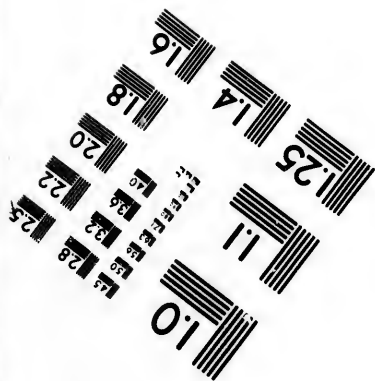
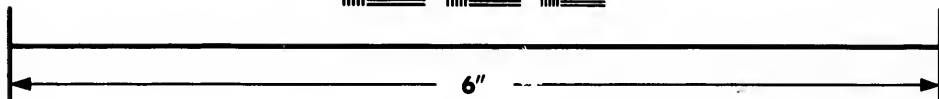
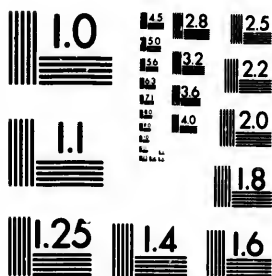


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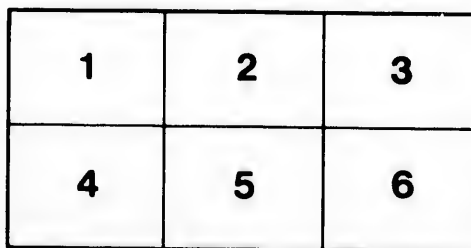
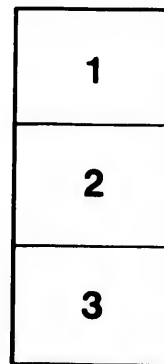
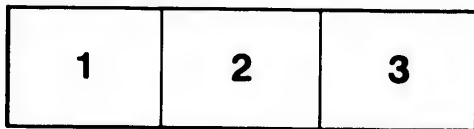
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PRACTICAL
AND
USEFUL INFORMATION
FOR INTENDING
EMIGRANTS.

WHERE TO EMIGRATE.

THE object of this Book is not so much to describe a Colony as to give a few practical directions to those who are about to emigrate, but as

CANADA

is at present receiving so much attention from all classes in this country, we may venture to combine with our useful hints a short outline of

THE NEAREST BRITISH COLONY.

The Dominion of Canada extends from the Atlantic to the Pacific Ocean. Its area is 3,470,257 square miles, and according to the census taken in 1881 the population at that time numbered 4,324,810. Up to the end of 1890 the inhabitants are estimated to have increased to about 5,000,000. It possesses thousands of square miles of the finest forests on the continent, widely spread coal fields, extensive and productive fisheries, and rivers and lakes that are among the largest and most remarkable in the world. The country is divided into eight provinces, as follows:—1, Nova Scotia, containing 20,907 square miles. 2, New Brunswick, containing 27,174 square miles. 3, Prince Edward Island, containing 2,133 square miles. 4, Quebec, containing 188,688 square miles. 5, Ontario, containing 181,800 square miles. 6, Manitoba, containing 60,520 square miles. 7, North-West Territories, containing 2,247,730 square miles. 8, British Columbia, containing 341,305 square miles.

The government of the country is administered by a representative of her Majesty, whose official title is Governor-General, and is conducted on the English basis of the responsibility of the Ministers to the House of Commons, which is elected for a term of five years. The franchise is practically extended to every householder.

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With regard to social life in Canada, there is a careful preservation of those traditions which give the general features to English society, but there is no feudal nobility in Canada; almost every farmer and agriculturist is the owner of his acres—he is his own master, and is free to do as he wills. This sense and state of independence permeate the whole social system, and produce a condition of freedom unknown in other countries.

Religious liberty prevails and persons of all denominations will find abundant facilities in the Dominion for the practice of their faith. As regards Education, Canada was in the enjoyment of a well-organised educational system long before School Boards were established in England.

Agriculture forms the principal wealth of the Dominion at the present time; but it is taking a place as a manufacturing country, and its growth in this respect is most remarkable. In the year 1890 the declared value of goods imported into Canada was 121,858,241 dols., and that of goods exported was 96,749,149 dols., making a total of 218,607,390 dols. The principal exports were: mines, 4,855,757 dols.; fisheries, 8,461,906 dols.; timber, &c., 26,179,136 dols.; animals and animal products, 25,106,905 dols.; agriculture, 11,908,030 dols.; manufactures, 5,323,690 dols. The wonderful growth of the country's resources will be seen when it is stated that in 1868 the imports were 73,459,644 dols.; and the exports 57,567,888 dols.

In a country like the Dominion of Canada, extending northward from the 42nd parallel of latitude, and east to west for 3,000 miles, the climate is naturally variable; but to speak generally, the summers are hotter than in England, and the winters colder. But neither the summer heat nor the winter cold are disadvantageous to the inhabitants or to the productiveness of the land. The warmth of the summer months extends the range of production in grains from oats and barley to wheat and maize; in fruits, from apples and pears to peaches, grapes, melons, nectarines, and apricots; and in vegetables, from potatoes, turnips, carrots, and cabbages, to the egg plant and tomatoes. The winter temperature is at times much below zero; but the air is so dry and so exhilarating that its effect upon the body is not nearly so great as the winter in a more humid climate. To agriculture, snow and ice mean protection to the land almost as valuable as a covering of manure. They convert the surface of the earth into roads equal to turnpikes in any direction, over which millions of tons of produce of all kinds are transported at a minimum cost, affording employment for men and horses when cultivation is arrested by the frost.

PEOPLE WHO SHOULD EMIGRATE.

For particular information on this point intending emigrants are recommended to read carefully through the different pamphlets, which can be obtained free of charge from any of the Allan Line Agents, but the classes generally most successful are

Persons with Capital.—For this class Canada affords unlimited openings. They can engage in agricultural pursuits, taking up free grant lands, or purchasing the improved farms to be found in advantageous positions in every province; or in mining, or in the manufacturing industries; or, if possessed of a settled income, living will be found to be much cheaper in Canada, with the benefit of a fine, healthy climate, magnificent scenery, abundant opportunities for sport, and facilities for education not to be excelled anywhere.

Tenant Farmers.—For Tenant Farmers the country offers many advantages. Improved farms are cheap; free grants can be obtained by those prepared for the inconveniences of pioneer life; the soil is fertile, the climate ensures the growth of all the crops produced in Great Britain, while grapes, peaches, tomatoes and similar fruits grow and ripen in the open air; there is a large and growing market in the Dominion and in the mother country for all the cereals, live stock, and general farm and dairy produce available for disposal. On the other hand, taxes are light, and labour-saving appliances cheap and in general use.

Manitoba and the North-West Territories are especially adapted for the settlement of small tenant farmers, having say from £200 to £400. Such men, accustomed to farm work, would, by industry and thrift, be sure to be successful.

Male and Female; Farm Servants.—There is a large and growing demand for male and female farm servants in every part of the Dominion, owing to the rapidity with which land is being brought under cultivation. Machinery of various kinds is in daily use, but labour is very scarce notwithstanding, and good hands can always find constant and remunerative employment. Many persons of this class who started as labourers now have farms of their own in some of the finest parts of the Dominion. This result, however, does not naturally follow in every case, but is the consequence of hard work, energy, intelligence, perseverance and thrift, which are the elements necessary to ensure success in every country.

Market gardeners, gardeners, and persons understanding the care of horses, cattle and sheep, may also be advised to go out.

Domestic Service for Females.—In every city, town and village, female domestic servants can readily find employment. The wages are good, the conditions of service are not irksome, and comfortable homes are assured. Domestic servants should go at once on their arrival to the nearest Government agent who will give the best and most reliable advice gratis; these officers often have in their offices a list of vacant situations; and will refer applicants to the local ladies' committee, so that they may have the benefit of such supervision and guidance until they are satisfactorily placed. Servants should, however, take their characters with them, and must bear in mind that good records are just as indispensable in Canada as elsewhere. They may safely go out at any time of the year and be certain of obtaining a situation at once, but should remember always to have funds enough in hand on landing to take them to the places in the interior where their services are required.

General Labourers, Navvies, skilled and unskilled ; for these there is always a large and increasing demand.

Mechanics of various descriptions. The field for mechanics is not so unlimited as that for agricultural and other labourers, but those who go out at the proper season, and are willing to take the first work that offers, are sure to find good employment.

Canada offers great facilities for flax growers, dressers, spinners, &c., but this industry requires to be developed.

THE TIME TO EMIGRATE.

The best time for the labouring classes (agriculturists and others) to leave home is from the beginning of March, as they then arrive in Canada at the commencement of the spring, when there is a greater demand for them than at any other season of the year. Female Domestic Servants may go out any time, as they are always sure of employment. Persons with capital may also go out at any time with the certainty of finding profitable investments for their money.

HOW TO CROSS THE ATLANTIC.

When the Emigrant has decided to make his home in Canada or the United States, the first step is to find out the best way to get there. The "Allan" Royal Mail Line, with its regular sailings to Quebec, Montreal, Halifax, Portland, Boston, New York, Philadelphia, and Baltimore, affords exceptional facilities and a splendid choice of route, and the Emigrant should go at once to the nearest Agent of the "Allan" Line and procure a passage ticket. This can be done by a payment of £1 for each adult, and 10/- for each child. The balance to be paid before the passengers embark; or if desired the passenger can pay the full amount of fare when securing the berth. If the intending passenger does not reside near an Agent, he should send a Post Office Order to the Company's office (made payable to Allan Brothers & Co.), and state the name in full, age last birthday, the date of sailing, the class of berth required, and the destination. A ticket will then be sent by return of post. It is always best for passengers to purchase their tickets before leaving home, as by so doing they secure their berths and are supplied with the address of a boarding-house Agent, authorised by the Company, who will meet them on arrival at the port of embarkation, provide board and lodging and attend to the shipment of baggage, at fixed moderate charges, and take care of them, generally, until they are on board the steamer. The "Allan" Line gives very careful attention to the treatment of emigrants whilst in Liverpool, and the boarding-house keepers, who are recommended, are responsible to the Company for the proper discharge of their functions.

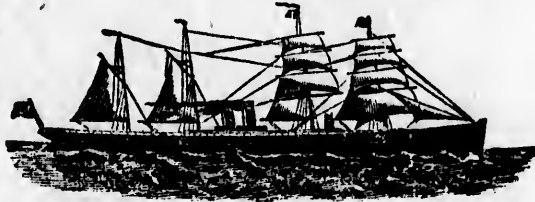
The "Allan" Line is unrivalled in the Canadian trade, and the steamers are the largest and fastest on the route. The Line has been much patronised by the Royal family. The Princess Louise crossed several times, and on a personal inspection of the steerage expressed herself much pleased with the food and accommodation.

Strict discipline is maintained. All the officers have been many years in the service, and consequently, are experienced and skilful navigators.

The passage across the Atlantic to Quebec is the shortest, the average voyage, land to land, not being more than six days; once within the Straits of Belle Isle ocean travelling is over, the steamers then proceeding through the Gulf and the beautiful River St. Lawrence for hundreds of miles to Quebec.

BEATING THE RECORD.

A Correspondent writing from Rimouski, August 24th, 1888, says:—
"Many quick passages have been recorded between Queenstown and New York; but the Allan Line Steamer 'Parisian'



has beaten the record so far as time between land and land is concerned. After taking in the mails at Mcville on Friday the 17th, the journey to Quebec was commenced at 5 p.m.; Tory Island being passed at 8.35. At 1.45 on Wednesday, Belle Isle was passed, and the captain was able to announce that the Atlantic had been crossed from land to land in 4 days 17 hours and 10 minutes. This is said to be the quickest run ever made across the Atlantic from land to land. There were in all 818 souls on board, the passengers including Sir Alexander Campbell, Lieutenant-Governor of Ontario, the Hon. Mr. Mowat, Premier of Ontario, and the Bishop of Rupert Land."

The S.S. "PARISIAN" 5,365 tons, is the largest steamer of the fleet, and is one of the finest and most comfortable vessels afloat.

Everyone who has crossed the Atlantic knows how welcome the sight of land is to passengers. The journey to any part of the West is easily accomplished by this route, and the traveller can enjoy the beautiful scenery on the River St. Lawrence, Lake Ontario, with its famous Thousand Islands, and the Falls of Niagara by the way.

WHAT TO TAKE.

For use during the voyage Steerage Passengers are recommended to hire the outfit provided by the Line, which consists of Wood's Patent Life Preserving Pillows, Mattress, Pannikin to hold 1½ pint, Plate, Knife, Nickel-plated Fork, and Nickel-plated Spoon. The charge for the use of these articles for the Voyage is 3s. 6d. per Adult, and 1s. 9d. per Child between the Ages of Two and Twelve Years; leaving passengers to provide bed-covering only, a rug or blanket being sufficient. The hire of the outfit necessary for use on board ship is recommended in preference to actual purchase, as the articles are valueless on shore.

The outfit can be hired when the Emigrant procures his Ticket. This saves trouble, as it is sent on board the steamer without any inconvenience or expense to the passenger.

The emigrant should take with him as good a supply of strong warm clothing as he can. Woollen clothing and other kinds of wearing apparel, blankets, house linen, etc., are generally cheaper in England than in Canada. Generally all bedding should be taken and the covers or ticks of the beds, but not the materials with which they are stuffed, as these would be too bulky, and can readily be obtained on arrival. Boots and shoes can be purchased to better advantage in Canada, being better adapted to the climate; the English hob-nail boots are altogether unsuitable in many parts of the country.

Many of the little household necessaries which the emigrant possesses he might do well to bring, and they may prove very useful; but still it is advisable to consider well the weight and bulk, and how far it is worth while.

Articles of household furniture, crockery, stoves, or heavy articles of hardware should be left behind or sold, except in some circumstances for special reasons which the emigrant will consider. It must be borne in mind that such articles are very liable to breakage, especially on long railway journeys to the West.

Agricultural labourers should not bring any of their tools with them, as these can be easily got in Canada, of the best kinds, and suited to the needs of the country. Generally speaking, the farming tools used in England would not be suitable for Canada.

Mechanics are advised to take such tools as they have, particularly if specially adapted to their trades; but they must bear in mind that there is no difficulty in buying any ordinary tools in Canada at reasonable prices, and that it is better to have the means of purchasing what they want after reaching their destination than to be hampered with a heavy lot of luggage on their journey, causing them trouble and expense. As a general rule, the tools made in Canada are lighter and better adapted to the needs of the country than those made in the old country.

LUGGAGE.

All luggage should be plainly marked with the passenger's name, port of landing, and final destination. The Company supplies adhesive labels for this purpose, but it is recommended that on rough wood boxes the address should be inked or painted on the wood, while for canvas bags and such like, linen tie labels should be used.

Luggage is charged by measurement on the Steamer, and by weight on the Railway.

On the Steamer the free luggage allowances are:—For Saloon Passengers twenty cubic feet per adult, for Second Cabin Passengers fifteen cubic feet per adult, and for Steerage Passengers ten cubic feet per adult, children half allowance. Ten cubic feet is equal to a box about 2ft. 6in. long, 2ft. wide, and 2ft. deep. Five cubic feet is equal to 2ft. 6in. long and 2ft. in width and 1ft. in depth. Luggage in excess of the free allowance is charged at the rate of 1s. per cubic foot.

Luggage wanted on the voyage should be put into a trunk or bag, which the passenger will take into the sleeping compartment. Packages required during the voyage should not be more than fifteen inches high.

Luggage not wanted on the voyage will be stowed in the hold of the vessel. There is no fixed limit for the size of packages not wanted on the voyage, but it is desirable that no piece of luggage should exceed 250 lbs. in weight.

On the Canadian and American Railways, the free allowance is 150 lbs. per adult. The Canadian Pacific Railway make an extra allowance to passengers booking to Manitoba and the Canadian North-West Territories.

Every precaution should be taken for the safety of luggage. It should not be lost sight of until it is on board the Steamer, and the same vigilance should be used at the landing port. On arrival at the port of landing, the luggage is examined by the Customs Officers, and that belonging to passengers booked inland is "checked" to its destination; that is to say:—a metal "tally" with a number stamped on it, is attached to each package, and a corresponding "tally" is handed to the passenger, to present when taking delivery of the property. Before entering the train, passengers should take care to have their luggage properly checked, and the railway company will then be responsible for it.

When changing trains, passengers should see that their luggage is transferred to the train by which they are to travel.

Settlers' effects are admitted free of Customs Duty if they come within the terms of the following clause of the Customs Tariff:—

Settlers' Effects, viz:—Wearing apparel, household furniture, professional books, implements and tools of trade, occupation, or employment, which the settler has had in actual use for at least six months before removal to Canada, musical instruments, domestic sewing machines, live stock, carts, and other vehicles, and agricultural implements in use by the settler for at least one year before his removal to Canada, not to include machinery or articles imported for use in any manufacturing establishment, or for sale, provided that any dutiable article entered as settlers' effects may not be so entered unless brought with the settler on his first arrival, and shall not be sold or otherwise disposed of without payment of duty until after two years' actual use in Canada: provided also that, under regulations made by the Ministers of Customs, live stock, when imported into Manitoba or the North-West Territory by intending settlers, shall be free, until otherwise ordered by the Governor-in-Council.

DURING THE VOYAGE.

Passengers should make themselves acquainted with the rules of the ship as soon as possible after embarking. Copies are hung up in different parts of the ship. Every person is required to be well-behaved and keep himself clean, as this adds much to the comfort and health of all. Any complaint a passenger has to make should be made to the Captain, who will, if possible, remedy the cause of grievance.

THE ARRANGEMENTS FOR THE BERTHING

of Steerage Passengers are everything that could be desired to make them comfortable. The compartments are warm, well-lighted and well-ventilated. An important feature is the separation of the sexes

in the sleeping accommodation. The *Liverpool Daily Post* has the following amongst other remarks which appeared on the subject:—

“With reference to sleeping accommodation for males and females, the plan adopted on the Allan Line appears to us to be the best and if we may be permitted to say so, the only possible arrangements, consistent with decency and decorum. The general custom which, curiously enough, prevails, is to place married people and their families in separate cabins. Now in most vessels these cabins are constructed to accommodate about twenty persons, and in some cases twenty-four. Consequently from four to six families are put into one cabin. It is only necessary to remember that people undress when they go to bed, and that fathers of families in the process are not different to other people, and for a man to undress in the presence of other men's wives cannot be proper. After a full consideration of the subject the conclusion is forced upon us that the only proper course is the complete separation of the sexes as to their sleeping, and this is in fact the practice of the Allan Line alone among the companies of Liverpool.”

It must, however, be clearly understood that the sexes are allowed to ~~be~~ together at meals, and at all times except during the hours of sleeping.

Passengers are provided with an unlimited supply of *cooked food*. The provisions are carefully examined by a Government Medical Officer immediately before the commencement of *each voyage*.

BILL OF FARE FOR SECOND CABIN PASSENGERS

	BREAKFAST.	DINNER.	TEA.
	7-30 A.M.	NOON.	5 P.M.
SUNDAY . . .	Coffee and Tea, Fresh Rolls, Butter or Marmalade, Bacon and Eggs, Irish Stew, Porridge.	Soup, Roast Beef and Potatoes, Pickles, Plum Pudding and Brandy Sauce, Cheese, Dessert.	Tea, Fresh Bread, Butter or Marmalade, Cold Meat, Pickles, Cheese, Gruel.
MONDAY . . .	Coffee and Tea, Fresh Rolls, Butter or Marmalade, Beefsteak and Onions, Fried Potatoes, Porridge.	Soup, Corned Beef and Vegetables, Pickles, Potatoes, Hot-Pot, Bread and Butter Pudding, Cheese.	
TUESDAY . . .	Coffee and Tea, Fresh Rolls, Butter or Marmalade, Fish Hash, Liver and Bacon, Porridge.	Soup, Mutton—Roast or Botted, Beefsteak Pie, Pickles, Potatoes, Suet Pudding and Sauce, Cheese.	
WEDNESDAY . . .	Coffee and Tea, Fresh Rolls, Butter or Marmalade, Herring, Lined Collops, Botted Potatoes, Porridge.	Soup, Roast Beef, Botted Potatoes, Pickles, Ling Fish and Egg Sauce, Rice Pudding, Cheese.	
THURSDAY . . .	Coffee and Tea, Fresh Rolls, Butter or Marmalade, Veal Cutlets, Irish Stew, Porridge.	Soup, Beef—a la mode, Three Decker, Potatoes, Pickles, Sage Pudding, Cheese.	
FRIDAY . . .	Coffee & Tea, Fresh Rolls, Butter or Marmalade, Lochfine Herrings, Botted Potatoes, Irish Stew, Porridge.	Soup, Ling Fish and Egg Sauce, Fork and Beans, Veal Pie, Potatoes, Pickles, Suet Pudding, Cheese.	
SATURDAY . . .	Coffee and Tea, Fresh Rolls, Butter or Marmalade, Beefsteak and Onions, Fried Potatoes, Dry Hash, Porridge.	Soup, Corned Beef, and Vegetables, Hot-Pot, Potatoes, Pickles, Tapioca Pudding, Cheese.	

NOTE—The Bill of Fare may be altered according to circumstances.

Passengers in this class are provided with Beds, Bedding, and all necessary Utensils, Wash-basins, &c.

STEERAGE BILL OF FARE.

	BREAKFAST. 7-80 A.M.	DINNER. 12 NOON.	TEA. 5 P.M.
SUNDAY - -	Oatmeal, Milk and Sugar, Fresh Rolls and Butter, Porridge and Golden Syrup.	Soup, Fresh Meat, Potatoes, Plum Pudding and Sauce; Pickles.	Tea, Milk and Sugar, Bread, Butter and Jam.
MONDAY - -	Coffee, Milk and Sugar, Fresh Rolls and Butter, Irish Stew.	Soup, Roast Beef & Potatoes, Semolina Pudding and Jam; Pickles.	Tea, Milk and Sugar, Fresh Bread, Butter and Marmalade.
TUESDAY - -	Oatmeal Porridge and Golden Syrup, Coffee, Milk and Sugar, Fresh Rolls and Butter.	Pea Soup, Pork and Potatoes, Rice Pudding and Stewed Apples; Pickles.	Tea, Milk and Sugar, Fresh Bread, Butter and Jam.
WEDNESDAY	Coffee, Milk and Sugar, Fresh Rolls and Butter, Irish Stew.	Soup, Beef and Potatoes, Plum Pudding & Sauce; Pickles.	Tea, Milk and Sugar, Fresh Bread, Butter and Marmalade.
THURSDAY -	Coffee, Milk and Sugar, Fresh Rolls and Butter, Oatmeal Porridge and Golden Syrup.	Soup, Fresh Meat and Potatoes, Semolina Pudding & Prunes; Pickles.	Tea, Milk and Sugar, Fresh Bread, Butter and Jam.
FRIDAY - -	Oatmeal Porridge and Syrup, Coffee, Milk and Sugar, Fresh Rolls and Butter.	Pea Soup, Ling Fish and Sauce, Pork and Potatoes, Rice Pudding and Stewed Apples; Pickles.	Tea, Milk and Sugar, Fresh Bread, Butter and Marmalade.
SATURDAY -	Coffee, Milk and Sugar, Fresh Rolls and Butter, Irish Stew.	Soup, Meat and Potatoes, Semolina Pudding and Prunes; Pickles.	Tea, Milk and Sugar, Fresh Bread, Butter and Jam.

Unlimited supply of Fresh Bread at all meals. Navy Riscuits always ready. Wine and Spirits, Chicken Broth, Barley Soup, Beef Tea. Fruit and Water Disinfectants are served free to sick Passengers as Medical Comforts on the order of the Medical Officer. Hot Water from 8 a.m. to 5 p.m. for Women and Children's Morning and Afternoon Tea. N.B. Gruel at 5 o'clock every night.

MATRONS ARE APPOINTED FOR THE STEERAGE AND 2ND CABIN to attend to the wants of Female Passengers and Children during the voyage.

Experienced and *fully qualified* Surgeons are attached to each Steamer, and in case of sickness of any description, medicine and medical attendance is furnished without charge.

THE LANDING PORTS.

The Government Authorities and the Railway Agents at Quebec are advised as soon as the Steamships pass Father Point (about 200 miles from Quebec), and arrangements are made to receive the passengers. The same information is also telegraphed to the Government Agents at Toronto and other Depôts in the interior, and by the time the passengers arrive these officials are prepared to give all necessary assistance.

The steamers land passengers at the railway wharf, and passengers and luggage are transferred from the ship to the train free of cost. By this arrangement *all incidental expenses are saved*, and passengers are able to proceed on their journey West without inconvenience of any kind.

Depôts or stations for the reception of Emigrants are provided at Quebec, Montreal, Halifax, Sherbrooke, Ottawa, Kingston, Toronto, Hamilton, London (Ontario), Winnipeg, Brandon, Medicine Hat, Calgary, Vancouver, and Victoria, B.C.

Officers of the Government travel with Emigrants on the trains, to see that their wants are properly provided for, and that they are not subjected to any imposition on the road.

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The trains stop at intervals on the route for passengers to obtain refreshments, and meals are provided, under the supervision of the Government Agents, at moderate charges.

Emigrants holding through tickets, and wanting to get information at the port of landing, may delay their journey for that purpose, as the railway or steamboat company will take charge of their luggage until they are ready to go forward to their destination.

RATE OF WAGES.

Wages depend a good deal on the occupation and capabilities of the individual. And the inducement to go to Canada is not simply higher wages and good living among kindred people under the same flag, in a naturally rich country, possessing a pleasant and healthy climate, but the confident hope which the poorest may have of becoming a landowner, and, while securing a competence for himself, he may comfortably settle his children in a manner he could not hope to do among the crowded population of the old world.

There are many instances of people who emigrated to Canada only a very few years ago, and landed without any means whatever, who are now comparatively wealthy.

MONEY.

Passengers taking large sums of Money will find the safest plan is to purchase a Draft from some respectable Bank. Most English Banks have Agents in nearly all the large Cities in Canada and the States, so that Passengers can easily cash the Drafts when they arrive out. Small sums should be taken in gold, as sovereigns and half sovereigns are always worth their full value. The following table shews the relative value of English and American Money.

MONEY TABLE.

<i>Sterling into Dollars and Cents.</i>		<i>Dollars and Cents into Sterling.</i>	
	\$ cts.		£ s. d.
½d. Sterling is . . .	0 01	1 cent is . . .	0 0 ½
1d. " " . . .	0 02	1 dollar is . . .	0 4 2
1s. " " . . .	0 24	4 dollars are . . .	0 16 8
£1 " " . . .	4 87	5 " " . . .	1 0 10

For small change, the Halfpenny sterling is 1 cent, and the Penny sterling is 2 cents. For arriving roughly at the approximate value of larger figures, the Pound sterling may be counted at 5 dollars. The sign (\$) is used to indicate the dollar.



Letters for Passengers can be addressed to the care of the Company's Office at Liverpool, when posted in time to reach Liverpool on the Morning of Sailing.

Extract from the "Montreal Herald."

ADVANTAGES OF QUEBEC AS A LANDING PORT FOR EMIGRANTS.

How the Strangers in a Strange Land are Received—A Substantial Breakfast at Montreal—What the Immigrants Say.

"Hearing that a large detachment of immigrants landed at Quebec from the Allan Steamships 'Austrian' and 'Sarmatian' on Wednesday morning, were due at the Government Immigration Dépôt at the Tanneries Junction at an early hour yesterday morning, a *Herald* reporter was despatched to the dépôt to see how the party were treated by the Government and railway officials.

"As the train with its heavy load of passengers had not yet arrived, the reporter was shown over the eating and cooking rooms. Here is served to the immigrants a good substantial meal of Irish stew, bread, butter, and coffee or tea. Shortly before six o'clock the signal was given that the train was approaching, and instantly the kitchen and eating room, which had before been deserted, became as busy as a beehive. Here were to be seen the cooks carrying in huge cans of stewed meat, giving out a most inviting odour; there were the waiters carrying the tea and coffee to the various tables, and again were huge stacks of bread laid out for the weary travellers. By this the train had arrived, and as the cars slackened their pace, cheerful but sleepy-looking faces made their appearance at the doors and windows, wonderingly asking the reason of the stoppage. The idea of receiving a breakfast at that early hour was not to be believed, and when it was stated that the meal was to be free, the incredulity increased. But some of the visitors, more credulous than others, had by this time caught sight of the loaded tables through the windows, and quickly the news was spread through the cars. The party numbered nearly 1,000, including over 100 who had been assisted to emigrate by the Baroness Burdett-Coutts, about 500 Church of England emigrants under the charge of the Rev. J. Bridger, the well-known emigration chaplain at Liverpool, the remainder being generally persons who had emigrated from their own resources. There were many farmers with capital—fine, ruddy specimens of true Englishmen, gentlemen's sons, with plenty of cash, mechanics, tradesmen, and labourers, and taken as a whole, they were fine specimens of humanity, and exactly the kind of people the country wants. About one-third of the party were women and children, a very noticeable fact being the wholesale emigration of entire families. A pleasing feature was the number of young Londoners, who, determined to better their lot, were going out to try their luck on the western prairies, and that they will succeed, backed up by their determination to do well, is certain. The reporter, in conversation with the travellers, found one and all more than satisfied with the manner in which they had been treated since

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their departure from their native land. They declared the arrangements on board ship were very good, and that, as they had had a comparatively smooth passage, the voyage had been a very pleasant one. For Mr. Stafford, the Government Agent at Quebec, everyone had a good word, declaring that he was indefatigable in his efforts to make one and all comfortable."

The Dominion Lands Intelligence and Guide Office, Winnipeg, under date 12th December, 1890, have issued the following particulars for the information of intending settlers, farm laborers, ordinary laborers, artisans, domestic servants, &c., desirous of emigrating to Manitoba and the North-West Territories of Canada, with regard to employment obtainable and the wages which were current for the year 1889.

The Province of Manitoba and the North-West Territories are especially adapted for mixed farming, and industrious agriculturists who come here with a moderate capital are certain of success. This may also be said of farm laborers, who, after having hired out first with some farmer here, and by saving habits having accumulated a little money, will have no difficulty in establishing themselves on a homestead consisting of 160 acres of good free Government land.

Our grain and roots can for quality be equalled nowhere. Our cattle fed on the succulent grass of our prairies, obtain a good price both here and on the British markets. Our farm produce, such as pork, butter, cheese, fowls, eggs, &c., find a ready and profitable market all along our great Railroad highways.

PAYMENT OF PREMIUMS FOR FARM PUPILS IN CANADA.—The attention of young gentlemen and parents and guardians is directed to the following remarks in the Official Handbook issued by the Canadian Government, on the subject of paying premiums for learning farming in Canada:—

"The question is often asked if it is necessary for young men wishing to take up farms in Canada, but desiring before doing so to acquire a knowledge of agriculture, to pay premiums either to persons in this country or in the Dominion of Canada for that purpose. *It may, therefore, be plainly stated that no premiums are necessary.* Strong and healthy young men from 18 to 21 years of age, who are prepared to accept for a time the hard work and surroundings more or less inseparable from a farm labourer's life, have no difficulty in getting employment in the spring; and the agents of the Government in Canada will assist them as far as possible in doing so without charge, although, of course, without accepting any direct responsibility. Being without experience, they will not get much wages at the commencement of their employment, but as they acquire skill they will be able to command remuneration in proportion to the value of their work. Great care should be exercised in deciding whether the young men are suited to the life that is proposed.

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The "*Canadian Gazette*" in a recent issue also drew attention to this subject as follows:—Experience teaches that a young fellow, whether he possesses capital or not, had far better steer clear of all such inducements. Let him place himself on arrival in Canada under the direction of the authorised agents of the Dominion or Provincial Governments, go to a farmer with a determination to gain a practical knowledge of the ways of the country by working with his hands, and sell his labour for what it will fetch. Everything in the nature of a premium should be avoided. It is unnecessary, and may be the accompaniment of trouble. If the new comer has the right stuff in him, he will find plenty of demand for his services without any premium at all, and two or three years' experience gained by hard work on a farm will be found the best possible introduction to an independent career.

"There is the alternative of a course at the Ontario Agricultural College (for particulars see p. 59 of the Official Handbook), where an entrance examination in elementary subjects has to be passed. There is also a School of Agriculture at Truro, Nova Scotia, with a farm in connection, where pupils can receive a good practical agricultural education."

THE HARVEST IN MANITOBA.

AMAZING YIELD.

The special correspondent of the *Liverpool Courier* writing from Swift Current, North-West Territory, during September, 1891, says:—

I am travelling across the Manitoban provinces in a long car on a train which is as crowded as a train on the Metropolitan Railway after business hours. The majority of my fellow-passengers are wealthy settlers, men of business, and Englishmen like myself, on the way to Japan and China by the new Canadian route.

The talk among the Canadians is all of the bountiful harvest. Amongst the Englishmen on the train one hears little, save about the marvellous visible resources of the Great North-West and the teeming soil.

The prairie farmers are still struggling with the colossal wheat fields. For a month past the vast plain has been alive with reapers and threshers, and so lustrous was the moon last night that, as we sped through this fertile ocean of cornland, the dim forms of the harvesters were seen still at work.

I have seen miles of grain trains going eastward to the European boats, and our train has passed many other long trains of empty wagons returning for fresh supplies. We pass farms almost blockaded by their own stupendous produce in stacks. I have heard of wheat yielding thirty-five bushels to the acre, and of oats rising to sixty, and even to seventy bushels per acre. Twenty millions of dollars from Europe will be distributed amongst 25,000 farms, all in Canada, and many settlers will become rich this year.

The weather is superb, the night light as day, and the day itself warm and cloudless.

Since I passed this way in 1884 many new towns have come into existence, and hundreds of miles of new country have been settled and cultivated.

Many new settlers from the old country are in the comfortable colonists' car, and we all sleep and live as if in a luxurious hotel on this great travel route from the Atlantic to the Pacific.

Ottawa, Oct. 14th, 1891.

Advices received by the Department of Agriculture report extraordinary results of the threshing round Regina, the capital of the North-West Territories. In many places wheat has yielded 48, 50, and even 55 bushels to the acre. At Cullom the oat crop has yielded 100 bushels an acre.

From all parts of the Province and the Territories, says the *Manitoba Free Press*, comes the news of great crop yields. At Moosomin about 1,000 bushels of wheat is being marketed daily, and as high as 75 cents has been paid for loads grading No. 2 hard. Threshing is well advanced. At Pilot Mound stacking will be in progress until the snow falls, and it is thought that owing to the scarcity of threshing outfits much of the threshing will have to stand over until spring. The yield is frequently from thirty to forty bushels to the acre. The same state of affairs is reported at Neepawa. As high as 78 cents has been paid at Minnedosa for No. 1 hard, and 80 cents were offered for more, but the price has since fallen to 75 cents. At Springhill the wheat is of a fine quality, and is yielding from twenty-six to thirty-three bushels to the acre. Two Cars daily are being shipped from Hargrave, and most of the Bellevue farmers are marketing their wheat at Oak Lake. At Sheppardville, fifty acres yielded 7,766 bushels, and in another case twenty-seven acres yielded 963 bushels, and other similar yields are reported. From Deloraine reports come that sixty-seven acres yielded 3,300 bushels, or over 49½ bushels per acre, and from the same district reports of from forty to forty-five bushels per acre are common.

Major Clark, a member of the Crofters' Colonisation Board, writes in regard to Manitoba and the Great North-West:—Everywhere there is evidence of progress and improvement arising from the best of all sources—the agricultural development of the country. The present position of the ranches and the cereal estimates of the present year are but earnest of what the future will be. The train-loads of cattle which have passed eastwards during the autumn, and the millions of bushels of grain now awaiting transport, are but samples of future yields. The Canadian Pacific Railway, taxed as it now is to carry the present products to their destinations east and west, is as yet only doing a sample trade, though it is already earning dividends on the very threshold of the country's possibilities.

Settlement goes on surely and steadily. One of the most encouraging features in this matter is the repatriation of so many Canadians from Dakota and neighbouring States of the Union—settlers of the best class who have purchased their experience dearly in the blizzard belt and to whom Nature has this year accorded a bounteous welcome back to Canadian soil.

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STATISTICS

SHOWING THE PROGRESS OF MANITOBA.

	1871.	1882.	1886.	1891.
Population of Province	19,000	65,958	108,640	154,442
Schools in Province:—				
Protestant	16	150	484	524
Catholic	17	34	65	96
Educational grant from				
Government	none	\$20,000	\$86,000 (89)	108,959
Railway built—miles..	none	65	999	1,365
Railway Stations	none	6	103	149
Post Offices			500	523
Wheat exports—bus. . .	none	none	3,000,000	} Manitoba Crop 1890. 14,665,769 bushels.
Flour exports—sacks. .	none	none	383,600	

From "The Canadian Gazette," October 22nd, 1891.

THE EXODUS FROM DAKOTA TO THE CANADIAN NORTH-WEST.

There can be no question of the reality of the movement of farmers from the Western States into the Canadian North-West.

The Department of Agriculture has received information that over three thousand settlers have crossed the boundary from Dakota to Manitoba this season. They all brought large quantities of stock, and express themselves as thoroughly satisfied with the Canadian North-West.

On September 28th a large party of farmers from South Dakota arrived at Winnipeg in charge of Captain Holmes, bringing their stock and effects with them. Captain Holmes says they are but the advance guard of many others who are still to come.

On September 29th another contingent of South Dakota farmers arrived at Winnipeg, and General-Agent Campbell was advised that another lot was to leave on the morrow. Those arriving on the 29th had banners fastened to their cars, with mottoes in large capitals painted on them, bidding "good-bye" to Dakota, and "ten years' hard labour," and stating they were bound for the "land of wheat and grain and hay and wood and water and plenty."

ONTARIO'S HARVEST.

The Bureau of Industries reports that the yield of grain in Ontario is unusually large. The autumn wheat averages from twenty-five to thirty bushels per acre, weighing sixty to sixty-five pounds the bushel. The crops of spring and autumn wheat are estimated at over 32,000,000 bushels, or almost one-half more than in 1890. The oat crop exceeds that of 1890 by 22,000,000 bushels, and barley by 500,000 bushels, notwithstanding less acreage.

A VISIT TO AMERICA BY THE ALLAN LINE.

To the Editor of the "Wigan Examiner."

SIR,—Indisposition and other unavoidable causes have prevented the fulfilment of my long-standing promise to relate in lecture my experience and observations during my visits to America. The lecture season is past, but as there are many in this and the surrounding districts who contemplate a pleasure trip across the Atlantic, whilst a considerable number of our working people are bent upon emigration, and requests for guidance are from time to time addressed to me by both of these classes, it may be an advantage to them if I briefly summarise some of the information and suggestions I trust to present to them respecting America more amply in the form of a lecture.

First, a word in reply to the enquiry as to the line of steamers. Most unhesitatingly and emphatically I recommend the Allan Line, and for these reasons. The St. Lawrence route is the shortest, safest, cheapest, most comfortable, and most interesting.

(1). It is the Shortest. In summer it is only five days and a half ocean sail from Moville, near Londonderry, where the boats take in the Irish mails. The rest of the passage is in view of the land and in comparatively smooth water.

(2). It is the Safest. First, because there is much less traffic by this route, and secondly, safety is really and truly the first consideration of the Company. The owners of this Line are not frantically straining every nerve to beat the record by a few minutes, but enforce most rigidly their rule, which I can testify from experience is observed, that in case of fog the speed must be reduced to dead slow. Another guarantee of extreme carefulness is, I venture to think, afforded by the fact that the steamers are not insured.

(3). It is the Cheapest. The Through Fares by this Line to inland places in Canada and the Western States are lower than by any other route. Where time is an object, and the desire to see as well as to sail, I would recommend the direct route to Quebec.

(4). It is the most Comfortable. The absence of the rush and excitement inseparable from a large crowd is no small factor in the restoration of the weak, the over-worked, and the jaded. I have circumnavigated the globe, I have sailed in many ships on many seas, but I never spent a happier week in my life than on board an Allan Steamer. Steerage Passengers will find the accommodation excellent, and the food good and abundant, while for a few shillings they are relieved from the expense, inconvenience, and trouble of providing their own bedding and eating utensils for the voyage. I found everything to be very satisfactory—the accommodation good, and the places well ventilated and airy.

(5). It is the most Interesting. The sail through the Gulf and up the river of St Lawrence is exceedingly fine. The St. Lawrence is one of the grandest and most interesting rivers in the world.

Canada is developing with extraordinary rapidity, and affords a grand field for the English emigrant. From all I have heard of the experience of the Wigan colliers who have returned from Pennsylvania, I expect that they would do much better in the coal district of Nova Scotia, but of this I hope to be able to speak with greater confidence after personal observation and enquiry.

Ince Vicarage, May 21st, 1890. (CANON) THOS. F. FERGIE.

