-raising, fruit, vegetables, coal, grain, and scenery are amply discussed for the information of settlers.

Now all this kind of advertisement should be thoroughly considered by the Dominion Government, if it wishes to make the Canadian Pacific Railroad prosperous and attractive. People in England know as yet but little about this new national scheme, and only hear of it when accidentally alluded to in the debates in the Houses of Parliament. If certain Members who spasmodically introduce the subject of our colonies to a half-unwilling audience would propound some policy, and insist upon the two Governments recognising the importance of keeping the nation *au fait* in the working of a project we are asked to guarantee by a loan of public money, they would better help a cause in this than any other way, especially as they cannot be expected themselves to have mastered the details of a subject which are difficult of explanation except by persons who are resident on the spot.

It may be worth while mentioning that the arrangements for the reception and disposal of Immigrants at New York are a credit to the country. The fact that in 1871 228,962 persons were received there from Europe speaks volumes; of these 113,112 were from the United Kingdom (62,500 of them were Irish), 84,298 from Germany, 19,595 Scandinavians, and 2009 Hollanders.

As regards Vancouver Island, the Archdeacon of Vancouver sends an interesting Report home through the Bishop of British Columbia, to one of our Societies in February last, saying he is ministering in a tract of country which contains about 450 square miles, in the Eastern part of Vancouver, about 35 miles from Victoria, the capital. There are, he says, throughout the district, at intervals of several miles, small scattered settlements of Europeans and Cana-

dians, and in addition many Indian villages—the Indian population is reckoned at about 1000, and is chiefly ministered to by Mr. Lomas, the Catechist. The white settlers in the district are reckoned at about 400, but to reach them it has been necessary to hold services at six Mission stations. At the central station, where a parsonage has been erected, there is a small room built of logs, about twenty-six feet by eighteen feet, fitted up in the plainest and simplest style, which serves as a church; in this the services are constant and regular, at the other stations they are held at stated intervals, more or less frequent.

At one of the outlying stations, three miles distant, there is a small building on the edge of a lake, where services are held, but this is in a very dilapidated condition, and no longer conveniently situated as regards the settlers. About a quarter of a mile distant from the church, and close to the principal Indian village (the Quamichan tribe), the Bishop erected, in 1867, a schoolroom with catechist's house attached. Here the instruction of the Indians is carried on, and here they meet together every Sunday for worship, which is conducted in their own language by Mr. Lomas, the catechist.

The Archdeacon asks for a grant towards the erection of a church for the Indians. They have during the last year expressed a great desire to have a church, and they dislike meeting for the worship of God in a building to which they are constantly resorting for all kinds of instruction; for obtaining medicines, for explaining and expatiating on their mutual quarrels, and grievances and misunderstandings, and seeking therein the assistance and arbitration of Mr. Lomas. "The erection of a church is rendered the more necessary," the Archdeacon says, "by the fact of the natives connected with the Roman Catholic mission in the valley having a small stone church, and these natives are not slow in reproaching the other Christians with having no House of God of their own, but only a school-room."

The Archdeacon is very anxious to replace the dilapidated church, mentioned as being inconveniently situated on the edge of a

lake, by one rather larger and more conveniently situated. The settlers will willingly give time and labour, and a small grant would lead to the erection of such a building as is required, which would enable the Archdeacon still to reach a portion of his district in which he has hitherto administered in a log cabin, which, now occupied by a family, is no longer available.

About twelve miles from the central station, there is an European settlement consisting almost entirely of members of the Church of England. Here a small church is needed: at present the services are held in a private house. A site has been offered, and a small grant, added to what the settlers would contribute, would suffice.

It is a stock argument with Englishmen, when our relations with Canada are discussed, that the colony is of little or no use in a commercial point of view. How such a fallacy ever obtained so general credence is a marvel, when the fact, proved by statistics, is that Canada is a very large consumer of English manufactures, and that also the trade with England is rapidly increasing, while the trade with the United States is, on the other hand, slightly diminishing.

In some of the States which are the most flourishing, Trade Unions are being formed, and their influence is being felt in the same way as in the older countries. An instructive paper on these and on the introduction of Chinese labour appeared in *Scribner's Monthly* last July. The recent forced rise in wages and diminution of the hours of labour in England will eventually work against the policy of our present Government, which is to keep a superabundance of labour in the market for the purpose of enabling the moneyed interest to obtain their cent. per cent. Eight hours' work, eight hours' play, eight hours' sleep, eight shillings a day, is a very pretty theory, which may not stand the test of the next ten years' trial. At this rate prices must rise, and the public will suffer accordingly. On the other hand, a man will contrive to make his hat and boots last nine instead of six months, so the evil will in time perhaps cure itself.

I have said little about the price of wages in Canada, as they vary much in different districts, and so many books have been written on the subject. Any Emigrant can obtain this information from Mr. Dixon, 11, Adam Street, Adelphi, on inquiry. It is to the far-West of Canada that I desire to draw the attention of Emigrants. The Provinces I have described in the following pages are perhaps the least known on this side of the Atlantic, and though it is for them to move in the matter, if they want more labour, I trust that the attention I have drawn to them may prove of service in attempting to describe the vast field for energy and enterprise that exists in the New Dominion of Canada.

The Report of the Proceedings of the Conference held at the Westminster Palace Hotel, in July, 1871, contains much valuable information on the subjects of "Imperial Federalism," "Emigration," and the "Management and Administration of our Colonial Office." Mr. Edward Jenkins' stirring address cannot be read without exciting a deep interest in the future of England and her Colonies. When our Government is apathetic on these questions, and the duties of our Colonial Office are delegated to irresponsible clerks, it is high time for the Colonies to make themselves heard in no measured language; and if their present Governments are not alive to the occasion it will not be long before the younger portions of the community take the lead out of their hands, and assert their right to be considered, not as children or vassals, but as an integral portion of the United Empire of Great Britain.

The Maps appended to this little work will speak for themselves. The lines of Electric Cable, which Mr. Cyrus Field proposes, show the world girdled by means of telegraphy. The course of the Northern Pacific Railway is clearly defined; the townships of the Province of Ontario; the proposed Quebec and New Brunswick Railway; the Intercolonial and the European and North American Railway; and the Coal-fields of Europe and America, will be of interest to the readers of these pages.

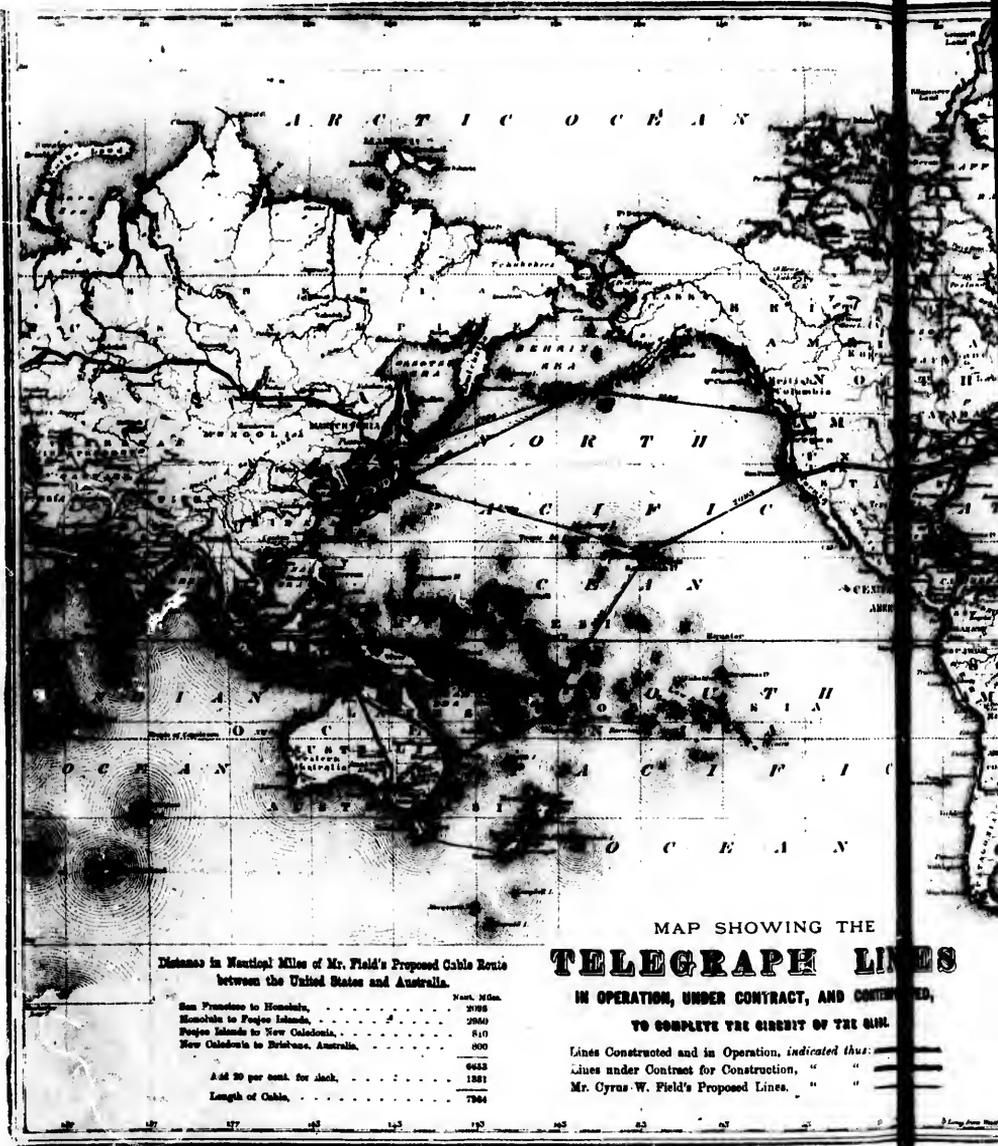
52, St. John's Square, E.C., May, 1872.

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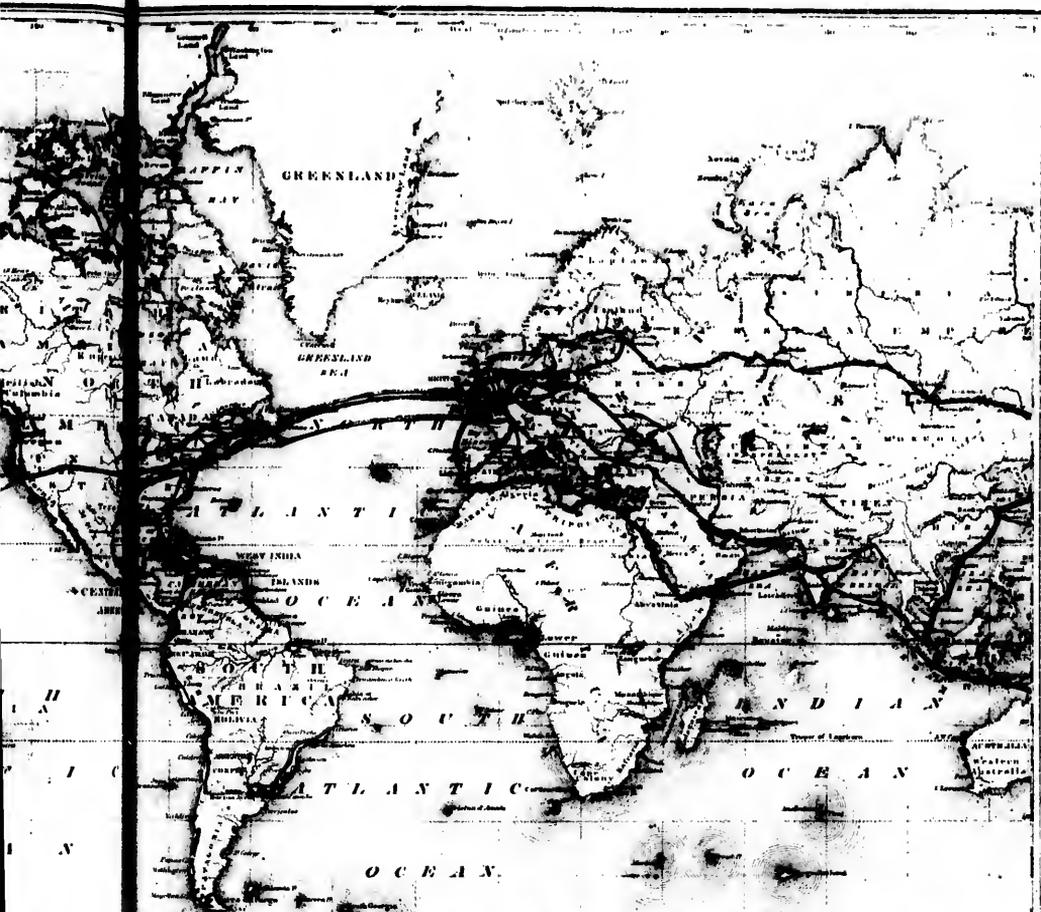
Distances in Nautical Miles of Mr. Field's Proposed Cable Route between the United States and Australia.

San Francisco to Honolulu,	2028
Honolulu to Pelee Islands,	2060
Pelee Islands to New Caledonia,	810
New Caledonia to Brisbane, Australia,	800
Add 20 per cent. for slack,	6433
Add 10 per cent. for slack,	1281
Length of Cable,	7364

MAP SHOWING THE
TELEGRAPH LINES

IN OPERATION, UNDER CONTRACT, AND CONTINGENT,
TO COMPLETE THE CIRCUIT OF THE GLOBE.

Lines Constructed and in Operation, indicated thus: ————
Lines under Contract for Construction, " " ————
Mr. Cyrus W. Field's Proposed Lines, " " ————

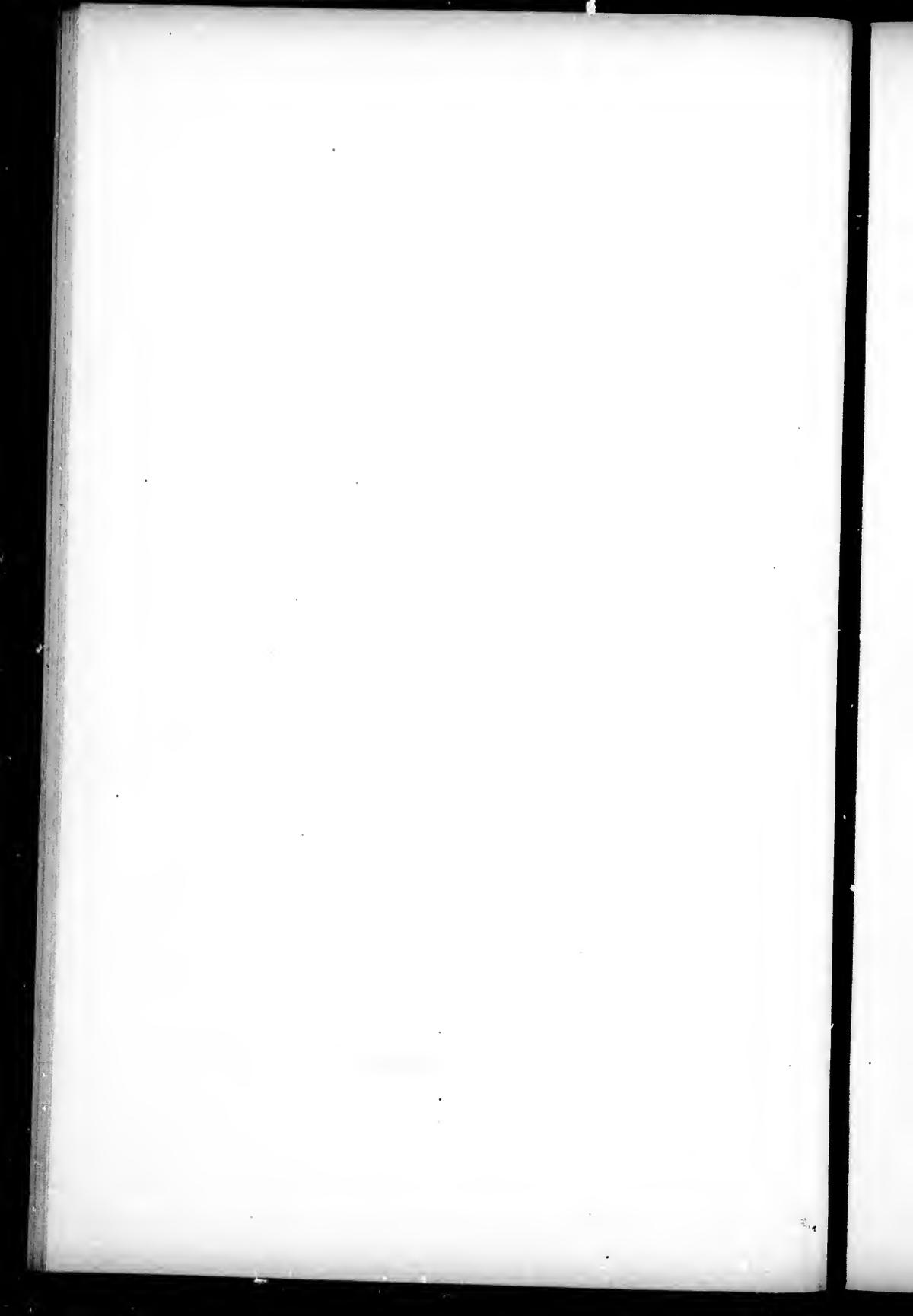


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Distance in Nautical Miles of Mr. Field's Proposed Cable Routes between the United States and China.

Hako-dadi Route.		Northern Route.		Southern Route.	
	Naut. Miles.		Naut. Miles.		Naut. Miles.
United States to Atocha.	1980	United States to Atocha.	1980	San Francisco to Honolulu.	2300
Atocha to Hako-dadi.	1920	Atocha to Yokohama.	2285	Honolulu to Midway Island.	1590
Hako-dadi to Ponieta.	470	Yokohama to Shanghai.	1010	Midway to Yokohama.	2200
	4870	Niagata to Ponieta.	470	Yokohama to Shanghai.	1010
			5715	Niagata to Ponieta.	470
Add 20 per cent. for slack.	874	Add 20 per cent. for slack.	1142	Add 20 per cent. for slack.	708
Length of Cable.	5844	Length of Cable.	6856	Length of Cable.	1410
		Lead line across Japan, about 200 miles.		Lead line across Japan, about 200 miles.	6408
		" " at Shanghai, " " " "		" " at Shanghai, " " " "	

Long from Washington to New York, 2200 miles. From New York to London, 3450 miles. From London to Bombay, 9000 miles. From Bombay to Singapore, 8000 miles. From Singapore to Hongkong, 4500 miles. From Hongkong to Shanghai, 1500 miles. From Shanghai to Yokohama, 1000 miles. From Yokohama to Hako-dadi, 1000 miles. From Hako-dadi to Atocha, 1920 miles. From Atocha to San Francisco, 1980 miles.



IN THE TRACK OF OUR EMIGRANTS.

CHAPTER I.

NOTES BY THE WAY—THE GUT OF CANSO—QUEBEC—POINT LEVIS—
MONTREAL—KINGSTON—BY WATER TO TORONTO.

MANY who read the title of these pages will probably take but a cursory glance over them, because they persuade themselves that they take no interest in a subject that must prove dry, or full of statistics which cannot amuse them. This may be in a measure true; but my aim will be, in dealing with a question that is daily thrusting itself into prominence, to convince my readers of the advantage that may accrue to themselves, and to many of their fellow-creatures, by considering dispassionately the subject and object of Emigration, as a benefit both to the Old and the New World.

One cannot be surprised that much ignorance exists in England about America; it is quite necessary to visit this as well as any other part of the globe, in order to form any just idea of the manners, customs, and habits of its people. Crude and biassed opinions are formed by those who read, extravagant opinions are formed by those who do not even read, but only hear, of Transatlantic affairs. This is still less to be wondered at, when a sojourn in the various provinces of the New World has a tendency to confuse your mind with ideas directly antagonistic to all European institutions, in which latter it is generally too exclusively versed.

Speaking the native language is one great advantage an

Englishman experiences in travelling through North America. *Ab uno sanguine* is a great fact that smooths many a difficulty, many a prejudice; it is needless to say that out of forty-two millions who populate North America I do not take into consideration the comparatively small number of French who inhabit the province of Quebec, or the Germans who settle in New York and other American towns.

I venture to say that it would puzzle many to ask them the whereabouts of Prince Edward's Island, and what is its form of Government; where Cape Breton is situated; what do they know about Nova Scotia or New Brunswick; what are the names of the provinces of Canada, or even of the United States. All this is a *terra incognita* to the alumni of our public schools, as much as are the provinces of Malabar or Mysore, the island of Barbadoes, or the Antilles.

A few months' visit to a country, it must be admitted, is scarcely sufficient to enable one to lay down the law as regards institutions that have taken strong root in the ground, and one can only state first impressions with a degree of reserve, knowing that experience in after years frequently necessitates a modification with regard to various details. Among the things that strike you most are the non-existence of antiquities, not only in buildings but in sights, collections of pictures, and objects connected with the fine arts; the mode of travel, the different religious denominations, the absence of pauperism, the sober habits and the charitable institutions, the literature, and the politics. But as my visit was made with a special purpose, to learn for myself facts concerning the past, present, and future of Emigration, in order that I might be able to guide or advise on a subject I had taken an active interest in at home, with a better knowledge than I had hitherto possessed, I shall endeavour in the following pages to confine my remarks to the end I had in view.

I will not now enter on a disquisition as to whether Emigration is or is not wanted by our people at home. The existence of several

clubs in England for the express purpose of promoting Emigration; the records from year to year of the numbers of disappointed members who failed to obtain the requisite means for taking themselves or their families to America; an intimate and long acquaintance with intending emigrants, their wages and prospects in this country; the working of our poor laws, and the ever-increasing population of our towns, are sufficient answers to those who hold the opinion that emigration is not a desirable policy to foster in the minds of our people. I would rather leave those who think thus to deal in their own way with the evils that arise from an overcrowded country, where new fields of enterprise are not attainable, and where wages do not often rise. They will have to consider the best antidote for strikes, trade-unions, short hours, necessarily the result of free trade, want of reciprocity, and the march of civilization, which have brought with them the telegraph, the railway, the steamer, and a higher degree of education.

It is futile to talk of lands remaining yet uncultivated in this country, in the possession of wealthy owners—an argument sustained on the platform by a few demagogues, who have never ascertained the facts as to the utility of these lands, and the true reason why the experiment has failed where it has been made. It is useless to bandy words with those who maintain that hands and hearts are not wanted in our Colonies or in the States of America. It is still more wearisome to have to combat the notion, that by sending men out of this country we are gradually weakening England; or, as it is more ingeniously put, exporting our paupers to a land that will not thank us for the gift. The great and broad fact still remains, that many thousands of honest hard-working people are willing to seek their fortunes in a new land, and that new lands to an incredible extent are waiting for their coming, sufficient to employ profitably, not thousands, but thousands of thousands of new comers, who have hands and hearts to enter upon the venture.

In a future chapter I shall endeavour to show reasons why my

convictions on this subject are so strongly established. Descriptions of visits to the flourishing province of Nova Scotia; through the Acadia immortalized by Longfellow in his "Evangeline;" to the rich and teeming valleys, rivers, and lakes of New Brunswick; to the almost forgotten and antiquated Island of Prince Edward, with its colony of Mic-Mac Indians on Lennox Island; to the French settlements in Quebec; to the thriving and thrifty province of Ontario; to the busy States of our cousins; these will afford some little entertainment to my readers, I may hope, while noting by the way the special features that should induce immigrants to select their different abodes according to their means and inclinations.

My first impressions of Canada, as the Provinces may now all be denominated, were chiefly from the deck of a steamer. On leaving Halifax we skirted the shores of Nova Scotia, and threaded our way through the Gut of Canso. On either side the wigwams of the Indians and their small canoes were the evidences of the link between the past and the present age. Fishing villages cropped up every three or four miles, with a goodly number of vessels clustered round them, and now and then a coasting steamer, quite a busy object after a long sea voyage, where sportive porpoises and erratic sea-gulls were the only excitements of the day. The Gut of Canso separates Nova Scotia from Cape Breton, and in the narrowest part, on the two banks, was painted on large white boards, "Caution—the Atlantic cable crosses here," or words to that effect—a warning to ships not to anchor thereabouts. The land all the way here, and on the banks of the St. Lawrence river for many miles, is very sparsely populated, being rugged and sterile. The few inhabitants make their living by cultivating a small plot of ground and doing a little fishing. At Rivière de Loup the Inter-colonial Railway has its terminus; but it is not until the pretty falls of Montmorenci are approached that any sign of vigorous existence shows itself. The lower regions of the Province of Quebec are settled by French immigrants, who have long been in possession of

the land; and though a certain number of their countrymen join them every year, it is the least progressive of all the Provinces of Canada.

Quebec, situated to great advantage, appears quite an anomaly in this hemisphere; it does not seem to have advanced in the last twenty years more than the dullest and most antiquated provincial town in France itself. It has allowed the stream of life to flow by without having attracted to itself any of the modern ideas of civilization which daily find a home in the more western States. One great hindrance to its amalgamation with English ideas is the questionable policy of the Government in fostering the practice of printing side by side all its edicts in the French and English languages. Had this idea been steadily thwarted many years ago the Province would not have been so behindhand in material prosperity, and so committed to an internal policy that is indirectly antagonistic to all modern notions of progress.

Those who are intimate with the old towns of Normandy before railways invaded their sacred precincts will be much interested in visiting Point Levis, on the southern side of the river St. Lawrence, opposite Quebec. The colony is exclusively French; and the type of face, the picturesque, neat, and clean dress; the rooms of the small houses all furnished with neatly-painted altars, with gaudy little images of the Virgin Mary, surrounded by flowers and trinkets, carry one back to the old world more than any place I visited in my tour. My friend who accompanied me in my ramble, and who wore a college hat, was the subject of much pleasant humour as we strolled down the street. Old and young, men, women, and children, came forth to grin, point, and stare at the unusual sight; and it is needless to say my young friend was highly gratified with the curiosity exhibited by the whole village at his appearance.

At Montreal we were at once made aware, on every side, of life in all its aspects. The crowded hotels, the thronged streets, the new and handsome buildings, the busy quays, the ships and steamers of

all nations which studded the river, seemed a cheerful relief to the old gables, crooked streets, dirty semi-civilized appearance of Quebec. Montreal is a highly flourishing city, as its street cars, innumerable churches of every conceivable denomination, handsome villas of prosperous merchants, gay vehicles, ambitious hotels, large banks, and its uneven pavements, crowded with well-dressed people from north, south, east, and west, amply testify. The emigration agent has evidently little here to occupy his attention; repeated calls at his office always resulted in ascertaining that he had just gone out for ten minutes, and I gave up in despair the pleasure of making his acquaintance. It is not here that the emigrant makes any stay: from Quebec, where the steamer or ship lands him, he is transferred by rail to Toronto, the first real resting-place on his journey to his new home; and there were no evident signs of any large amount of labour being required in this the real metropolis of Canada. To the towns farther west, and the agricultural districts surrounding them, the stream is naturally directed; and the Canadian Government practically only recognizes his presence when he is housed in the large and commodious sheds lately erected by it outside Toronto.

Nevertheless, supposing an emigrant halts at Montreal, he is by no means left to his own devices to find for a time a place where to lay his head. There exist in Canada some most praiseworthy institutions, known by the names of the Society of St. George, of St. Andrew, and of St. Patrick. A man is taken in here, as was the sick man by the good Samaritan, until he can go on his way rejoicing. The Society of St. George, under the able direction of Mr. Pell, is the one that flourishes in Montreal, and has housed several hundred persons in one year. These are means for helping the emigrant on his way.

Pursuing our journey westward we took the steamer from Lachine, and encountered a storm on the lake, that obliged us to run for the shore, and fasten the vessel to a tree for the night under a light-house in South Bay. This was the storm that desolated the islands

of St. Thomas and St. Kitts last August. At the old city of Kingston we first saw what a Canadian town was like, with its wide roads, wooden houses and pavements, trees lining most of the streets, the names over the shops, a mixture of English, German, and French : a dull, quiet, but evidently thriving place, of some 15,000 inhabitants, and with a good harbour. It has been a hundred years in the hands of the English, was before that a hundred years in possession of the French, who took it from the Indians, who had named it Cataracqui. Many trades seemed short of hands, especially the builders and masons, but the boot-makers appeared to flourish in abundance, though there is scarcely much field for emigration here. I have forgotten to mention the two flourishing towns of Prescott, on the Canadian side, and Ogdensburgh, on the American side of the St. Lawrence, which we merely called at. The huge grain elevators will attract the admiration of those who have never before seen these ugly but useful contrivances, so common in American watering places ; we can only wonder that similar appliances have not found their way over to the western hemisphere.

At Cobourg there is nothing to demand attention. The little town of Port Hope, about fifty miles from Toronto, is pushing itself into notoriety, not from its picturesque situation, but because it has a firm belief that it will some day be a formidable rival, from its increasing enterprise, and new railway, to the large city of Toronto, of which I hope to speak in my next article.

One word as to the mode of travelling in this part of the world. A return ticket from Montreal to Niagara costs only sixty shillings. The steamers have well-appointed cabins, all as it were on deck ; between these cabins is the saloon, where, surrounded by easy chairs and sofas, is a pianoforte, which appears to be the property of every one who can play a tune on one finger, up to any hour of the night. A bell is rung for meals, when a general scramble takes place for seats ; a regular battle ensues for five minutes, for whatever is nearest, the dishes are well cleared, and the passengers

rise contented and possibly satiated. In America every one looks out for himself; nobody ever troubles himself to look after you. This is a lesson one soon learns after a few days' sojourn in the country.

The "Thousand Islands," as they are called, though they number 1800, did not excite the admiration they perhaps ought to have done. The samely nature of the vegetation for forty miles, with nothing but wild-fowl to relieve the monotony, with here and there a small light-house, may have proved interesting to the Canadian Insurgents, and have had a local history, but the glowing accounts we have heard of them were somewhat dissipated, even under the influences of a brilliant sky, and water as smooth as glass.

THE WESTERN PROVINCES OF CANADA.

CHAPTER II.

THE WESTERN PROVINCES OF CANADA—TORONTO—EMIGRATION BUILDINGS
—HAMILTON—NIAGARA—NORTHERN PACIFIC RAILROAD—FREE GRANTS
IN THE WESTERN TOWNSHIPS—CLEARING THE LAND.

It is some consolation to learn from the newspapers that the new Government of Ontario are expected to introduce "a vigorous immigration policy." It certainly was most disheartening to listen to the grumbings of every class of people against poor Old England—and more especially against our present Government. Hereafter I shall have more to say on this subject; I will merely say now that I found most of those with whom I conversed like bears with sore heads: they had inherited "the grievance" for which an Englishman is so notorious, and which he loves to hug to the grim death.

Toronto, the most thriving and pretentious town next to Montreal, had evidently got a building mania on. Immense warehouses, reckless of plate glass, of all styles of architecture, were being reared in close proximity to modest dwellings and humble dry-goods stores, in the street that leads up to the Queen's hotel, and wary heads predicted a panic from over-speculation no long time hence. The city, stretching for miles along the lake, looks thoroughly alive and thriving. Its quays are thronged with travellers going to and coming from every direction, and the steamers are a sight to behold on their arrival or departure. The grain that chokes up every available spot supplies the Provinces, the United States, and Europe. The Province of Ontario alone produces nearly thirty million bushels of wheat a year: add to this the barley, the Indian corn, peas, oats, potatoes, hay, maple sugar, and the immense amount of lumber that find a mart here, you can understand that

the inhabitants have well learned the lesson of making hay while the sun shines.

We visited some of the public institutions of Toronto, two of which, the University and the Osgoode Hall, deserve especial notice. The latter is a very fine building, standing in its own grounds, and includes within its walls all the Law Courts. Two books, with our Queen's writing in the beginning, are much prized; for it is an indisputable fact that the Canadians are a most loyal people, and, perhaps, the people of Ontario are the most loyal, as well as most enlightened of all the Provinces I visited. It is true that no two persons hold the same opinions as to the Washington Treaty, a very sore point with the sea-board Provinces; the Confederation scheme, a great fact accomplished under great difficulties; the future of Canada, as regards union with the United States, or Independence altogether as a Republic, or with Prince Arthur as a King or President. Every body had their say, and seemed to enjoy the discussion of imagined grievances against England, or new projects of policy to be carried out by the young Dominion, in which Ontario would inevitably play the chief part. All this showed an existence of a healthy spirit, for were they not situated between the teeming fields of Manitoba, Muskoka—not to speak of the great unworked tracts of British Columbia—and the eastern Provinces of the sea-board, with a mighty lake, the river St. Lawrence, and numerous railroads, Toronto being the centre from which all commerce east and west diverged? Were not their farms the most successful, and did not the prosperous towns of Hamilton, London, Paris, and Ottawa pour their energy and wealth through Toronto?

It was here that I first learned from every one with whom I conversed the prospects a man had who was willing to work. I do not mean that I gathered this from official sources, for I may as well say at once that I undertook my tour chiefly to observe what was going on around me, and to hear every body's opinion on the subject who would enter upon it; and I never found a single man who

refused to do so. My friend, Mr. J. Standish Haly, the Hon. Secretary to the British and Colonial Emigration Society, was to follow in my steps, and I left to him the task of seeing those high in office, and attending the Immigration Conference at Ottawa, which was to take place in September. His Report is well worth reading. One day in August, under the superintendence of Mr. John Donaldson, I visited the Government Emigration buildings, lately erected at considerable cost, and was by him shown the admirable arrangement for the reception and keep of emigrants arriving from Montreal, until they were drafted off to the different districts where labour was required. Nothing seemed to be desired in the way of cooking, sleeping, and washing: rough, but ready, certainly, as was fitting in an institution meant for purely temporary purposes. Fifteen hundred emigrants had passed through a day or two before I was there, and all had found employment. Mr. Donaldson told me that the capabilities, age, and former life of every man, woman, and child, were known to him before arrival at the Sheds, as they are called; and this knowledge enabled him to dispose of each with comparative ease. I have heard of one or two complaints as to strictness; and my friend, Mr. Catlin, of the Cowcross Mission, who visited Toronto in 1870, had also some complaints sent to him by some of the emigrants he sent out. I am, however, not disposed to put much faith in these few cases that are reported, considering the great amount of tact and management required in disposing of so many people of varied temperaments, and after hearing from Mr. Donaldson the difficulties he has to contend with, and the firmness required in cases where discontent and ill-timed independence are sometimes exhibited.

I went with Mr. Donaldson to visit the Hon. John Carling, Minister of Public Works and Agriculture, and Immigration Minister for Ontario, and was courteously received by him. We had a long discussion as to the prospects of emigrants in Canada—Ontario, of course, in particular; and it was evident that the Government of the Province fully appreciated the great importance of attracting

immigration to their portion of the Dominion. I am bound to admit that Mr. Carling was not an exception in this respect; for wherever I went, whether in Nova Scotia, New Brunswick, Prince Edward's Island, or the United States, every one who had the subject at heart, and they were by no means few, admitted that labour was at a great premium, and many of my friends were willing to take some 150, some 100, and some 50 men, if I would send them out next spring. During my three months' tour I was bewildered by the openings for labour that thrust themselves before me: it is only on careful consideration that I shall be enabled to place before my readers such openings as I consider available.

At Hamilton we were saluted, on alighting from the train, by the familiar strains of our National Anthem. Then came "Yankee-doodle," and hearty cheers; flags and banners, drums and trumpets, gorgeous uniforms, and a great crowd showed that something extraordinary was going on. We found that the firemen of Oswego, on the other side of the Lake Ontario, in the territory of the United States, were paying a visit to the firemen of Hamilton, and hence the excitement. Of Hamilton itself there is nothing much to say; it is exactly like Kingston, or Toronto, in its general features; a large and thriving town, capable of absorbing many masons, bricklayers, shipwrights, and bootmakers. One old man, who had been thirty years in Canada, and owned several acres of ground, told me there was room for any amount of men that we could send: he had begun on nothing, was now a prosperous man, and his only grievance was the way Old England was "sinking the ship," and that the Canadians would rise up as a man and assert their independence, if Gladstone deserted them, or gave the Yankees any more advantages over them. He was a railway official, and amused me with his ideas of emigration, during the six hours I had one day to spend at the station, while two trains from Paris to London were smashing up, or more properly speaking, telescoping one another. Pullman's palace-cars, which are the very idea of luxury,

excited the ire of one of the men: "They were for the aristocrats—what are we coming to next?"

Accidents are not thought much of here. Four or five of the maimed travelled with us next day—broken arms, plastered faces, and shattered nerves were the evidences of recklessness, for which little or no redress was forthcoming.

A visit to Niagara is a reward for a long journey to the West. Nothing that has been sung in its praises has given any overdrawn description of the sublime grandeur of the mass of water that sweeps over the rocks, the clouds of spray that float across the valley, the wonderful placidness of the water below: the graceful suspension-bridge, the whole scene from the Canadian side, set in rich foliage, entrancing the senses, enchanting the eye, and soothing the ear with ever-sounding music, amply rewards one by night or by day—under a brilliant moon, or a bright sun that throws a rainbow over the fairy picture—for travelling to the far West, and seeking a few days' quiet enjoyment amidst one of the greatest wonders of nature.

The town of Niagara, on the American side, reminds you of a French or German watering-place. It is lively enough in the evening, when the crowds of well-dressed ladies, the brilliant gas-lamps from the large hotels, and the strains of music that float from every window, the loungers in the streets, and the gay bazaars, almost make you fancy you are at Eaux Bonnes or Baden-Baden. In the daytime the streets are almost empty. In quiet nooks, sheltered alcoves, on little islands or rustic bridges, groups may be seen admiring the beautiful scenery, amid the roar of the rapids and cataracts around, and the cool, white cloud of foam that drifts lazily towards the east, refreshing the vegetation for miles around, and imparting a delicious feeling of enjoyment as you bask under the hot sun that lights up the gaily painted church-spires and shingled roofs of the houses on the edge of the abyss—a fairy-like scene—half Swiss, half Italian in its features.

Two miles eastward, on the Canadian side of the river, is the

flourishing village of Clifton; and an hour or two's ride by rail the other way brings you to Buffalo—a populous American town on Lake Erie, at the other end of which lake is Detroit, about half-way to the celebrated Queen of the West—Chicago, on Lake Michigan, six hundred miles farther west—so soon after this to become a prey to the flames!

While at Niagara I met many Americans from every part of the United States—Nebraska, Iowa, Minnesota, Kansas, Colorado, as far south as Virginia and Texas—all had their merits for farming, mining, and settling fully explained by the different representatives of each State. Pamphlets, admirably got up, explained the especial advantage of each new railway; land-grants, and gold-bonds were unhesitatingly recommended as safe and profitable investments, and numerous labourers wanted for each undertaking. Introductions to every body worth knowing, and to all the Government, railway, and private immigration agents, were offered in case I should “run down”—only a few days' journey to St. Louis, with a pleasant voyage on the Mississippi—and see how they did things down South.

There is little doubt but that the Northern Pacific Railway, being now constructed, does open many advantages to the emigrant. It is to connect Chicago with the Pacific Ocean, passing through territories rich in grain, lumber, coal, the various ores, and cattle, and connecting the Red River valleys to the north and Iowa to the south with the fertile States of Manitoba, Dakota, Idaho, Oregon, and Washington (on the Pacific Ocean), just south of British Columbia, with its population of about 60,000. Nearly a sixth-part of the line, from Duluth, on Lake Superior, towards the Pacific Ocean, is now open. Another line, called the Canadian Pacific, is projected by Fort Garry, through British Columbia, farther north to Vancouver's Island on the Pacific; the only one now open across the continent being the Union Pacific, from Chicago to San Francisco, through Iowa, Nebraska, Wyoming, Utah, Nevada, and California.

A word as to the Free Grants in the western townships of North

America, and the wages received by the emigrants settled there. Many of the Wiltshire agricultural labourers are making their 6s. a day, and sometimes receive, with board and lodging, as much as 4*l.* 17*s.* per month. Many of the farmers have to do all the work themselves. Land is sold at 3*s.* per acre, or at 4*s.* 2*d.* for credit. Some of the free grants of 100 acres near the great roads necessitate the occupier building a log-hut, and clearing a certain amount of his land within a stated time; and though three or four members of a family may possess a hundred acres apiece, one large building is considered sufficient for them to erect. As the new railroads are pushed month by month farther west, to connect the eastern provinces with the Pacific ocean, plots of land on each side of the lines are granted to the railways, and power is given to them to sell or give every alternate plot to a settler. By this plan the interests of the railway are fed: crops may, in some districts, like Manitoba and Minnesota, be raised in a few months; and as the products are carried to the east, the requirements of growing civilization are brought back by the cars to the homes of the settlers. The climate here is so healthy that the death-rate is lower than in any other part of the globe, and the difficulty of spending the profits reaped in useless luxuries or intoxicating drinks is a great benefit to every one. There is a large amount of rye whisky made, and of course consumed, in some parts of Canada; but it is rare to see such a thing as mendicity or ragged people, too often the effects of intemperance: the very climate itself, so fresh and life-giving, supplies the place of strong drink, which is, perhaps, more pardonably indulged in, in the more damp and depressing localities of England and Holland. Public-houses, the curse of our own country, have no existence in many districts in America, in some States the sale of intoxicating liquors being forbidden. Pauperism and theft are scarcely known there—income-tax is not yet dreamt of—and if some of our able-bodied paupers, pampered by our mischievous system of out-door relief, were deposited in this part of the Dominion, England would save their

keep of seven or eight pounds a year—and each one would be a consumer of our own goods to nearly eleven or twelve pounds annually—thereby benefiting both countries. We do not aspire to deposit paupers there; in the first place, they would not go; in the second place, they would grumble much and work little; in the third place, many of those who live in our towns could never stand the cold winter; in the fourth place, the rules of the British and Colonial Emigration Society do not allow recognized paupers to be on their books: and it is most desirable that all in Canada who are interested in introducing emigrants, should understand that our clubs in England do not send out paupers in the sense generally understood. Those verging between pauperism and scant work, with families, and strong arms and willing hearts, are those whom we are endeavouring to assist across the water; this I have had to urge strongly on many who look shy on the movement, from the moment I stepped on board one of the Allan line of steamers, till I landed at Liverpool again from one of the Cunard boats.

One of the strongest arguments used by Canadians against helping out emigrants to the country by any material aid was, that half those who came crossed the frontier restless and dissatisfied, and allured by the immense field of employment that lay open to them farther south. I could only answer that the evil must be looked steadily in the face, and that half a loaf was better than no bread. The fact was also lost sight of, that very many of those who did cross retraced their steps when they found that the dollar was not so valuable in the States, and that taxes were much higher. Many more arguments were employed to show both sides of the question, especially by working men who dreaded competition, which they were not slow to comprehend meant reduction of wages when labour was at a lower premium. Most of them, however, agreed that, if the men were managed well, and sent to any other district but their own, there was plenty for them to do. They seldom threw such cold water on the scheme as is done by so many people of influence and position in England, who too often attempt to deal with theories

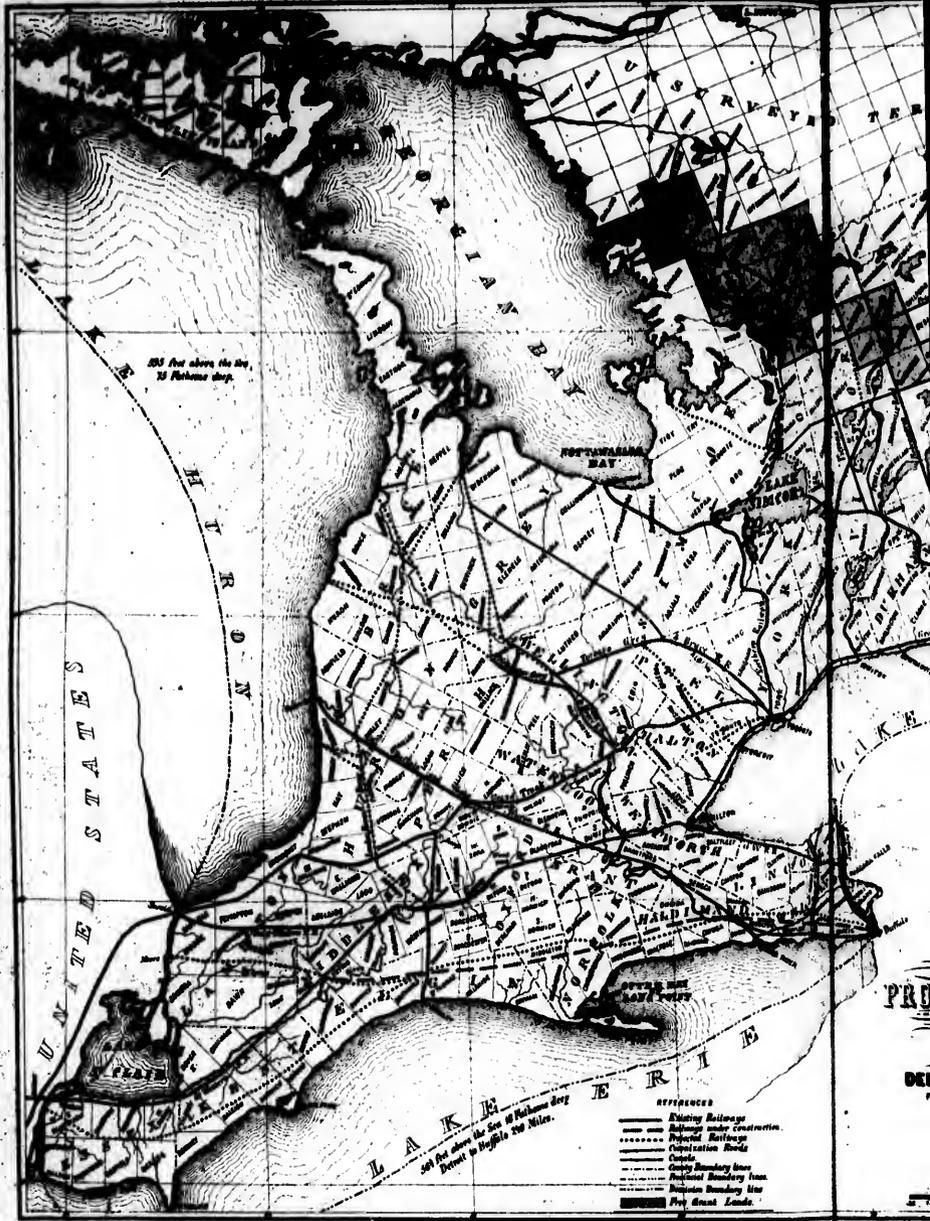
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Every **HEAD OF A FAMILY** containing children under 18 years of age can obtain, in addition of **HUNDRED** additional for each Member of his or her family, male or female, over 18 of settlement, can obtain a **FREE GRANT OF**

The Free Grant Lands at present comprise fifty-three Townships, each containing from 50 to 60 thousand acres, and are indicated on the map by being shaded with fine black lines. Other Townships will be set apart for Free Grant purposes, as fast as they may be required for settlement.



- 1. The Farry Sound District.**—This contains seven townships, McDougall, Foley, Humphrey, Cardwell, Christie, McKellar, and Ferguson. In summer the best route is from Toronto to Collingwood by the Northern Railway, and from Collingwood to Farry Sound by Steamer. In winter the route is from Toronto to Barrie by the Northern Railway, and from Barrie to Farry Sound by Stage. John D. Beary, Esq., is the Government Agent for these townships; his office is at Farry Sound, in the township of McDougall.
- 2. The Muskoka District.**—This contains eleven townships, Muskoka, Dresser, Monk, Macdonald, McLain, Watt, Stephenson, Bruce, Scitad, Chelvey, and Madora. In summer the route is from Toronto to Barrie or Bell Island by the Northern Railway; thence to Washago, at the head of Lake Couchiching, by steamer; from Washago to Grevenburg, at the foot of Lake Muskoka, by stage; and from Grevenburg to Bracebridge, by steamer or by stage. In winter the route is from Toronto to Barrie by the Northern Railway, and from Barrie to Bracebridge by stage. C. W. Lounsbury, Esq., is the Government Agent for these townships; his office is at Bracebridge, in the township of Macdonald.
- 3. The Bobcaygeon Road District.**—This contains six townships, Anson, Hindon, Minto, Simcoe, Rowden, and Glimmergham. The route is from Port Hope to Lindsay, by the Midland Railway; and thence to Bobcaygeon by steamer or stage. Joseph Graham, Esq., is the Government Agent for these townships; his office is at Bobcaygeon, in the township of Verulam.
- 4. The Barick Road District.**—This contains four townships, Almarath, Chancel, Mouthout, and Cardie. The route is from Port Hope to Lindsay by the Midland Railway; and thence to Fredash by stage. D. Anderson, Esq., is the Government Agent for these townships; his office is at Fredash, in the township of Cardie.
- 5. The Hastings Road District.**—This contains five townships, Hastings, North Hastings, South Hastings, and two others. The route is from Toronto to Belleville, along the H. C. Railway; and from Belleville to the head of the Hastings River by stage. J. H. McNeill, Esq., is the Government Agent for these townships; his office is at Belleville, in the township of Hastings.
- 6. The Ottawa and Otonago District.**—This contains five townships, Ottawa, Otonago, and three others. The route is from Toronto to Ottawa by the Northern Railway; and from Ottawa to Otonago by stage. J. H. McNeill, Esq., is the Government Agent for these townships; his office is at Ottawa, in the township of Ottawa.
- 7. The Pembroke and Otonago District.**—This contains five townships, Pembroke, Otonago, and three others. The route is from Toronto to Pembroke by the Northern Railway; and from Pembroke to Otonago by stage. J. H. McNeill, Esq., is the Government Agent for these townships; his office is at Pembroke, in the township of Pembroke.

Department of Agriculture and Public Works, 1871.

to obtain, on condition of settlement, a **FREE GRANT OF TWO HUNDRED ACRES of LAND**, and **ONE**
 male or female, over 18 years of age; and **ANY PERSON** over 18 years of age, on condition
 to obtain a **FREE GRANT OF ONE HUNDRED ACRES.**



MAP
 OF PART OF THE
PROVINCE OF ONTARIO
CANADA
 Compiled and prepared for the
DEPARTMENT OF PUBLIC WORKS
 FROM THE LATEST GOVT. SURVEYS, MAPS, &c. &c.
 by
W. S. HOLWELL, F.R.S.
1871
 Scale of Miles.

REGISTERS OF THE LABOUR MARKET and of Improved Farms for sale, are kept at the Immigration Agencies in the Province, and arrangements are made for
 receiving immigrants to these points where employment can be most readily obtained. Passports issued by the Government Agents in the Province of ONTARIO are
 issued by Mr. J. J. DALRYMPLE, or by order, to the Canadian Government Immigration Agents in Europe, viz: Mr. DIXON, 11 Adam Street, Adelphi, London, W. C. 1; J. G.
 HOTTALAN, 14 South Frederick St. Dublin; GIBBONS POW, 11 Corporation St. Belfast; and DAVID SHAW, 24 Oswald St. Glasgow.
 Also to the Immigration Agents in Canada, viz: JOHN A. DONALDSON, Toronto; R. H. RAJE, Hamilton; Mr. J. WILKS, Ottawa; RICHARD WAGNERSON,
 Kingston; E. STAMPED, Quebec; J. J. DALRYMPLE, Montreal; E. GLAY, Halifax, Nova Scotia; ROBT. SHIVERS, St. John, and J. G. LAYTON, Birmingham, New Brunswick.
 From whom full particulars can be obtained.

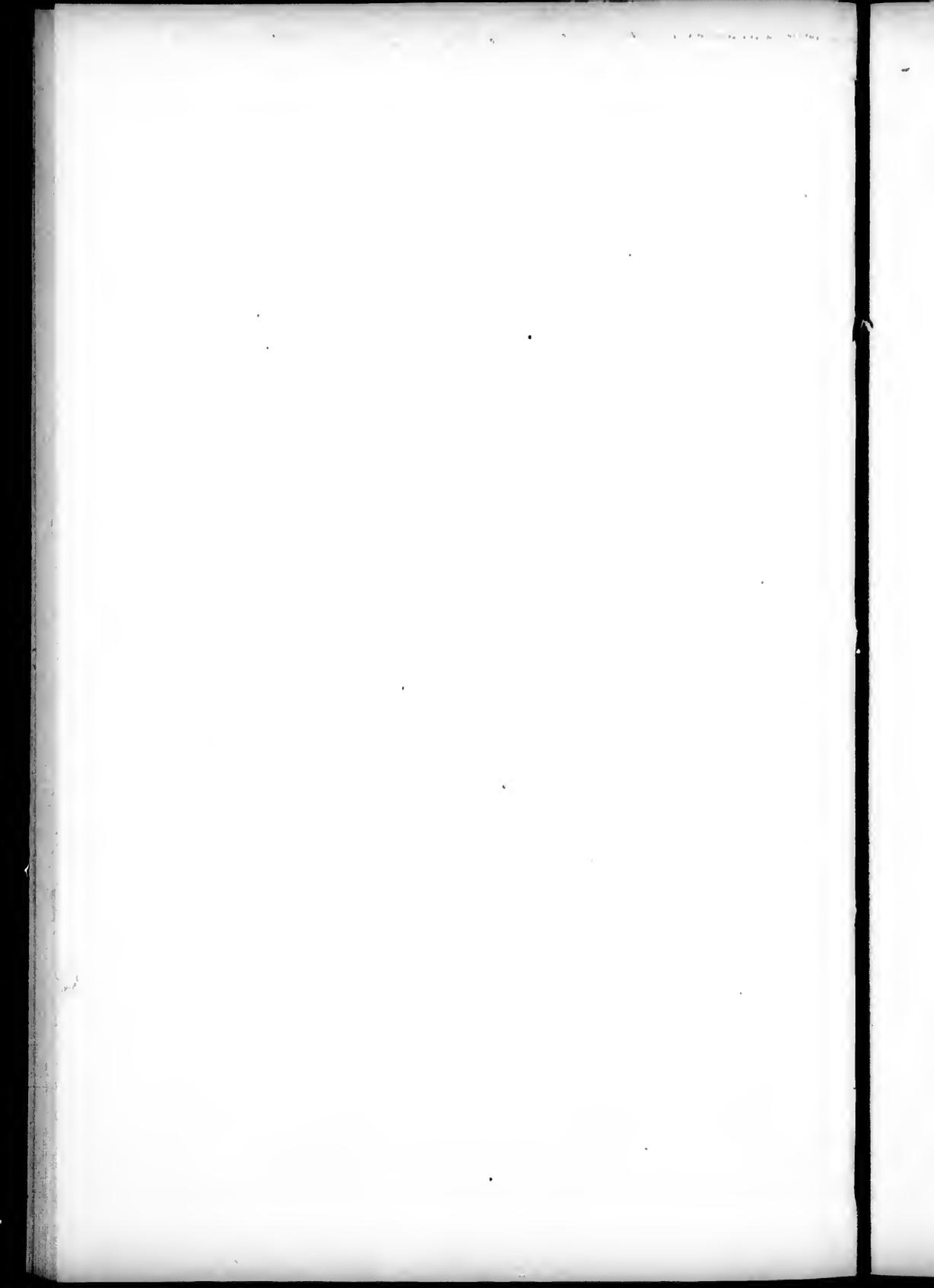
The Hastings Road District.—This contains six townships, Duncannon, Mayo, Herschel, Montegle, Carlow, and Wicklow. The route is from
 Belleville, along the Hastings Road, to L'Amable by stage. J. K. Tait, Esq., is the Government agent for these townships; his office is at
 Belleville, in the township of Duncannon.

The Mississippi Road District.—This contains five townships, Clarendon, Palmerston, Miller, Abinger, and Denbigh. The route is from
 Perth to Brockville and Ottawa Railway; and thence to Genley by stage. E. Playfair, Esq., is the Government Agent for these
 townships; his office is at Genley, in the township of Clarendon.

The Ottawa and Osgoode Road District.—This contains six townships, Grattan, Wilberforce, South Altonia, Hegarty, Richards, and Sherwood.
 The route is from Brockville to Arnprior by the Brockville and Ottawa Railway; and thence to Eggarville by stage. E. G. Lynn, Esq., is the Govern-
 ment Agent for these townships; his office is at Eggarville, in the township of Grattan.

The Pembroke and Mattawan Road District.—This contains eight townships, Alice, Fraser, Peterwawa, McKay, Buchanan, Wylie, Rolph,
 and Hill. The route is from Brockville to Arnprior by the Brockville and Ottawa Railway; and thence to Pembroke by stage. J. P. Moffie, Esq.,
 is the Government Agent for these townships; his office is at Pembroke, in the township of Pembroke.

JOHN CARLING,



rather than with facts. I do not mean to discredit the efforts of such as seek to direct unemployed labour to the localities in England where work is to be obtained; and they would be also the last persons to impute to such as ourselves any motive in encouraging emigration which tends to depopulate any district which is not proved to be over-crowded.

Let us, however, suppose that all difficulties on this side of the water being overcome, the emigrant is deposited in a place that at first looks a hopeless wilderness of large and small timber. He naturally seeks the aid of his neighbours, whoever they may be; and, this being seldom refused, a place large enough for him to build a shanty on is soon cleared. The small brushwood is first got rid of, and then the chopping business has to be seriously gone through, and the stumps of the larger trees burnt, which yield a certain amount of potash. All this work can go on through the snow in winter; the land is next sown with potatoes or clover for cattle, and a yield is obtained in about three months. He will also have to make his fences, and sow his wheat. The second year he obtains a crop; and in the mean time he can sell his potash, which will produce nine or ten shillings per acre. In return for his neighbours' help he will have to render them assistance at different periods, and in due time his land will be brought into a decent state of cultivation.

All this is hard work, and can only be undertaken by men with robust constitutions; but there are so many other fields open for the settler besides clearing land, that few need be deterred from making their venture by the undoubted difficulties of a back-woodsman. Carpenters, masons, bricklayers, shoemakers, navvies, shipwrights, tailors, will all find openings in the towns and villages that dot the rich province of Ontario; and any one who is able to turn his hand to an odd job for a short time will not fail to find out where permanent employment may be obtained. At one large railway station I applied to an official for a porter to carry my luggage from the train to the cab: but I was met with a smile and a shrug, and

curtly told that they did not indulge in such luxuries in this country. I asked the reason, and was informed that a porter would want two dollars a-day; "that's all very well in your country, where you have such lots of idle men that they are glad to take eighteen shillings a week, but we couldn't afford to pay porters and run cars at cheap fares too." So I did as others did, and my wife and I dragged our boxes two or three hundred yards to the door, where a stalwart cabman condescendingly lifted them on to his vehicle, and bullied us into paying him double his fare. It is *va victis* all over in these parts, and I went back and helped some less energetic travellers to haul their *impedimenta* to the cab-stand.

But my little troubles were amusing compared to the real battle of life that a settler has to fight. The Divine command, "Go forth, replenish the earth and subdue it," was ever present as we passed, day by day, in out-of-the-way parts, the acres that were in course of being cleared; and more and more appeared the sinfulness of those whom I have heard publicly condemn emigration by the ugly word transportation. Ignorance may be bliss to them, but knowledge is power, and never was the saying more thoroughly brought to the test, and not found wanting, than on the great Continent of America.

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THE PROVINCE OF NEW BRUNSWICK.

CHAPTER III.

THE PROVINCE OF NEW BRUNSWICK—QUEBEC AND NEW BRUNSWICK RAILWAY—FERTILITY OF SOIL—THE INTERCOLONIAL RAILWAY—ASH-BURTON TREATY—SAN JUAN DISPUTE—ST. JOHN—THE OLD CHURCH-YARD—FIRE—BOAT-RACE ON THE KENNEBECASSIS—230 MEN WANTED—LONDON GUARDIANS OF THE POOR AND EMIGRATION—THE ST. JOHN "TELEGRAPH" ON IMMIGRATION—MASONIC FESTIVITY—AN EMIGRANT'S LETTER.

THE attention of Englishmen is very seldom called to the quiet, respectable, well-to-do Province of New Brunswick. Two or three months ago the papers devoted a short space of their crowded columns to the description of the opening of the European and North American Railway, between the State of Maine, in the United States, and New Brunswick, by President Grant and Lord Lisgar. This line of railway runs now from the sea-port town, St. John, without a break, to Quebec, and Montreal and Portland, Boston and New York. To travellers like ourselves, who had to go to and from the different northern Provinces, this line will prove an inestimable benefit, as the steamers from St. John to Portland or Boston are very crowded, and often experience very rough weather. On one voyage the vessel, whose cabins were all built above the level of the deck, presented such a broad surface to the wind, that it took us exactly an hour to turn round in the harbour of Portland: in fact the wind was blowing so high that the captain resolved to stop in the harbour all night: but seeing the steamer to Boston venturing out at full speed he could not bear the idea of being left behind, and we were soon committed to the tender mercies of the Atlantic Ocean. There happen to be many natural harbours of refuge all along the coast of Maine and New Brunswick, so we ran no very great risk, except from fog, which haunts this coast as far north as Newfoundland. Now that one can travel from St. John to New York in Pullman's palace and sleeping cars, this hitherto crowded

and uncomfortable route can be avoided by those who prefer the land and can afford the extra expense.

It is computed that about 800 people travel each week by water from Boston to St. John and Halifax. The railway hopes to absorb this, and an increased amount of, traffic, and accomplish the distance in half the time, viz. from fifteen to eighteen hours. The Maine Company has a lease for 999 years of the line through New Brunswick to St. John, and branches diverge to the towns of Woodstock, St Stephen, and Fredericton: it is also empowered to acquire the line, just completed, to Halifax, and so, with the grants of land along the St. John River, and through the Aroostook valley, which stretches towards the Megantic and the thriving town of Sherbrooke, this railway presents a new and desirable field for settlers along its line.

The chief town of New Brunswick is Fredericton, a quiet, picturesquely situated place on the St. John River, about forty miles from St. John. A new railway is projected from here to Rivière du Loup on the St. Lawrence River, where a line along the coast is open to Point Levis opposite Quebec. The promoters of this route are most sanguine as to its success, as it skirts the fertile valley of St. John, tapping on its way north the large traffic of the Aroostook valley, passing near the towns of Woodstock, Houlton, and villages of Edmunston and Grand Falls, or Colebrooke; developing the lumber trade, and what is more important, being a means of transporting the immense amount of flour, over half a million of barrels in the year (that now finds its way by New York or Portland), to the maritime provinces, through British territory—and at a quicker and cheaper rate: and it will also enable the merchants of Montreal and Quebec to export and import their goods long before the navigation of the St. Lawrence is open in spring.

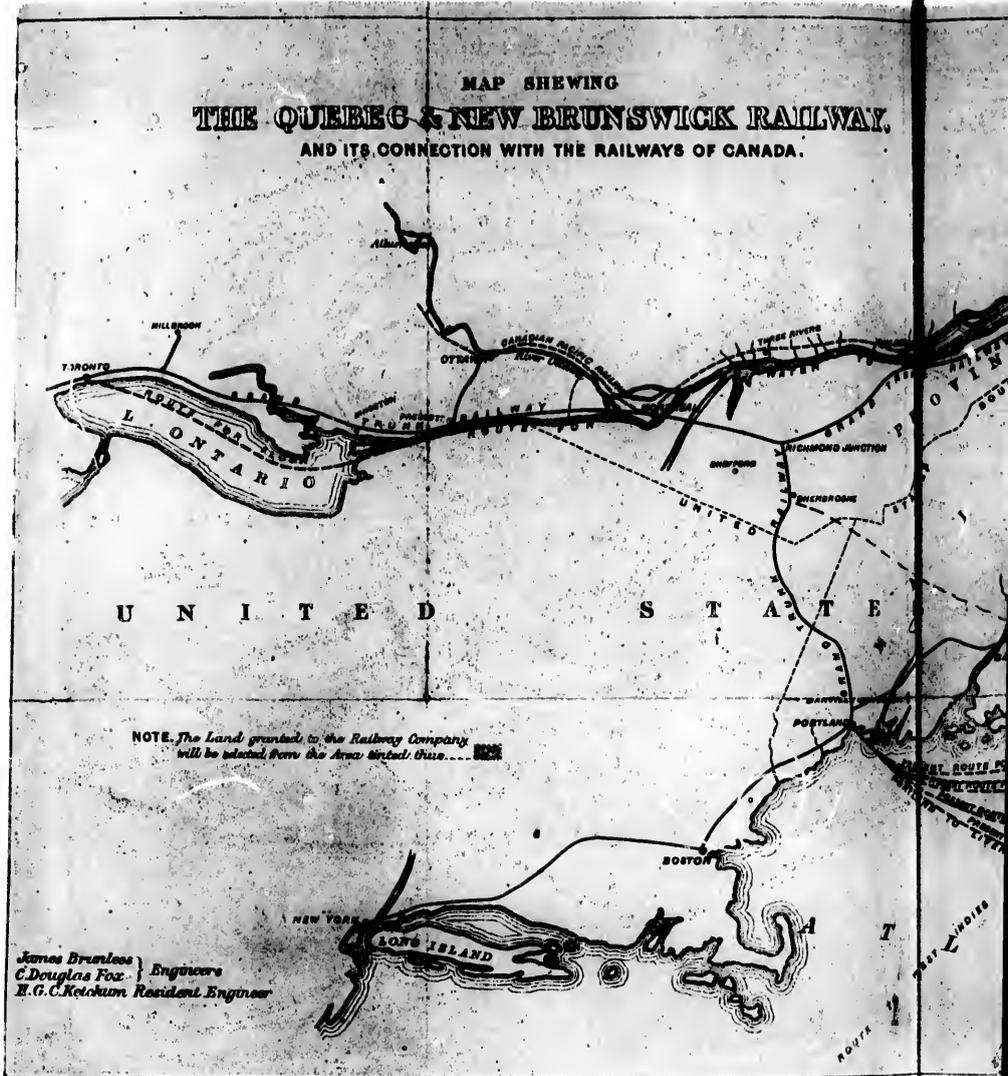
The Government has granted 2,500,000 acres of land to the company: these are fertile and well watered, and the annual yield of timber is now 70,000,000 of superficial feet. The climate also is healthy, and the settlers or workmen who are to be engaged on the

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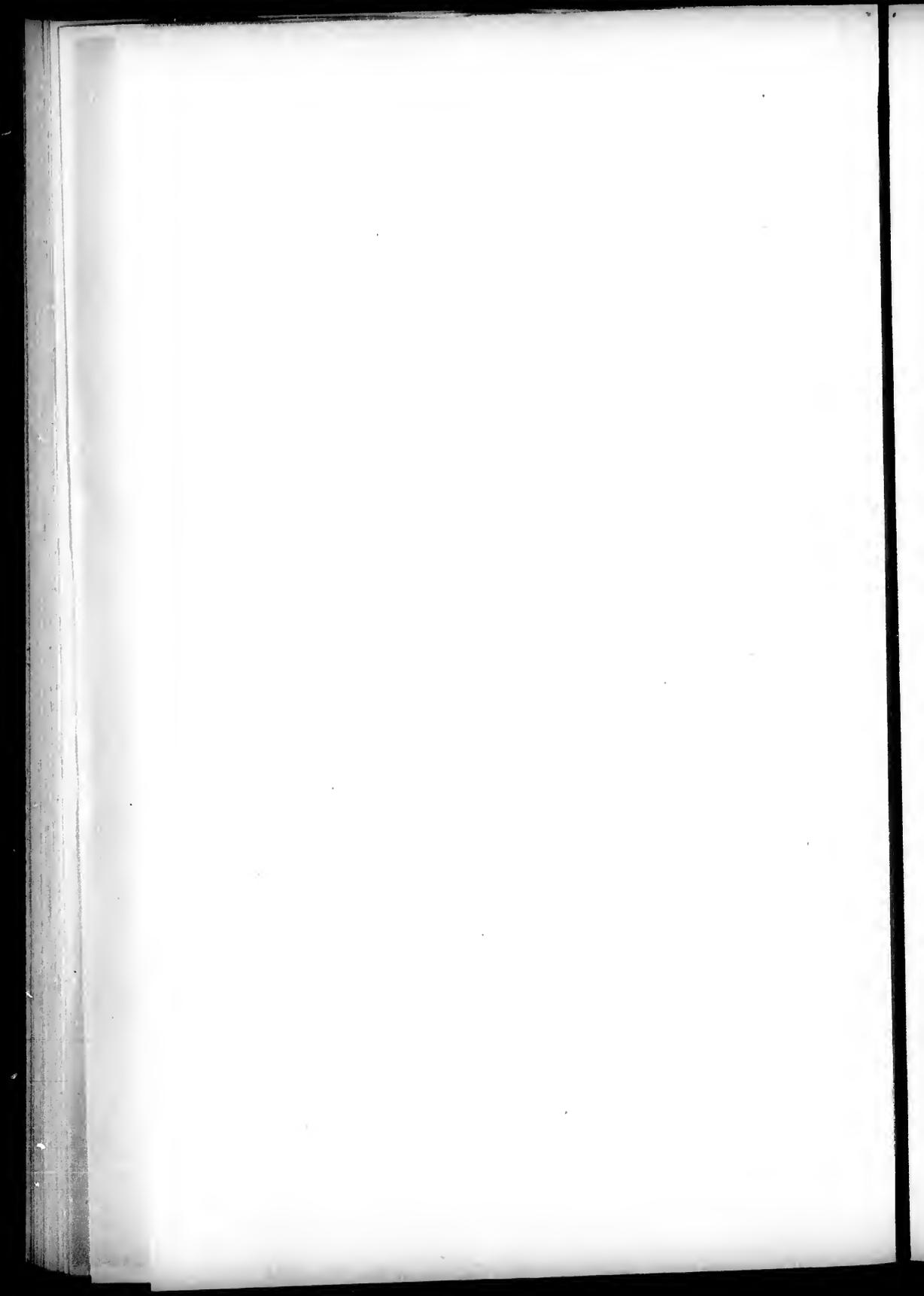
MAP SHEWING
THE QUEBEC & NEW BRUNSWICK RAILWAY,
 AND ITS CONNECTION WITH THE RAILWAYS OF CANADA.



U N I T E D S T A T E S

NOTE. The Land granted to the Railway Company
 will be indicated from the Area tinted thus.....

James Brassey } Engineers
 C. Douglas Fox }
 H. G. C. Kelchum Resident Engineer



line will have grants of land secured to them in proportion to the length of their services: the long winter is compensated for by its action upon the soil, which decreases the amount of work requisite to bring it into a fit state of cultivation.

The fertility of the soil of New Brunswick is marvellous. The average produce of bushels of wheat per acre, ten years ago, in Canada West are said to be 13; in New York 14; in Ohio 16 in New Brunswick 20. Of barley per acre, New York 16; Canada West 18; Ohio 24; and New Brunswick 29. Of potatoes, Ohio 69; Canada West 84; New York 90, and New Brunswick 226. Of turnips, New York 88; New Brunswick 456; and so on with oats, buckwheat, rye, and Indian corn.

The land along the river St. John is nearly all taken up, but the river Tobique and its tributaries, full of trout, salmon, white-fish, and chub, and surrounded by valuable settling land, where game abounds, including partridge, red deer, grouse, moose, and cariboo, is available for the settler, who will not be long before he finds his way to the iron and other valuable ores under his feet.

Another railway, called the Intercolonial, is being made along the New Brunswick coast, in continuation of the one from Halifax to Shediac, now open to the latter place. The wisdom of making this line I must say I failed to see, notwithstanding the arguments laid before me by one of the Dominion Ministers, who was living on the coast, and no doubt used his influence to secure so desirable a means of locomotion from the Bay of Miramichi to Quebec and Halifax.

It may be wondered why this costly line was built along the shores of the St. Lawrence instead of through the fertile valley of the St. John. The cause of this opens up one of those unpleasant episodes in British American history that makes us doubt whether our Statesmen have been knaves or fools—it would almost seem as if they must have been a little of both. When the United States were separated from Canada and Nova Scotia, or the old province of Acadia, the boundary line that fixed the limits of Acadia was

selected as the starting-point. This was at the head-waters of the Southern St. Croix River, and extended westward. But in course of time the original map was lost, or, as it proved, quietly hidden away, and Webster claimed that there was only one St. Croix, that which was many miles to the northward of the true St. Croix. Lord Ashburton acquiesced, and a wedge of British territory was given away, which nearly separated Canada from the Maritime Provinces.

Since that discreditable transaction the original plan has been found, and the treaty has proved to have been a swindle!

But the Government had at the time a lithographed map at Woolwich dated 1776, which has been recently discovered by a Colonist, in which the two St. Croix Rivers are distinctly marked, and the boundary line between Maine and Nova Scotia (which once included New Brunswick) is indicated by a line drawn westward from the Southern St. Croix. It seems almost incredible that for years this map, a copy of which must have existed in a score or more of Government offices and public libraries, should have remained unnoticed. It is manifest that the Commissioners in 1783 simply adopted the map of 1776, and recognized the then existing boundaries of Nova Scotia and Maine.

This combination of palpable fraud and still more palpable stupidity recently led to a most serious consequence—the necessity for building hundreds of miles of an unprofitable railway. If the British Government guaranteed the interest on the large sum necessary, it did not do any thing more than it was in honour bound to do, to repair the disastrous results of its bungling diplomacy.

Since the Treaty about the San Juan dispute, settling the boundary between the United States and the Dominion of Canada was signed by the Commissioners last Spring and referred for arbitration to the Emperor of Germany, a map has been found in the Government Office in British Columbia proving that the original boundary line was marked far south of the line the Dominion

claimed. We are curious to see if history will repeat itself in this transaction.

The distance from St. John to Quebec by the Fredericton route is 435 miles; by the Intercolonial 573 miles; and by the European and North American 606 miles. This says much in favour of the first in point of time alone. I may mention a fourth proposed route, to Montreal by Sherbrooke, through the State of Maine.

As I have remarked before, the short winter is not so great a drawback as is often represented: the snow is twice as dry and light as that in England, the winter beginning about the end of November and ending in April, when the sun is very powerful, and ploughing and sowing are commenced. In June the apple trees are in full blossom; in July hay-making begins; in August potatoes are brought to market; in September all cereals are ready for the sickle, and the usually fine autumn succeeds till the November rains and December frosts set in. These frosts penetrate deep into the ground, separating the particles from each other, so that the thaw greatly facilitates the ploughing in April.

After having described the general features of the Province I will take my readers on a visit to the Commercial Capital, St. John. It contains about 40,000 inhabitants, chiefly engaged in the shipping business. It has a magnificent harbour, open all the winter, on account of the high tides that prevail in the Bay of Fundy. This bay is noted for its fogs—though it is almost an insult to allude to this disagreeable fact to the inhabitants of the place. They have one consolation, that the city of Halifax is visited with a similar affliction, and this goes a great way to reconcile them to their proverbial gloom. It is true the sun does shine here, and brighter than we experience it in England; and they are not so driven in a corner for a retort as was the Scotchman, when he was asked if it *always* rained in Scotland, and laconically answered, "Noa, it sometimes snaws."

St. John is all up and down hill. The chief street is slantindicular, as a Yankee would say, and its minor streets follow suit.

From the water it looks a heterogeneous jumble of warehouses and chimney-pots, and you cannot from any of its streets obtain a view that gives you any just idea of the extent and importance of its commerce. It possesses no public buildings worth speaking of, from an architectural or artistic point of view at least. Its churches are mean, and its one public square half a wilderness. Until last year its hotels, for such an important place, were but decent inns, and thankful were we to find a large new American hotel just opened when we arrived, which appeared to be the only civilized habitation in the place.

But the St. John people do not care about ostentation: their houses are comfortably enough furnished, their warehouses are full of valuable merchandise, and their chemists' shops would hold a candle to many such in more pretentious places. They have also a hearty welcome for the stranger, and apparently an innate desire to let well alone. They would, above all, be inestimably happy, if only their rival in Nova Scotia, Halifax by name, were to-morrow engulfed fifty fathoms deep at the bottom of the broad Atlantic. I hear my friends in the good old town remonstrating with me: let me soothe their outraged feelings by assuring them that the Hali-gonians would be as delighted at a similar catastrophe happening to the forty thousand people who eat, drink, and sleep in the antiquated town on the banks of the River St. John.

I was once walking with a fair friend, a native of St. John, in the old churchyard in the middle of the town, and expressed my extreme surprise at the want of public spirit or feeling that was manifest in the place. Here, there, and everywhere the grave-stones of their, I will not say her, ancestors were scattered about in wild and disgraceful confusion; one was propped up against another for fear of toppling over—a second was smashed into atoms by ruthless hands, a third was grimly sticking up in the pathway like an antique milestone, and others were mocking, with their half-defaced epigrams, the passers-by, with their eccentric attitudes, caused by wanton negligence on the part of those whose duty it should have

been to protect them from insult. In vain my friend drew my attention to the pretty cemetery a few miles out of the town; to her accustomed eye these things were as nothing—to me the sight was hideous in its bare reality. Visions of that lovely resting-place of the dead near Boston, Mount Auburn, rise up before me, and dispel the gloom that the remembrance of that spot in St. John for a moment cast over my mind. It was all very well to point to handsome new villas dotting the surrounding hills, the fine bridge over the river a few miles from the town, the newly-restored Roman Catholic Cathedral, the pretty church in the valley with its amateur choir, evidences of prosperity not to be overlooked—but only in a Protestant country, shall I say only in a colony, could such a sight be seen as I have just described.

One of those dreaded occurrences that is often read of had happened between my first and my second visit to St. John. A fire had swept away an acre of houses in the meantime, and a friend and I gazed upon the ravages of the destroying element with feelings of awe. Many fires I had witnessed on my journey through Canada—sometimes at night at Montreal, or sometimes from the deck of a steamer on the shores of a lake, but this one was the largest I had encountered: it was still smoking when we went to inquire after a friend who was staying in a hotel which had suffered much damage. I had afterwards to witness the immense sensation caused in New York by the awful fire at Chicago in the month following.

I was in Canada when the great boat-race took place on the beautiful Kennebecassis river, when Renforth met with his untimely fate during the contest. The demeanour of the St. John people, after the truth became known, was, from what I could gather on the spot just afterwards, most praiseworthy. I could only regret that the second race, which took place at Halifax between the English, American, and Halifax crews, was embittered by the exhibition of intense local feeling on the part of the Halifax and St. John-people; the different newspapers waging an interne-

cine war against each other ; the Haligonians accusing the Johnians of cowardice ; the Johnians accusing the Haligonians of malevolent treachery. From the first the St. John crew declared their light boat was not suited to the rough water of the Halifax harbour ; but impartial observers held, and I think rightly, a decided opinion, that having come across the bay of Fundy, they should have rowed against all odds, having first entered their protest. They, however, thought fit to return to St. John before the race, and whatever justice they may have had on their side their judgment was scarcely sound. It is true their boat was damaged by some malignant persons before the race, yet even this fact would have told vastly in their favour had they remained on the spot and braved all results.

I was very much entertained one evening on board the steamer by the conversation of an old and respected Member of Parliament for the Province of New Brunswick. We had also on board two men well known in the Dominion, Mr. Tilley and Dr. Tupper ; but my former friend gave me an insight into the feelings and views of the people who lived in the interior of the Province. Most refreshingly antiquated, but tinged with sound common sense from an agricultural point of view, were the arguments of my companion against the Confederation, against Immigration, and against innovation in general. I imagined I had been brought up with Conservative notions, but I felt that in presence of this gentleman, who appeared to know well what he was talking about, I was becoming a most Radical partisan ; and the hours we spent on the deck, under a brilliant moon, whilst the steamer splashed through the water, leaving a phosphoric fan in its rear, were by no means badly spent in imbibing new truths and old fallacies by turns.

In walking through the town of St. John I was struck by some of the placards that met the eye at every turn. "100 good labouring men wanted for sewerage and water works. Apply at the Leinster Street Pipe Yard." When I returned in about five weeks to St. John I saw the same bill in the streets, and all the

daily papers had still the same advertisement, showing the demand for labour was not met by the supply. On taking up the *Daily Telegraph*, under the head of "Wanted," were "10 good coat-makers, 6 vest-makers, 6 pant-makers; good wages and constant employment will be given." Again, "Wanted, several young active men to work on a gas-holder; the work will last four months or more. Wages \$2 and \$2 25 cents. Sober men only may address. Men who suit will have their steamboat fares paid each way on completion of the work." Next, "Wanted, 100 hands, principally coat-makers;" and "Wanted, 6 sewing-machine operators, and 2 practical machinists."

Here were 230 men advertised for, showing that there was work for nearly every class in the town of St. John alone; nor was this an isolated case. Emigration to the Province of New Brunswick from the European countries is not now so frequent as formerly; but one emigrant ship sailed thither in 1871, carrying 11 passengers, 10 English and 1 Irish; but, notwithstanding this fact, the population has increased 13 per cent. in 10 years. In 1861 it was 252,000; in 1871 it was 285,777. Its rate of progress during these years, compared with the Provinces of Quebec, Ontario, Nova Scotia, and the little Island of Prince Edward (which latter island still refuses, with Newfoundland, to join the Dominion) is fourth. Nova Scotia has had an increase of 17.21 per cent.; Prince Edward's Island, 16.28; Ontario, 16.9; New Brunswick, 13.38; Quebec, 7.18. Of course the increase in Ontario the last five or six years has been much larger than in other parts; its population in 1861 was 1,620,842; and in 1871, 1,845,593. The population of Nova Scotia in 1871 was 387,800.

When the English Government Emigration Commissioners issued their last Report several new fields for industry were scarcely enough open to warrant recommendation, and whilst intimating the probable demand for labour on the Intercolonial Railway, they very properly add the item, "persons with capital seeking investment." This useful kind of person was in request wherever I went.

Few, however, care to take the hint, though some enterprising Americans have lately made a profitable venture in working some of the coal fields in Cape Breton, hitherto so unaccountably neglected.

During the Crimean war a friend of mine was at St. John, and witnessed the evil effects of injudicious emigration schemes. Our guardians at home took the advantage of the expressed wish for emigrants to send out a number of paupers to St. John, thinking more of alleviating their own rates at home than the harm such a system must entail upon the colonies. It so happened that the cholera was then rife in the town, and every one was naturally appalled at the havoc it made in their own circle. One old tottering man, just landed, was seen to rest his decrepit limbs on the window-sill of a man's house, unable to creep any farther on his way to find a resting-place. The owner of the house, apparently with the kindest intention, stepped out and proffered his arm to assist the man along; in a minute afterwards he had deposited him on his neighbour's doorstep, and left him to his fate, expressing his satisfaction that he would not now have to bury the unfortunate being who had lingered too near his house.

Now, I am thankful to say, such abuses are not allowed; but it cannot be wondered at that the grey heads of the Colonies look with a jealous eye on any Emigration scheme, when they have had to suffer from such selfish acts on the part of the home authorities who allowed this abuse of their power.

It has been found, on the contrary, that the Guardians of our Poor now-a-days have no inclination to assist even the willing and able-bodied emigrant. In the spring of 1870, when there was much distress in London, I acceded to the request of an Emigration Club in London, whose members numbered over 1000, to head a deputation to the Guardians of the Union to request their assistance in sending out some of the men. I accordingly headed a deputation of 300 of the club, all strong and willing men—none of whom were paupers in the strict sense of the word—and explained to the guardians, assembled in full force, that they had power to grant

10*l.* a-head to any men they pleased to select. Our plea, ably seconded by four of the men themselves, was considered at a special meeting of the Board the next week, but the motion to assist was lost by a majority of three. Taking a dispassionate view of the case I am inclined to allow that the arguments of the majority were in this case sound. The Union is a central one in London, and it was fairly represented that if—say 100 men were assisted to emigrate from the locality—100 more would immediately step into their shoes, their lodgings, and their wants the next week ; so that unless all the Unions combined to pursue the same plan this particular Union would suffer. The only Board that had tried the experiment was that of Poplar, and it had admitted that it had been a success, as the poor-rates had been sensibly diminished.

So much for this side of the water. Now let us hear what the *St. John Telegraph* has to say as to Immigration. In a leading article, on September 29, 1871, it says,—

“The late Immigration Conference is fitted to show the advantage of working from a common centre, and of being able to do so by means of a Union of the Provinces. The Union enables the Government to agree upon a common tariff, otherwise practically unattainable. That tariff should be such as to foster our industries, not by any efforts of the nature of protection-run-mad, but by such a wise adaptation of the tariff to the necessities and industries of the country, and the expense of living, as might make this a cheap country to live in, and a desirable place to engage in manufactures. In undertaking great public works, Confederation enables British America to secure railroads and canals to an extent that, out of Union, would be found impracticable, and these works are fitted to exercise some influence on immigration, particularly if they are turned to proper account. We have reason to hope that the building of the Intercolonial and Canada Pacific railroads will add largely to our population before they are completed. At the Conference which has just terminated, the central Government appeared in a very proper attitude. Though, by its agents and otherwise, it has been promoting immigration generally, it now appears desirous of stimulating the efforts, in that direction, of each Government, and of thus exciting a salutary rivalry in immigration between the Provinces, a rivalry into which, it may be hoped, private individuals will heartily enter, forming local associations and otherwise aiding the movement. The central Government will apparently appropriate a sum of money to each Province for this object, such sum to be r ated by some equitable system of distribution. It should have respect to the public ungranted lands which a Province is prepared to offer to immigrants, and to the other kindred circumstances, the local Governments arranging the

details of the measure and taking steps to give effect to it. This will include the surveying of blocks of land, the opening up of roads, perhaps the building of log houses in some cases, the enactment of suitable free grants and homestead laws, and above all, the adoption of suitable measures to secure actual colonization. An immigration policy of this kind ought to infuse new political life into our people. We have engaged in other contests with success; now let us take up immigration. Let us discuss it on the platform, ventilate it through the press, form local associations and otherwise co-operate with the Government. In this, as in our educational efforts, the cloven foot of the obstructive will, no doubt, often appear. Let us rally round the Government, if they show a disposition to take hold of the matter in earnest, and, on the other hand, hold them to a stern responsibility if they appear to trifle with a subject of such grand and even increasing importance."

I had several conversations with an emigration agent from the United States, who had just been appointed to St. John, to attract any willing to go south, and learnt some valuable information respecting the new lines of railroad, and openings for settlers in the western parts of the United States, Minnesota in particular. He was one of many who had been accredited to the chief towns of the Dominion, and his presence was regarded by the people of St. John with no little suspicion. It was, however, one of the signs of the times, and the St. John people had better look to it.

St. John can be gay at times if it likes. The first evening I arrived there the *élite* were assembled in the spacious drawing-room of the "Victoria Hotel," to listen to the strains of music, and to hear speeches from various notabilities, in aid of one of the local charities. On the evening before I left a grand Masonic dinner was given in the dining-room, under the presidency of Grand Master Wedderburn, supported by Major Reed and General Warner of the United States, and Consul, and the *ménage* and dresses of the brethren were both equal to the occasion. After the toast of "The Fair Sisters of New Brunswick" had been given, and worthily responded to by Brother Domville, I went to bed, not to sleep, but to listen to the uproarious refrain of "He's a jolly good fellow," till an advanced hour in the morning, no doubt to the intense amusement of the coloured waiters, and to the complete disturbance of our night's rest. I could scarcely believe my eyes when I read next

morning in the paper that the toasts were drunk in cold water, especially as I saw various bottles of champagne at the side of some of the fraternity. But perhaps they were never opened, or, like the hock bottles at some of our dining-houses, contained only water, which appeared to have such a marvellous effect on the lungs of the members of the Grand Lodge of St. John, New Brunswick.

As I write, letters from Toronto, St. John, Montreal, Halifax, and Prince Edward's Island arrive; and one from my friend whom I mentioned in my first article, as exciting amusement among the French at Point Levis, opposite Quebec, arrives. Having gone out to find some kind of employment he has come to an anchor in the Province of Quebec. I will give his evidence: "Here I am, have \$500 for 44 weeks, and pay \$2 50 per week for house, food, and washing. I assist in two churches free, just because I like the work. The people are very kind, and treat me well: it is a very wild part, but a nice little church, with coloured windows. We are just on the borders of the States." I trust he will excuse me quoting the verses appended to his letter—but as from a voice of one who is an emigrant himself, it may be of interest to those whose lot it may sooner or later be to follow him:—

Oft when the sun is sinking fast,
Far in the golden West,
My spirit flies to those at home,
It will not, cannot rest.
Then when the shadows deepen long,
And gently fades the light,
I hasten to the dear old home
To spend the long dark night.

Oft I look across the waves
Which home from me divide,
And think of all the dear lov'd ones
Across the other side.
Ofttimes I stand and listen long
To what the wild winds say;
I listen to them all the night,
And half the weary day.

IN THE TRACK OF OUR EMIGRANTS.

Oh, lughing waves, while as you roll,
 As if in merry glee,
 Lift up your voices, truly tell,
 If lov'd ones still love me :
 Tell me, if those I've left behind
 And ne'er again may see,
 If e'er they think of him who roams
 Across the rolling sea.

The wild and foaming waves go on
 And leave me all alone,
 They will not, cannot, tell to me
 About my distant home :
 They only mock my bitter pain,
 Laugh at my foolish prayer ;
 Pass on and leave me standing thus
 Weighed down with heavy care.

Oh lov'd ones ! oft I venture home,
 And see you sitting there ;
 Weep not though now from thee I roam,
 But banish gnawing care.
 Oh lov'd ones ! send me from my home
 Your love across the sea,
 That it may cheer the exile's heart
 Wherever he may be.

I will close my article with an expression of satisfaction at the telegram from Toronto, announcing that the Government of Ontario have voted \$80,000 for the purposes of emigration, using the English Societies as part of a system of agencies.

THE PROVINCE OF NOVA SCOTIA.

CHAPTER IV.

THE PROVINCE OF NOVA SCOTIA—SAM SLICK'S OPINION OF IT THIRTY YEARS AGO—DOES NOVA SCOTIA NEED IMMIGRATION?—RAILWAYS—HALIFAX—GENTLEMEN OF MEANS WANTED—FARMS TO LET—COAL-FIELDS—GOLD-FIELDS—ACADIA AND THE ANNAPOLIS VALLEY—HEREFORDSHIRE LABOURERS AND EMIGRATION—MINING DISTRICTS—IMMIGRATION CONFERENCE AT OTTAWA—MISS NIGHTINGALE'S LETTER.

“DEPEND on it Sir this Province is much behind the intelligence of the age. But if it is behind us in that respect it is a long chalk ahead of us in others. I never seed or heerd tell of a country that had so many natural privileges as this. Why, there are twice as many harbours and water powers here, as we have all the way from East Port to New Orleans. They have all they can ax, and more than they deserve. They have iron, coal, slate, grindstone, lime, fire-stone, gypsum, freestone, and a list as long as an auctioneer's catalogue. But they're either asleep, or stone blind to them. Their shores are crowded with fish, and their lands covered with wood. A government that lays as light on 'em as a down counterpin, and no taxes. Then look at their dykes. The Lord seems to have made 'em on purpose for such lazy folks. If you were to tell the citizens of our country that these dykes had been cropped for a hundred years without manure, they'd say, they guessed you had seen Col. Crockett, the greatest hand at a flam in our nation. You have heerd tell of a man who could not see London for the houses? I tell you, if we had this country, you couldn't see the harbours for the shipping. There'd be a rush of folks to it, as there is in one of our inns, to the dinner table, when they sometimes get jammed together in the door-way, and a man has to take a running leap over their heads, afore he can get in. A little nigger boy in New York found a diamond worth two thousand dollars: well, he sold it to a watchmaker for fifty cents; the little

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critter didn't know better. Your people are just like the nigger boy,—they don't know the value of their diamond."

This was Sam Slick's opinion of the Nova Scotians more than thirty years ago. For many succeeding years few people on this side of the water thought about, or heard much of the Province, until about twelve years ago the announcement was made of gold mines having been found; and just afterwards the visit of the Prince of Wales drew some desultory attention to its general features, though the colonists complained that the articles in the *Times* were written before the visit took place, and contained malicious representations and abuse of the Province and its inhabitants. Their sensitiveness being once aroused they fortunately had an additional incentive to vindicate their enterprise, explain their resources, and exhibit their patriotism, in the year 1861 when they were invited to send specimens of the products of their country to the International Exhibition in London in 1862. It is a matter of history how they successfully made a creditable show of their minerals; horticultural and agricultural productions; specimens of fish; models of ships, and Mr. Down's collection of game-birds. Cumberland oysters and Digby herrings, Londonderry iron, Moose deer, splendid Acadian apples, and Lunenburg flax figured side by side; whilst the only other country besides Italy that exhibited grapes grown in the open air was Nova Scotia. The Horticultural Society paid this Colony the compliment of prolonging the term of its Show in order to bring its products to the public notice, and the naughty *Times* this time showered special compliments on them in highly flattering terms.

I have thus briefly sketched the advance made by this Province since the clockmaker expressed his astonishment at the want of spirit displayed by its inhabitants; of its material prosperity I shall have to speak presently.

The people of Nova Scotia never seemed to take kindly to the idea of immigration. The historian of the Province, in his *History of Nova Scotia*, wrote in 1827—"We require all the unoccupied

land in Nova Scotia for the expansive growth of our own population. It is now little short of 150,000, and if it should increase at the rate exhibited during the last ten years, it will in half a century amount to upwards of 500,000. Under these circumstances, although there is yet ample room for immigrants, their introduction in any great numbers, if not to be regretted, is a matter of perfect indifference." Now had the learned judge had an opportunity of expressing his opinion in 1871 he would undoubtedly have qualified his statement. As Mr. T. F. Knight in his prize essay on "Nova Scotia and its resources" published in 1862 puts it—"Does Nova Scotia need immigration? And the question here is not, will it make her present inhabitants richer or happier? but rather, will it tend to urge her forward in a career of industrial and commercial progress? Will it tend to develop those inexhaustible resources with which the God of Nature and Providence has endowed her?—the healthiest climate under the sun; admirable facilities for education; with the fullest toleration of religious opinion; with a generous soil, and a surface diversified with the most varying forms of beauty—nevertheless failing to fulfil her destiny."

Now, we are led to ask ourselves, in what way does Nova Scotia fail to fulfil her destiny?—and the question is not an easy one to answer. Sam Slick would have replied, by not fully developing the superior advantages she possesses, and by occupying herself with local politics to the exclusion of practical works of utility. You must know the geography of the Province to appreciate its importance. Its proximity to Europe, its fine harbours, that of Halifax being pre-eminent, its narrow escape from being an island, suggesting to many who travel by land to the Province of New Brunswick, or Prince Edward's Island, the cutting of a canal from the Bay of Fundy to the Northumberland Strait, justified the clock-maker, whilst strolling through Amherst, the chief town of the county of Cumberland, in remarking that—

"These Cumberland folks have curious next-door neighbours: they are placed

in their location right atwixt fire and water; they have New Brunswick politics on one side, and Nova Scotia politics on t'other side of them, and Bay Fundy and Bay Verte on t'other two sides; they are actilly in hot water; they are up to their cruppers in politics, and great hands for talking of House of Assembly, political Unions, and what not. Like all folks who wade so deep they can't always tell the natur of the ford." "It beats cock-fightin', I tell you, to hear the Bluenoses, when they get together, talk politics. They have got three or four evil spirits, like the Irish Banshees, that they say cause all the mischief in the Province: the Council, the Banks, the House of Assembly, and the Lawyers. If a man places a higher valiation on himself than his neighbours do, and wants to be a magistrate before he is fit to carry the inkhorn for one, and finds himself safely delivered of a mistake, he says it is all owing to the Council. The members are cunnin' critters, too; they know this feelin', and when they come home from Assembly, and people ax em 'Where are all them 'ere fine things you promised us?' 'Why,' they say, 'we'd a had 'em all for you, but for that eternal Council; they nullified all we did.' The country will come to no good till them chaps show their respect for it, by covering their bottoms with homespun. If a man is so tarnation lazy he won't work, and in course has no money, why he says it's all owin' to the banks, they won't discount, there's no money, they've ruined the Province. If there bean't a road made up to every citizen's door, away back to the woods—who as like as not has squatted there—why he says the House of Assembly have voted all the money to pay great men's salaries, and there's nothin' left for poor settlers, and cross roads. Well, the lawyers come in for their share of cake and ale, too; if they don't catch it, it's a pity."

I have quoted so much from Sam Slick, and might quote much more, had I space, did I not think his opinions were too well known among us to recapitulate them, to show what was the state of the Province some years ago, and to point out how the present generation have partially opened their eyes to the advantages they possess over other Provinces of the New Confederation. The railway from Halifax to Windsor and down the beautiful Annapolis Valley, though not such a profitable investment to its shareholders as could be desired, has greatly developed the resources of the Province; and the last link in the line to Shediac, which will give direct communication by rail with New Brunswick and St. John, and will run round the coast by Miramichi to Rivière du Loup, in an unbroken line to Point Levi, opposite Quebec, called the Intercolonial Railway, will be shortly opened as far as Shediac. The branch line from Truro to Pictou on the Northumberland Strait enables the

traveller to reach Charlottetown and Prince Edward's Island in about twelve hours.

The chief towns of Nova Scotia are Windsor, Truro, Antigonish Pictou, Guysboro, Amherst, Cornwallis, Annapolis, Digby, Lunenburg, Liverpool, Shelburne and Yarmouth. The island of Cape Breton, separated from the main land by the Gut of Canso, has only three places worth mentioning, Port Hood, Arichat and Sydney, its chief town.

Halifax, the capital of Nova Scotia, has in round numbers about 30,000 inhabitants: it is connected with the Bay of Cobequid by a canal and the river Shubenacadie. The whole Province is dotted with lakes, inlets and small rivers. Halifax harbour is one of the finest in the world, and the town has a very picturesque appearance from the water, though its importance is scarcely appreciated when you land and wander through its streets. It is true its shops present a more imposing appearance than do those of St. John, and there is a much more civilized aspect about the place than in its rival of New Brunswick. The large citadel commands a splendid view over the town and harbour, but when you search for its public buildings you find the old and new provincial buildings, and but few more. The great shipping trade, and the "Allan" and "Inman" line of steamers, bring much life and animation to its wharves, though its only railway is about two miles from the town, a most inconvenient arrangement which it is hoped will be ameliorated before long.

The presence of the British troops in Canada up to the last year, when our Government has seen fit to withdraw them from all other parts of the Dominion, has been naturally a source of some little profit and perhaps pride to the inhabitants of Halifax. They were sore on the subject of the approaching departure of the troops from Canada when I was there; let us hope they are now getting more used to the idea of self-reliance, and comfort themselves with the assurance that some will always be left with them, as long at least as Great Britain sees the importance of guarding so important a military and naval station as Halifax. The many agreeable days

spent in the Citadel, through the kindness of the officers quartered there, cause me to look back with pleasure on my sojourn in the town, though the mention of this fact must not be construed by my other friends as ignoring their daily courtesy, so fully appreciated after their hospitable homes have been left far behind.

Having drawn attention to some of the general features of Nova Scotia I will endeavour to point out what has been done in the way of Immigration, what is now being done, and what is proposed to be done by the Province itself.

I may safely say that Immigration as a policy has scarcely ever been seriously considered by the different Governments of the Province. Spasmodic efforts have been made to introduce the subject, and men whose energy and education have been perhaps in advance of the age have from time to time taken up the question. The damping process however has generally been successful in thwarting any outsiders in maturing their plans and ever getting a fair hearing for them. The Fabian policy of delay, the masterly policy of inaction, and the jealousy of rival political factions have combined to shunt the question from year to year until philanthropists have given up their efforts in despair.

It is true that Nova Scotia could not hope to attract immigrants in the same way that Ontario or Manitoba are doing, and will continue to do. But yet, for emigrants who have a little money in their pockets, for good farmers, manufacturers, fishermen, and miners, Nova Scotia holds out inducements superior to any of the other Provinces. The Provincial Secretary, the Hon. W. B. Vail, who took much interest in the question of Emigration, told me that employers were wanted as much as employed, and also that the Government meant to collect information as to the farms that were to be bought or sold, and the amount of labour there was wanted in the different counties. Mr. Vail kindly gave me a short pamphlet, published by the authority of the Lieutenant-Governor and the Executive Council "containing information of interest and value to intending Emigrants." The description of the good

things that the Province brings forth makes your mouth water. It must be a very paradise to those who live in it, and though we learn that potatoes, beets, squash and tomatoes, and other necessaries are raised in large quantities; that sorghum, broom-corn and tobacco have been successfully experimented with; that Antigonish county does a thriving business in butter and fat cattle with Newfoundland; that peaches and grapes are grown in the open air, but only in the gardens of private gentlemen for their own use; that farms in good cultivation, with houses and barns can be purchased at from 500*l.* to 1500*l.* sterling; we can well understand the remark that "as a home for half-pay officers and for gentlemen of means who wish to retire from business, no more beautiful, healthy, or desirable location could be found in America." Pardon me, reader—I will pardon you, if you laugh even immoderately at the tempting picture. But I will confess that I have picked out the ludicrous points in the "Description." "Gentlemen of means" will not be induced to leave their country to settle in a respectable well-to-do Colony, though as the pamphlet justly says, many who "pass Nova Scotia and proceed to the United States very often go farther and fare worse." As a sheep-raising country "there is perhaps no better locality in America, notwithstanding which there is not a single sheep-farm in the Province, and perhaps not one regularly bred shepherd. Every farmer keeps a few sheep; but the flocks are seldom taken care of." Again, "there is a good opening in Nova Scotia for the establishment of manufactures of woollen and cotton goods: the climate is well adapted, and the facilities for obtaining the raw material and for converting it into marketable manufactured goods, are equal to any in Europe." After all Sam Slick was right: there is much left undone that might be done. The last recommendation is practical; namely a "formation in Great Britain of a Joint Stock Nova Scotia Farming and Land Company, with a capital of 50,000*l.* sterling divided into 10,000 shares of 5*l.* With this capital a number of large farms, already in good cultivation, could

be purchased in the best agricultural districts, which could be subdivided into several hundreds of farms, of from 10 to 100 acres each, such as would be worth in England from 2000*l.* to 5000*l.*, and costing here, to the Company, 100*l.* to 250*l.* each, many of them with good buildings already erected. The shareholders of such a Company should come out themselves, or send out good practical agriculturists to occupy the land."

I have now done my duty in laying the scheme before the capitalists of the Old World. If they fail to see the value of the hint the fault will not be mine.

There is, however, one fact connected with Nova Scotia that must be noticed: the presence of most valuable coal-fields, not to speak of copper, iron, lead, tin and gold. The beds of coal have never been thoroughly worked; large fortunes are in store for those who have the enterprise to supply capital and work at the seams. Men are beginning to open their eyes to this most important fact, and it requires no prophet to predict that a very few years will see Nova Scotia one of the most flourishing and wealthy of the Canadian Provinces from this source alone. Many of my friends there are already stirring in the matter; some are even now here in London busy working out the problem which for so many years seemed to them but a dream of the far future. May they have the success that they deserve. The Americans are at the present moment debating the policy of reducing or abolishing the tax on coal, and, unless the Free-traders who are in a majority are beaten by some side-wind, the bill may be carried, which will give a new life to that Province which is described as "surpassing every country of the same extent in the world in the variety and supply of natural resources."

New Glasgow and Pictou are the two chief places which have been made by the coal trade. The latter has a beautiful harbour, and quite capable of being expanded into a large town in a short space of time. Its harbour is closed in the winter months, but the railway to Halifax is open; the steamers plying on the St. Law-

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MAP
OF THE
COAL FIELDS
— OF —
EUROPE & AMERICA.

C. & A. CLARKE, LITH &
Publrs

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Scotland
Ireland
France
Saarbr
Hanover
Bohemia
Poland
Turkey

Water of Sea



REFERENCE.

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|---------------------------------|---|
| <i>England & Wales</i> | 70. <i>Spain & Portugal</i> |
| <i>Scotland</i> | 11. <i>Eastⁿ & Westⁿ Russia</i> |
| <i>Ireland</i> | 12. <i>General Russia</i> |
| <i>France & Belgium</i> | 13. <i>Southern . . . Donetz</i> |
| <i>Saarbrück, Prussia</i> | 14. <i>Brit. Pos. N. America</i> |
| <i>Hanover & Westphalia</i> | 15. <i>United States</i> |
| <i>Bohemia & Silesia</i> | 16. <i>Vancouver Isd.</i> |
| <i>Ireland</i> | 17. <i>Brazil</i> |
| <i>Turkey</i> | 18. <i>Africa</i> |

 *Extent of Coal Deposits*
 *Location of Steamers*

Location of Steamers

rence and from Prince Edward's Island call here, and you have plenty of time in the four or five hours you have to wait between the arrival of the steamer and the departure of the train to Halifax, to explore every nook and cranny of the curious and antiquated town of Pictou. Possibly the Canadian Government may wake up to the desirability of expediting the locomotion of travellers when the "coming men" of trade have found their Eldorado in this portion of the Dominion.

So much for coal: now for gold. We drove one day across the harbour about eight miles inland, by the shores of some pretty lakes, and past some Indian wigwams, to the Montague mine. There are about 2000 Indians still left in the Province: their huts are primitive enough, and their occupation consists in a little farming, hunting and selling their baskets: the Government issue to them annually blankets and such like articles when required. Their harmless existence is tolerated, but their race is gradually dying out in face of the white man's increase and enterprise. At Montague we saw the process of unearthing the gold and the machinery for separating the dross from the metal. Mr. Lawson the proprietor strongly bewailed to me the backward state of the country and expressed his decided opinion as to its capability of receiving a large number of immigrants.

One of the obstacles to the introduction of labour into Nova Scotia is the dislike of the country people to disturb the rate of wages by any great influx of new hands. They send their representatives to the House of Legislature pledged to keep things as they are. This feeling is apparent in the capital, Halifax, where much building is going on, the old wooden houses being generally replaced by brick or stone:—the wages of the bricklayers and stone-masons are very high, and in proportion a very small amount of work is done by them. This was a general complaint from the employers wherever I went, and is of course not peculiar to this Colony.

A proposition is now entertained of converting the small town of Whitehaven on the northern coast into the seaboard terminus

of the Intercolonial Railway, which appears to have been built for military purposes, partly by the influence of the French of the Province of Quebec, who have a powerful party in the Ottawa Government. If the steamers from Europe were to run to this port a day might be saved in the ocean transit, a very important consideration for people on both sides of the Atlantic.

A most instructive book was published last year by Mr. Richard Brown on the coal fields and coal trade of the Island of Cape Breton. Any one who wishes for trustworthy information on this subject cannot do better than peruse this little work, which clearly points to many advantages which he prophesies will lead to the Island of Cape Breton "becoming one of the most prosperous portions of the new Dominion." It would perhaps have been in better taste if he had not attempted to depreciate other properties within a stone's throw of those he takes so much interest in.

Of the beauty and fertility of the country enough has been said without describing each particular county. The Halifax people have a delightful retreat on the shores of the Bedford Basin at Bedford. Windsor is situated in a charming spot, and all down the rich and flourishing valley of Annapolis prosperity is evident on every side. At Kentville we stopped to see some friends and tasted some of the celebrated apples alluded to above. I rode on the engine thence to Aldershot, the only one which now burnt wood in Nova Scotia; and the amount of large logs the iron horse required, about six every minute, showed that time and trouble saved in burning coal was an economy that told well for the owners of the coal mines. As we glided through the forests visions of the moose deer and Cariboo passed through one's mind: sport about here was abundant, and I wished that we had time to avail ourselves of the numerous kind offers we received to spend a week or two in penetrating the woods. At Aldershot a grand field day of the militia was taking place. The thousands of sightseers, the white bell tents dotting the plain—the red coats of the troops lining the hills as they spread out in skirmishing order, reminded one strongly

of the camps at Aldershot and Wimbledon at home. At Wolfville our stay was short, just enough to enable us to appreciate the picturesqueness of the surrounding scenery, and to bear witness to its loveliness so often extolled on my outward voyage by a fair resident who shall be nameless but not forgotten. We journeyed on to Annapolis where we took the steamer down the bay, and touched at the curious old town of Digby, so celebrated for its herrings, known as Digby chickens, and which we could smell a mile off.

In this valley of Acadia, the garden of Canada, rendered classical by Longfellow in his "Evangeline," the want of agricultural labour is great: Captain F. Duncan in his lecture at the "Russell Institution" on Canada in 1871 says "I found the want of labour so great that in some cases farmers had to give up their farms from inability to cultivate them. I asked what wages a man would earn working on a farm, and was told five shillings a-day and his board. And one farmer told me that even when paying such wages as this he was compelled to be content with a very short day's work indeed, as the labourer, if found fault with, simply walked away, knowing that he would be picked up at once on the next or any other farm. The United States never spare time nor money to acquire increase of population; their agents and advertisements crowd our railway stations and wharves, while our own provinces are left to blush unseen."

Now what I am going to state is a curious commentary on the above quotation. A few weeks ago the Hon. Secretary to the British and Colonial Emigration Society, accompanied by Lord Edmond Fitzmaurice, went down to Herefordshire to attend a crowded Emigration meeting of agricultural labourers. Many of the men were quite alive to the advantages offered them and expressed their readiness to embark at once, if they could only scrape together sufficient funds to enable them to take their families. Nothing however resulted from the meeting as regards material assistance being offered by any one, until the United

States' agents who were alive and acting, stepped in and are now making arrangements to procure the valuable hands that should have been secured for our own Colonies.

One more extract from Capt. Duncan's lecture which suggests a very agreeable prospect for emigrants, which we only hope may some day be realized. "In one mining district in the maritime provinces, which I visited shortly after my arrival, I made inquiries as to the prospects which would await a man there. The mines are worked by a Company, which owns an immense tract of the surrounding country, and the manager told me that if any one would send out families to settle there, the Company had 10,000 acres of land which they would give to them for nothing, besides full and constant work, at a remuneration three or four times what they could earn at home. For the use of their workmen the Company pays a resident doctor; churches have been built; a stage coach runs daily through the district; a loop of the Intercolonial Railway will soon be finished, and will be within a very few miles; the land which would be given to the settlers is good; there is fuel in abundance; and the scenery is beautiful. Now this place is within ten days of England: for want of labour the mines and workshops cannot be adequately worked; and yet that very labour so much wanted and so well paid, is—for want of proper arrangement—stalking about our streets, gaunt and tattered, a prey at once to starvation and sedition."

Now if our Government here at home would have listened to the sensible scheme of cheap fares across the Atlantic, which the member for Finsbury, Mr. W. M. Torrens, attempted ineffectually to get introduced into Parliament a short time ago, Capt. Duncan would not have to make the remark that it is now "left to the few whose hearts are too gentle to bear the sight of dying men, and too manly to tolerate the idea of idle ones, to send by individual exertions an occasional shipload, where a Government might send a fleet."

As I write these words there sits by my side the Secretary of

the "Nova Scotia Coal-owners' Association," Mr. R. G. Haliburton, the son of the late Judge Haliburton whom I have taken the liberty to quote from so freely. Like his friend Captain Duncan he looks forward with hope to the future of Nova Scotia, and like his countrymen is awaiting half impatiently the arrival of those who are to elevate that fine Province somewhat more to the level which Sam Slick foresaw could and would be its lot before the world was a century older.

At the time I was at Halifax two members of the Provincial Parliament, Messrs. Garvey and Flinn, were attending a conference on Immigration at Ottawa. England was represented, not officially, but by the delegates of what we may call private *philanthropic* enterprise, Mr. J. Standish Haly, Hon. Secretary of the British and Colonial Emigration Society, and the Rev. Horrocks Cocks, of the National Emigration League. Encouragement was given them by most of the members of the Dominion Government to hope for some better scheme of systematic Immigration being arrived at; and the new Government of Ontario which has lately come into power under the leadership of Mr. Blake promises "vigorous efforts" in the right direction, and I am convinced from the personal knowledge I have of one of that minister's relations, that something active will be undertaken besides lamenting the former deficiency of England in this respect, the well-worn, bugbear throughout the whole Dominion.

In July 1871 Mr. Horrocks Cocks wrote to me before we both started for America that he "had nearly 2000 cases needing help. He had in addition some forty families—wives and children whose husbands and fathers have been absolutely compelled to go in advance to Canada to find work and to secure a home. If these families are not assisted at once they must remain during the winter in England in weariness and want."

I cannot conclude this article better than by quoting a portion of Miss Florence Nightingale's pathetic letter to Mr. Cocks in April 1871 on this subject:—"To bring workers to their work, to quarry

the immeasurable resources and extent of this Empire, to enable those who can and will work, but who cannot get work here for perhaps more than three or four months in the year, as you yourself have so ably stated, is almost the first duty of English people, is almost a primary element in promoting British welfare. Selection of the Emigrants is of course essential. But that is just what you do."

Since writing the above the "British Colonist" of May 4, published at Halifax, states that "the dismal journey from the city to the Richmond depôt is to be abridged by bringing the terminus to the lower end of the dockyard," and a million of dollars are to be devoted to railway purposes in the city (see p. 37).

PRINCE EDWARD ISLAND.

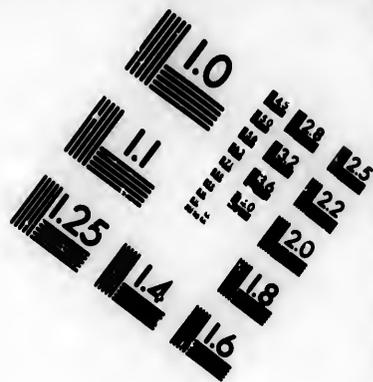
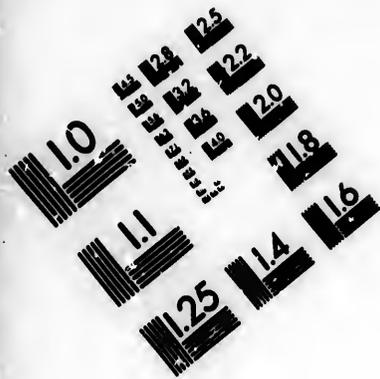
CHAPTER V.

PRINCE EDWARD ISLAND—ITS HISTORY—SUMMERSIDE AND ITS TELEGRAPH OFFICE—GENERAL SALUBRITY—THE ISLANDERS' INDEPENDENCE—THE WASHINGTON TREATY—CHARLOTTETOWN—VISIT TO SOME FARMS—HOW THEY DO THINGS IN THE TIGHT LITTLE ISLAND—PROSPECTS OF IMMIGRATION—MIC-MAC INDIANS—LIEUT.-GOVERNOR'S SPEECH—GEN. BUTLER AND A RECIPROCITY TREATY—RELIGION AND EDUCATION—HOSPITALITY.

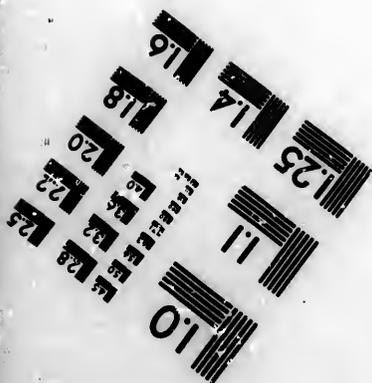
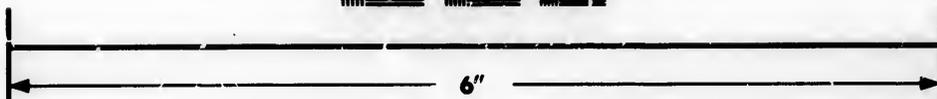
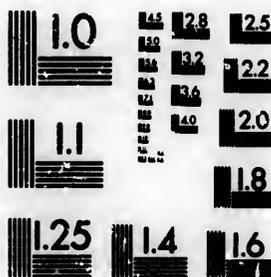
WHERE is it? I never heard of it. One of the South Sea Islands—or the Leeward Islands—off New Zealand—near Hudson's Bay.

These were the answers I received from many people, when I told them I had been for a visit to this thriving little colony in the Gulf of St. Lawrence. I say colony, for it does not, and will not at present, consent to form part of the Confederation of British North America, called now the Dominion of Canada. "Let well alone" say its politicians; shut out from the world by a girdle of ice for half the year, they prefer to keep themselves to themselves, and govern themselves in their own quiet way. Never was the English language put to such a severe test for strong words than when certain restless busybodies mooted the idea of making a railway throughout the entire island—about 135 miles in length. Then did the Opposition, for they keep an Opposition here as in the Provinces, vent its utmost fury on the heads of the luckless men in office who had, through lying, chicanery, and jobbery, secured the introduction of the iron monster that was to bring the island and its people into a state of irretrievable bankruptcy! The papers are most refreshing, after the jaded and polite "leaders" of our old fogey *Times*, *Standard*, or *Daily Telegraph* at home. I used to fancy the Hong Kong and Melbourne papers were a marvel in the way of honest outspoken diatribe; but after a perusal of the huge pile of papers I brought away from every part of the Dominion





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and of the United States that I visited, I readily give the palm to the climate of the western hemisphere for having developed the art of pointing a moral and adorning a tale with all the most trenchant Anglo-Saxon verbiage that the respectable Dr. Johnson scarcely dreamed of inserting into his Dictionary. One of the Halifax papers, in the month of February just past, calls a quiet respectable gentleman, with whom I was acquainted in Nova Scotia, a "ruffian, mongrel, live eel, and conspirator." Would that I had known it six months ago, for if there were the least shadow of truth in the accusation I would have been more cautious in making acquaintances.

However the islanders are not thin-skinned; they "ballyrag"—I believe Dr. Johnson is not responsible for this phrase—each other day by day, and yet the oldest inhabitant appears happy under all circumstances, it being an approved method of keeping up intellectual circulation, and an effectual mode of preventing respectable people from falling into an unhealthy moral sleep.

The island possesses a history. It was called St. John until seventy-three years ago, when it was changed to Prince Edward, in honour of the Duke of Kent, then Commander-in-Chief in America. It has had a House of Assembly for a hundred years. Whether Cabot discovered it 400 years ago is a moot point: many think the enterprising Frenchman ran against Cape Breton, and named that island St. John, and those who are interested in the point may consult the different accounts of M'Gregor, Bouchette, Stewart, Hakluyt, Hakiburton, Champlain, and Charlevoix.

The natives, whom by a curious mistake we named Indians, might have been Iroquois, Mohawks, or Tsonnonthouans at the time when La Nouvelle France belonged to our neighbours across St. George's Channel. They are called Mic-Macs now, and are mostly shunted to a small island in Richmond Bay, about which more anon. When Acadia was ceded to Great Britain, at the treaty of Utrecht, several of the French settlers removed to Prince Edward Island, making their living chiefly by fishing. Captain Macdonald,

100 years ago, brought over 300 Highlanders as settlers, and the Macdonalds, Scotts, Frasers, McLeods, McGregors, and Stewarts are legion. Lord Selkirk added considerably to this element.

The population now amounts to about 100,000. The island is divided into three counties, Queen's, King's, and Prince's. The capital is Charlottetown, the other towns of any size being Georgetown, Princetown, and Summerside. The latter has sprung up within the last few years, and the St. Lawrence Gulf steamers from Quebec cross from Shediac to this place, on their way to Charlottetown and Pictou.

A story runs that a traveller, once visiting the island, asked an Irishman why he lived in such an out-of-the-way spot, and he replied that he had never yet been able to earn enough money to enable him to get out of it. We presume the story is an old one, probably invented by a Bluenose; however, our first impressions of Summerside were by no means disappointing. We had left St. John, New Brunswick, early in the morning, taking the rail along the beautiful Kennebecassis river, and through charming forest scenery, much of which was fast being brought under the influence of the axe, and giving way to cultivation, and dotted with neat villages. We arrived at Shediac, the Indian, or Pointe du Chêne, the French name of the terminus of the railway which now runs in one unbroken line hence to New York, about two o'clock. The good steamer "St. Lawrence" took us swiftly across the Straits of Northumberland, under a blue sky, that was a luxury after the two or three dismal days of drizzle and fog that we had experienced at St. John; and one favourable feature of the island is its almost total exemption from the murky vapour which hugs the neighbouring coasts.

No amount of inquiry could elicit any satisfactory information as to the accommodation for the reception of foreigners at Charlottetown. Nobody recommended the hotels, and every one appeared to patronize a different boarding-house. At Summerside I landed and was transferred to the mail cart—a thing on two wheels, and as we galloped over the jetties and up the streets, I learned a lesson

how to "hold on," such as surpassed any Tyrolese mountain go-cart that I ever had the misfortune to ride in. At the telegraph office no one was to be found, and on appealing to the owners of two or three shops for assistance, they all agreed that he never was there when wanted; so writing my message to the landlady at Charlottetown, I wrapped it round a stone, and threw it into the room through a glass door. I preferred to walk back, and then met the telegraph official, whom I found very civil, and satisfactorily explained to me that he could not be in two places at once, and that his duty was to be at the wharf when the steamer arrived. We arrived at Charlottetown about ten o'clock, and were fortunate in having secured a room in one of the best boarding-houses in the town. When we saw the inns afterwards we were not surprised that some Americans were seriously threatening to build a decent hotel, as this island is becoming a favourite resort not only of the residents of the towns in the States, but of those in Upper Canada, who are driven by the summer heat to seek a cool retreat for a time. A good hotel and the railway open to Summerside would bring an influx into Charlottetown that will revolutionize the place. This however is what the good people dread. At present they are happy in their seclusion, without having a lot of foreigners poking their noses into their domestic affairs. The general salubrity and freedom from pestilential diseases, says the chronicler Hugh Murray, speaking in 1838, "produce an extraordinary increase of population; women are often grandmothers at forty, and mother and daughter are frequently seen suckling their children at the same time." Now this state of things would not last long if Charlottetown were to become a fashionable watering-place. The townspeople would have to burn a little more gas, make some decent and continuous foot-pavements, fill up the ruts in their roads, make some sewers and drains; all this means money—money means taxation, and prices would inevitably rise. *Cui bono?*

But the islanders have somewhat overreached themselves lately. They did not wait to see whether the Congress of the United States,

the Parliaments of Great Britain and Canada would ratify the Washington Treaty, and make the fishery clauses law; but they, in their undoubted right as an independent Legislature, allowed the American fishermen last season to exercise their calling in their waters. The consequence is that the toll paid by the American fishermen upon their catch has been levied at the American ports, and is in the coffers of the United States' Treasury, and when the Prince Edward islanders ask for a refunding of these duties, the United States Government reply that no distinct treaty was made with them, but with the Dominion for all the Colonial Fisheries; they cannot accede to the request of the islanders except by a special vote, as a matter of honour or justice of Congress. So much for the independence of the island!

Charlottetown is built like most of the Canadian towns in blocks with wide streets. In its middle stand the only two large public structures, the Old and New Provincial Buildings. Their roofs command a beautiful view of the surrounding country, with the numerous inlets of the sea, the river Hillsborough, and the neat residences of the well-to-do inhabitants dotting the undulating hills that never rise very high, but are very prettily wooded with the fir, beech, maple, and birch.

The Post-office is to be transferred to the New Building, by no means too soon, as the appearance of the present one, more like a pigstye than a post-office, is a disgrace to any chief town, of how ever small a country.

Before I say any thing about Immigration, it would perhaps be well to describe the aspect of the country. It was perhaps fortunate we had come thus far, especially to visit some property which had been bought by an ancestor many years ago, and was once one of the most flourishing settlements on the island. The lesson we learned after our visit was what the Americans would call "a caution" to absentee proprietors who trusted in agents. The property was a large one once upon a time, but 'cute people had, when I was an infant, managed to dispossess the proprietor and

his heirs of many a fair acre by a not wholly unheard-of plant. In his dotage they married him to a farm-servant, got him a child, and took the property into their own hands, or rather out of the hands of the rightful owners, who were outwitted. It was a scandal for the time being, and remembered with indignation by some of the older residents. I shall never forget the lucid account of the series of peculations on that miserable property that have taken place ever since the poor old gentleman died, given me by a lady of over ninety years of age, the aunt of my wife's grandfather, and who has, since we returned to England, departed this life, in the full enjoyment of all her faculties. But I need not weary my readers with the details; what we saw for ourselves I will describe shortly.

A friend who, as possessing property of his own in Ontario, had taken an interest in our contemplated visit to the farms, volunteered to accompany us. We accordingly hired an antiquated looking vehicle—which indeed they all are, with perhaps the exception of the Governor's phaeton—with a hood, and two animals that looked as if they had seen better days. However my friend undertook to drive, and myself and wife got with difficulty into the hinder part. The distance was eighteen miles, the scenery was pretty, with glimpses of the river Hillsborough every now and then to our right; but the road was rough, and one of the ponies appeared to have had enough of it before we got to the half-way house, ten miles from Charlottetown. However, after passing through several miles of land, some cultivated, some half cleared, some untouched, we arrived at seven o'clock at the chief farm, much to the astonishment of the tenant, his wife, and family. He had been deluded with the idea that the property had been sold, and it took some time for him to realize that my wife was the lineal descendant of one of the oldest and most distinguished and loyal families that ever inhabited the island, and that no member of the family had visited the island for five-and-thirty years: however our welcome was warm.

The next day was occupied in going over the property. Alas!

so different from my expectations—ruined by neglect, fraud, and absenteeism. True, the corn-fields waved, and the hay-stacks dotted the fields, but the fine trees and fair acres had disappeared. On the opposite side of the river six large ships were being built, evidence of past and present prosperity. Who had cut down the acres of magnificent timber, whose stumps we tapped with our sticks? and where had disappeared the farms and land that we should by rights have called our own? The lesson we learned was no new one: if you trust agents with unlimited powers to grant long leases, who will wonder that they place their relatives and friends as your tenants, and wink at the gradual and carefully managed despoliation of your property? Who will wonder that men, taking advantage of some dereliction of duty on the part of the agents, procure the sale of your acres, and re-sell them, who can tell for what consideration, to the too-willing tenant? A man may now have "Honourable" prefixed to his name, but where no "public opinion" exists, and the absent are unprotected, he can afford to act as he thinks fit, and defy, and, disregarding the moral aspect of the case, shield himself, as he did to me, under his "legal rights." So some of the best farms and land now smiling under cultivation have passed away. Redress there is practically none, as a jury has too often given a verdict in favour of the occupier, out of sympathy with him, and one of the largest proprietors told me he had suffered in the same way. The discoveries I made in the days following were so distressing, that I was not sorry to turn my back on the island and its traditions. So many combined to keep me in the dark, notwithstanding I found out from one and another little bits of information, which inculpated more or less so many people of respectability, that when I had put my puzzle together I saw that no practical good would ensue from a public exposure; so I came to the conclusion that it would be best to sell the whole property to one of the tenants, as he could better vindicate the old law of *meum and tuum* than those who were not on the spot.

I was a little surprised to find the land so comparatively speaking

Alas!

unproductive. Fifteen to twenty bushels of wheat to the acre were the most that could be raised on this property ; on the other hand, were the land the tenant's own he could afford to let it lie at rest for a couple of years, or change the crop. The marsh-land by the river was very rich, and the hay alone that stood on its banks paid the rent of this particular farm ; this naturally could not come to the knowledge of our agent, as he never once considered it his duty to visit the property : if the rents were duly collected it was considered enough. Possibly his predecessor took the same view of the case, as several thousand pounds' worth of timber had been cut in the last thirty years, and the proceeds gone into any body's pocket but the landlord's. The surveyor's stakes for the contemplated railway were planted right across the best farm : this we learned for the first time on stumbling over them.

I had some conversation with the present leader of the Government as to the prospects of Immigration. He was quite ready to listen to any proposition that was feasible, though apparently doubtful as to its welcome reception on the part of his political opponents. As I could not enter into the politics of the island—Heaven help me if I did!—I could only urge that the idea should be mooted and an agent appointed, if the Government had any trustworthy plan to offer of procuring work for any particular class of emigrants from England. A gentleman informed me that a steamer was being built on the Clyde to run direct to Charlottetown this summer. Arrangements might be made with the owners to carry emigrants at a price lower than the Allan line charged : but it is very important to recollect, that the out-lying eastern provinces of British America, if they wish to attract colonists, must be prepared to arrest the flow of emigrants to the far west by some definite and special inducements. At present nothing will stop the people from the idea that Toronto, Chicago, and Manitoba, are the best places to find employment in ; and the first ship that has started from the Victoria Dock last month, full of emigrants, and which I have just seen off, goes to Quebec with men who will listen to stop-

ping nowhere short of Toronto. The letter that appeared in the *Times* of the 8th of April, from Dr. Clay, the Emigration Commissioner from Canada, who says he spent his boyhood in Prince Edward Is'and, is the first man whom I have seen who even so much as mentions Nova Scotia and New Brunswick, as fields for colonization.

It assuredly will not be many years before our miners from Cornwall will seek a new field in Cape Breton and Nova Scotia; our navvies will be wanted to make the railways through Cape Breton, under the Gut of Canso, to connect with the Intercolonial, which will shorten the ocean passage by a good day; from Miramichi to Fredericton; from Fredericton to Rivière de Loup, and the Megantic line through Sherbrooke to the West-Extension line.

The Governor of the Island, from whom I received much courtesy, had lately returned from a visit to the small island of Lennox, where the Mic-Mac Indians had been chiefly located by the efforts of some philanthropic people, notably the kind-hearted and energetic Commissioner, Mr. Theophilus Stewart. Their farms and gardens and schools were all in a flourishing condition, and the Aborigines Protection Society in London had formed a committee in London and in Prince Edward Island, who have purchased this little island for these poor Indians. An "enterprising" merchant of Charlottetown was when I was there endeavouring to secure for himself and his heirs the monopoly of the oyster fisheries, which would result in depriving the Indians of one of their valuable sources of existence. Let us hope that Lord Kimberley, who has been acquainted with the subject, will effectually extend his protection to this distant little colony of British subjects.

Lieut.-Governor Robinson, in his speech delivered at the opening of the Legislative Session of Prince Edward Island, on the 5th of last March, says: "I have received from Dr. Dawson, Principal of McGill University, Montreal, and will communicate to you, a Report on the geological structure and mineral resources of Prince Edward Island, being the result of explorations conducted by him

last year, under the direction of my Government, in search of coal. Dr. Dawson is of opinion that the probabilities are decidedly against the discovery of a large bed of coal at such a depth as to enable it to be immediately available; but his remarks respecting the protection of the forests, the utilization of the large deposits of peat existing in some parts of the Province, the manurial value of mussel mud and other natural manures, and various kindred subjects, will be found to be of the highest practical value and importance.

“ I am happy to be able to congratulate you in that the harvest of last year was an abundant one; that the revenue, which amounted to 118,000*l.*, inclusive of railway duties to the extent of about 13,000*l.*, was the largest ever collected in the colony; and that, notwithstanding the partial derangement of trade which was caused by the unexpectedly early closing of the navigation, the affairs of the island, generally, were never in a more prosperous condition.

“ Various highly important papers will be presented to you, including my correspondence with the Secretary of State relative to the Treaty of Washington, and the provisional admission of United States' fishermen to the privilege of our inshore fisheries; the Decimal Currency Act of last Session; and 'the Tenants' Compensation Act, 1871.' Her Majesty's Government earnestly hope that the arrangements consequent on the Treaty of Washington may result in the final settlement of a question which has in various forms been the subject of controversy with the United States for the better part of a century, and ultimately lead to the establishment, on a secure and lasting basis, of commercial relations beneficial alike to the people of these provinces and the United States.

“ Her Majesty's Government much regret that they have been hitherto compelled to object to the measures which have been passed by the Legislature of Prince Edward Island with a view to the settlement of the difficult and long standing question of the Tenants' Compensation Act; and they would rejoice if the suggestions which the Secretary of State has now been so good as to make,

and which will be submitted to you by my Advisers, should be acceptable to the Colonial Legislature, and should furnish the means of passing an Act which would give reasonable satisfaction to the claims of the tenants, without depriving the landlords of their just rights.

“A contract has been entered into for the construction of the railway contemplated by the Act of last Session, and the works are progressing in a satisfactory manner, and as rapidly as the season of the year will permit.”

It is not very long ago since General Butler and others were sent on a mission by the Congress of the United States to the Island; with the object of bringing about a Reciprocity Treaty between it and the States. On their return they reported that Free Trade between Prince Edward Island and the States would be “highly advantageous to the United States, because its balance of trade would, even if unequal, be in our favour!” General Butler stated at Washington that the Island was almost wholly devoted to Agriculture, and under a Reciprocity Treaty would afford a good market for the manufactures of New England, while that section would become a consumer of the products of the Island. He was directed to draw up a Bill embodying his proposition, and submit it to the Committee of Ways and Means. Thereupon down came our Home Authorities on the Island, and notified that it had no independent treaty-making powers.

The numerous Scotchmen in the island account for the churches and chapels of various denominations. There are Roman Catholics, Presbyterians, Wesleyans, Baptists, and Church of England chapels and churches side by side, the Wesleyans and Presbyterians being the most numerous. I saw little real poverty; and there are not many Irish. The only row I saw was created by a family of Irish, who were always in hot water. A woman was frantically drunk in one of the streets, inveighing against her husband in true Irish brogue; the neighbours said it was six of one and half a dozen of the other. The man smoked quietly, as if it were an every-day

occurrence: it reminded me of Herr Grosse's soliloquy in Wilkie Collins' "Poor Miss Finch,"—"When Gott made the womans He was sorry afterwards for the poor mens, and He made tobacco to comfort them." Education is compulsory here, as all over America, though the shop opposite our lodgings exhibited a curious want of it, having an inscription to this effect in huge letters, "T. Malone, lienc to sell spiritous licquors."

A word as to the hospitality of the islanders. Nothing could exceed their kindness to strangers. We were never allowed to be alone during our visit; and though they have no sights to show, they have kind hearts and open houses for travellers, whom they delight to honour in good old British fashion. Our only regret was, that we could not hope to return so much courtesy that was shown to us during our stay in their old-fashioned but hospitable little island.

POSTSCRIPT.

For the benefit of my readers I will quote part of a letter I have lately received from a friend who has been living in the Province of Quebec on the borders of the United States:

"DEAR MR. RIVINGTON,

"I cannot express my thanks to you for your kind letter, &c. . . . I have been among the people and made every kind of inquiry about work, wages, &c., for men.

"Here in the valley of Champlain, every one with whom I have been has been asking for help, *i. e.* men and boys to work. When I told them I wished to know in order that I might send word to you for the good of others, they all said that men could obtain plenty of work if they will but come out. C. D— of St. Thomas, said 'We cannot obtain men to work our ground; I am willing to pay men who are honest, who want a home, who wish to settle down to gain a good living, 75 to 100 cents per day. Most men when they first come out cannot earn so much, but they soon would, and they never need to want; plenty are willing to help a man, if he shows himself worthy of help.'

"I went over the farm-buildings, and saw the arrangements for the comfort of the sheep, horses, cows, &c., which are kept on

through the winter. These places are kept so very clean and sweet that to compare them to many of the homes I have seen in London (when I went among the poor to visit them for their good) would do them an injustice, for the homes of the London poor are not to be compared to the cattle-houses here. I do not say of every part of Canada, for among the French population you will see misery and want: dirt every where, while the first thing I see when I call upon them is not a dog before the fire or at the door, but a pig. But though we do not expect any thing from a pig but a grunt, yet you will get a warm welcome from the French, let them be as poor as they can. They are poor, but it is their own fault. Here every one has enough,—not riches, but plenty, which thousands in London cannot say. I have seen the poor in all circumstances, and in all kinds of places, and therefore can judge.

“If a man has a home with work let him stay in England, as far as his own interests go, but for his children I think that this is better. If a man has not work all the year round let him come here. He can obtain eggs as many as he can eat, butter at 9d. per lb., better than much of the Ostend butter that I have eaten while in England and paid 2s. per lb. for: cheese, bread, fruit of all kinds as cheap. The people buy meat, not by the half-pound, as many have to in our large towns in England, but by the quarter or half bullock. They just hang it up, no one offers to touch it but the owner: it freezes as you may be sure when the glass stands 20 or 30 or more degrees below zero. They cut what they want, bring it in, and there is meat just as fresh as you can wish. Vegetables are placed down in tubs with salt over them, are taken out when wanted, as fresh as you can desire. For tea, or as they call it, supper, we have bread, butter, honey, cheese, fruit, preserves, tarts, brown cakes, cakes of Indian corn, wild berries, and biscuits.

“Clothes are expensive, but other things are not.

“Plenty of public schools and academies, where the children can be well educated. I have those under my care with whom I have been through Todhunter's small Algebra, three books of Euclid; also those reading Latin and Greek. They pay \$4 for eleven weeks, and study all those subjects which are required at Oxford and Cambridge Local Examinations. I called on the 18th inst. on my friends of the Manor House, and spent a long day with them. They tell me that to get a mason, a carpenter, harness-maker, or men in any shape of any trade or of any capacity to work is next to an impossibility. We have say they 'plenty of work' for all you can send, plenty of room for all the people you can spare out of dear old England for this 100 years: only let them come as early as they can.

"J. H.— has called to see me, and he says that, 'not only men and boys, but women and girls can obtain plenty of places.' I have been in many places since you left Canada, and have not seen one good, regular, tidy servant like we have in England. They cannot be obtained any where. I am a long way from the Eastern Townships or the railways; but Colonel S—, and others, tell me that there is plenty of work there on the rail, and all other kinds of work. Railways, in a great many parts, are on the move this Spring. We are to have one here through the valley, toward St. John, and one of the Directors says, 'One great difficulty is the price of labour, and even then, where to get men to work.'

"I think you will see that there is plenty of work for those who want it.

"The country is wild, very thinly peopled,—but that is all the better for those wishing for a home. The people here where I am are most loyal: some have fought for her Majesty, and would again if required to do so. I have not suffered from the cold any thing like as much as I did in England.

"Let it not be thought I have forgotten my home: far from it. I love Old England, and keep the memories of many places there with a freshness that cannot be imagined: but I came out to work for the future welfare of those who leave England, and as such I love my work, and am willing to give up those things I love, at least for some years."

In a stirring address to the young men of Ottawa in February last, the Hon. Joseph Howe makes the following remarks, which are worth quoting here:—

"Nature has been very bountiful to Ottawa. Built upon a dry limestone formation the site is elevated and healthy. At the head of navigation on the river from which it takes its name, the city commands free water communication with the St. Lawrence; and, by the aid of its canals, with the great lakes above, and with the gulf below. The Rideau canal gives it easy access to the country through which that work has been constructed, with Kingston and with Lake Ontario; and the main river, with its twenty tributaries, draining a country of vast extent, brings into the city's bosom not only the boundless wealth of those great plantations which God has given her as an inheritance, but the agricultural products, won from a fertile soil, to which the tide of immigration is being annually attracted as the forest recedes before the axe of the lumberman. The Canada Central Railway and the Ottawa Navigation Company give you easy access to this region for 150 miles, and the time is rapidly approaching when the whole country around Lake Nipissing will be enlivened by population, whose business must ebb and flow through this city, following the line of the great water communication which nature has always provided, or of that national highway, which, before long, will connect the Atlantic with the Pacific."

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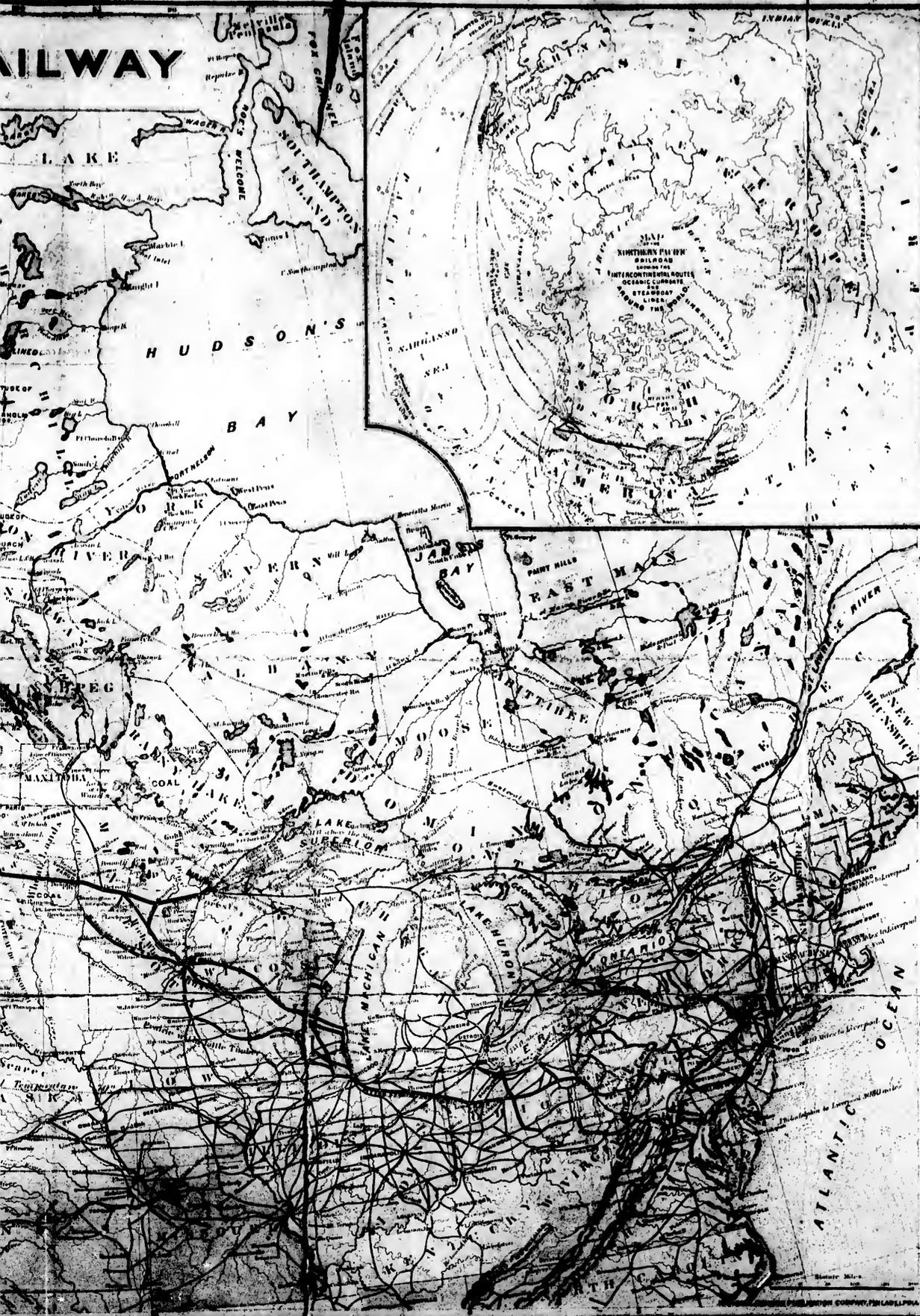
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RAILWAY



MAP OF THE NINETEENTH CENTURY RAILROAD SYSTEM FOR INTERCONTINENTAL ROUTES OCEANIC CABLES STEAMSHIP LINES AND THE

ATLANTIC OCEAN

Miles

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