



Genl N. A. Cockburn

AN OFFICIAL
HANDBOOK OF INFORMATION
RELATING TO THE
DOMINION OF CANADA.

Published, with the approval of Her Majesty's Secretary of State for the Colonies,
by the Government of Canada (Department of Agriculture.)

JANUARY, 1890.

1890

CALENDAR.

1890

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INTRODUCTION.

The object of this pamphlet is to present to the public, in a brief and concise form, with a copious index, the information generally sought for by persons taking an interest in the position and resources of the Dominion of Canada.

Compiled to a large extent from pamphlets previously issued under the authority of the Governments of the Dominion, and of the various Provinces, its contents being brought down to the latest dates, the pamphlet will be useful not only to intending emigrants, but to those interested in emigration as a means of relieving the congested and ever-increasing population of Great Britain. It will also be of service to those engaged in educational pursuits, who are in a position to render valuable aid in the dissemination of accurate knowledge respecting Canada.

Emigration is just as necessary to Great Britain as immigration of a suitable character is to Canada. Complaint is made of the insufficiency of land in Great Britain, and of over-population, while, at the same time, in Canada there are a millions of acres—hundreds of millions—waiting to be made available for the uses of mankind. A way out of this anomaly will no doubt some day be found in a large, well-organised scheme of emigration ; but in the meantime, any persons of good character, of the classes for whom openings exist, fitted and prepared for hard work, who decide to take up their homes in the Dominion, will receive a warm welcome on their arrival : they will at once realise that they are not strangers in a strange land, but among fellow British subjects, and will find there the same language, customs, and loyalty as in the old country.

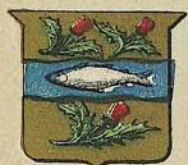
*Arms of the Dominion
and of the Provinces
of Canada.*



ONTARIO.



QUEBEC.



NOVA SCOTIA.



Dominion of Canada.



NEW BRUNSWICK.



MANITOBA.



PRINCE EDWARD ISLAND.



BRITISH COLUMBIA.



DOMINION OF CANADA.

THE Dominion of Canada came into existence on July 1st, 1867, under the terms of the British North America Act of that year, by the union of the Provinces of Canada, Nova Scotia, and New Brunswick—the Province of Canada was divided into Upper and Lower Canada which divisions are known now as Ontario and Quebec respectively. It was subsequently augmented by the Province of Manitoba and the North-West Territories in 1870, by British Columbia in 1871, and Prince Edward Island in 1873, and now includes the whole of British North America.

Area. The following figures show the computed area of the Provinces and Territories of Canada :—

	Square Miles.
ONTARIO	181,800
QUEBEC	188,688
NEW BRUNSWICK	27,174
NOVA SCOTIA	20,907
PRINCE EDWARD ISLAND	2,133
MANITOBA, between International Boundary and 12th Base, as far east as meridian of N.W. angle of the Lake of the Woods.....	60,520
BRITISH COLUMBIA	about 341,305
Provisional District of ASSINIBOIA	" 95,000
" " SASKATCHEWAN	" 114,000
" " ALBERTA	" 100,000
" " ATHABASKA	" 122,000
Remaining Territory	1,816,730

AREA of Canada 3,470,257

The area of the great lakes is not included. This, if added, would increase the total to about 3,610,000 square miles. For purposes of comparison, it may be stated that Canada is nearly as large as the whole of Europe, and about 600,000 square miles larger than the United States without Alaska.

Population. According to the census returns of 1881, the population of the Dominion was as follows :—

	Males.	Females.
Prince Edward Island.....	54,729	54,162
Nova Scotia.....	220,538	220,034
New Brunswick.....	164,119	157,114
Quebec.....	678,109	680,918
Ontario.....	976,461	946,767
Manitoba.....	37,207	28,747
British Columbia.....	29,503	19,956
The Territories.....	28,113	28,333
	2,188,778	2,136,032
Total.....	4,324,810	

Of this population, 478,235 were born in the British Isles and possessions, 101,047 in Prince Edward Island, 420,088 in Nova Scotia, 288,265 in New Brunswick, 1,327,809 in Quebec, 1,467,988 in Ontario, 19,590 in Manitoba, 32,275 in British Columbia, 58,430 in the North-West Territories, 77,753 in the United States, and 53,330 in other countries.

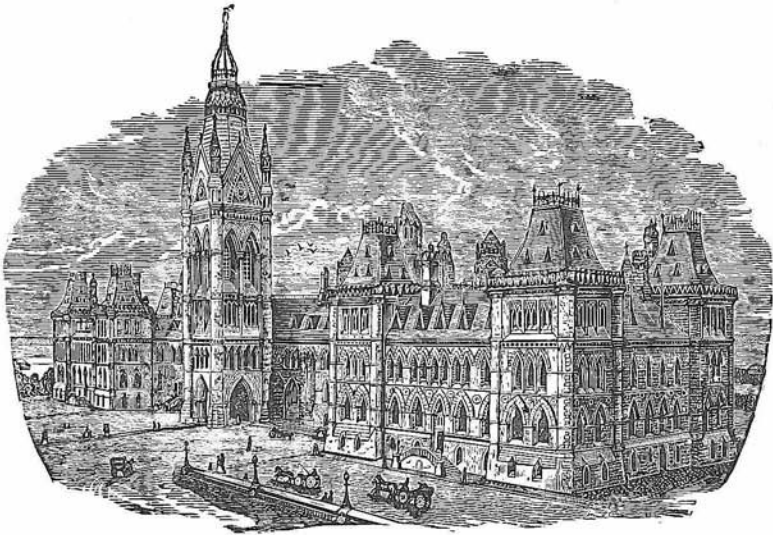
A supplementary census of Manitoba was taken in 1886, when the population was found to number 108,640 (males 59,594, and females 49,046)—an increase of 74·49 per cent. in the five years. A partial census of the North-West Territories was also recorded in 1885, the returns giving the population of the three provisional districts of Assiniboia, Saskatchewan and Alberta as 48,362. These figures cannot be compared with those of 1881, as the latter were largely estimated, and were, besides, applicable to the whole of the Territories.

It is estimated that the inhabitants of the Dominion number over 5,000,000 at the present time.

Religion. There is no State Church in Canada, and the utmost religious liberty prevails. New arrivals of any religious persuasion will find their own churches and chapels, and abundant facilities for the practice of their faith among neighbours who will sympathise with their views.

The appointment of the clergy rests, as a general rule, with the various congregations, and the stipends are paid out of endowments, pew rents, and other such funds. There are no tithes, or church rates, excepting in the Province of Quebec, where the Roman Catholic Church possesses some qualifying powers, in this respect, over persons professing that faith.

Constitution of Government. The Government of Canada is Federal. The provinces have local legislatures, and they also elect the Federal Parliament, which sits at Ottawa. By the British North America Act, before referred to, the executive government and authority of and over Canada is vested in the Queen. The Governor-General for the time being carries on the government in the name of Her Majesty, but is paid out of the Canadian revenue. The Dominion Parliament consists of an Upper House, styled the Senate (80 members), and the House of Commons (215 members). The Senators are nominated for life by the Governor General. The Commons are elected every five years. There is a special franchise distinct from that in force for the provincial assemblies: both are exceedingly liberal and extensive. The procedure is very much the same as in the Imperial Parliament at Westminster. At the head of each of the provinces is a Lieut.-Governor, appointed by the Governor General, and paid by the Dominion, who is the medium of communication between the provinces and the Federal Government. In most of the provinces there are two legislatures, but in Ontario, Manitoba and British Columbia there are only single Houses. This,



PARLIAMENT HOUSE, OTTAWA.

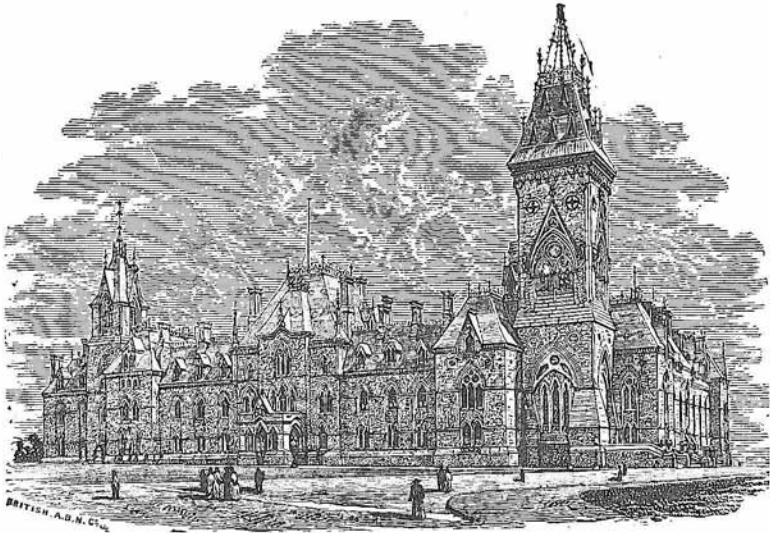
however, is a matter entirely within the control of the local authorities, as also are the election of members, franchise qualifications, and alteration of electoral districts, but the extreme length of the local parliaments is fixed as four years. The powers of the respective Dominion and Provincial Parliaments, and the contributions to the revenues of the latter from the Dominion Treasury, are defined by the original Act and amending Acts. Legislation upon local matters is delegated, as a general rule, to the provinces. There

Municipal System.

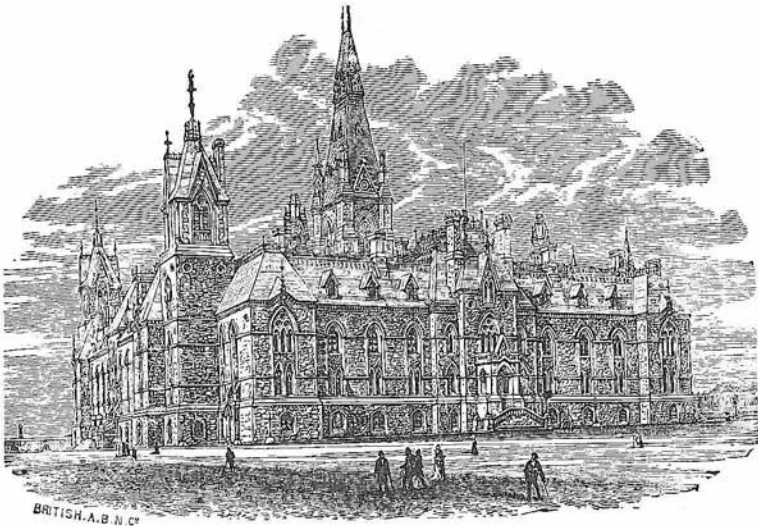
is also a very perfect system of municipal government throughout the Dominion. Both the counties and townships have their local councils, which regulate the taxation for roads, schools, and other purposes, so that every man directly votes for the taxes he is called upon to pay.

Education. So long ago as 1846 compulsory and free education was organized in the old Province of Canada, and its example was followed, sooner or later, in the other colonies. The details differ somewhat in the various provinces, but, generally speaking, the system may be described as follows:—Every township is divided into sections sufficiently large for a school. Trustees are elected to manage the affairs, and the expenses are defrayed by local rates and Provincial Government grants. In districts where the inhabitants are divided in their religious opinions, and mixed schools are not possible, the law enables separate ones to be provided. Teachers are trained at Normal schools at the public expense. For those who can afford it—and the cost is very small—there are schools of a higher grade, managed also by trustees. At these, as well as at many excellent private establishments, a classical education is given, and pupils are prepared for the professions. There are eleven universities and colleges that confer degrees in Divinity, Arts, Law, Medicine, Civil Engineering, &c., besides several that only confer degrees in Divinity, the Church of England, Roman Catholics, Presbyterians, Methodists and Baptists all having special theological Colleges. There were upwards of 6,000 students in attendance

at the various colleges in 1888. For the higher education of girls there are also a number of colleges and schools. In no country in the world is good education more generally diffused than in Canada, and the highest prizes the country offers are open to all, rich and poor alike.



DEPARTMENTAL BUILDINGS, OTTAWA.—EAST BLOCK.



DEPARTMENTAL BUILDINGS, OTTAWA.—WEST BLOCK.

The Administration of Justice.

The criminal and civil laws of Canada, as well as their administration, ensure impartial justice for all, and give everywhere a sense of satisfaction. The criminal law is copied from the English system. The judges are appointed by the Crown for life; and they are chosen, whatever Minister may be in power, from among those who, by their ability, learning, and practice at the Bar, have worked their way to the front rank of their profession.

The Courts.

The highest is the Supreme Court of Canada, composed of a Chief Justice and five puisne judges. It has appellant jurisdiction throughout the Dominion, in criminal as well as civil cases. There is also an Exchequer Court presided over by a single Judge, for trying cases connected with the revenue. These are the only Dominion courts, all the others being Provincial. Among these are the Court of Chancery, the Court of Queen's Bench, the Court of Common Pleas, the Court of Error and Appeal, the Superior Courts, the County Courts, the General Sessions and Division Courts. In the chief towns and cities there are stipendiary magistrates who sit daily for the hearing of ordinary police cases. They also have jurisdiction in certain civil cases, such as the non-payment of wages. Aldermen of cities have magisterial powers *ex officio*. In all parts of the country there are justices of the peace, holding their commissions from the Crown, who enquire into all such cases as may arise within their respective jurisdictions. The system of trial by jury everywhere prevails. The expenses of litigation are, as a rule, less than in England, on account of the attempts which have been successfully made to simplify all proceedings.

Police.

The police force throughout the Dominion forms part of the municipal system, and is paid from local or municipal taxes, with the exception of a very small force maintained by the Dominion, in connection with the Parliament buildings and the shipping in one or two of the seaports, and of the North-West Mounted Police (see page 33).

Naturalisation.

No question of naturalisation arises in connection with the emigration of British subjects to Canada. Settling in the Dominion makes no more change in this respect than a removal from York, Glasgow, Swansea, or Dublin to London, and a new arrival has all the same privileges as any native-born fellow-subject. This is very important when compared with the position of a person who contemplates emigration from the United Kingdom to the United States, for example. It is required of every one from the British Islands who desires to become an American citizen that two oaths be taken one of intention and one of fact, the latter after five years' residence. The effect of these oaths is to pointedly, and specifically renounce allegiance to the Queen, to give up one's British birthright, and in the event of war to become an enemy to the land of one's birth. In some of the States—the great State of New York, for instance—a British subject cannot hold real estate without taking such oaths, and cannot in any of the States exercise any of the political rights of American citizenship without so doing. On the other hand, for foreigners the Canadian naturalisation laws are marked by a spirit of liberality, and such persons can transact any business and hold real estate without being naturalised. By residing three years and taking the oath of allegiance, they become naturalised British subjects. The oath is one of simple allegiance, and does not require any offensive renunciations. Naturalisation confers political and all other rights.

Postal System. The postal system of Canada extends to every village and hamlet in the land. There is what is called a "city rate"—that is, for the delivery of letters in the city in which they are posted—of 2 cents (1d.) per half-ounce. The ordinary rate in the Dominion and

between Canada and the United States is, per half-ounce, 3 cents ($1\frac{1}{2}$ d.), and to and from the United Kingdom 5 cents ($2\frac{1}{2}$ d.). The newspaper postage in Canada is nominal (in fact, newspapers sent direct from the publishing office to subscribers are conveyed free), and there are parcel, sample, and book posts at cheap rates.

Money Orders. The money order system is similar to that in operation in England. The price for such orders locally ranges from 2 cents (1d.) for 4 dollars, say 16s., to 50 cents (2s. 1d.) for 100 dollars, say £20. Money orders are also issued payable in the United Kingdom, on the same terms as those charged on similar orders issued in Great Britain payable in Canada.

Telegraphs. The telegraph system in Canada is in the hands of public companies chartered by Act of Parliament, but the Government also owns some of the wires. The rates are very moderate, and every town and village of any importance possesses telegraphic facilities. The telephone is also in very active operation in most of the towns and cities of Canada, and is used to a much greater extent than in Great Britain or on the Continent.

Newspaper Press. The Canadians are well supplied with newspapers. Every considerable village in the Dominion publishes its newspaper, and in all the large towns there are several. These newspapers are for the most part conducted with energy and ability. They are supplied with full telegraphic reports from all parts of the globe. All important news that transpires in the United Kingdom and Europe is instantly published in Canada; and, in fact, owing to the difference in mean time, an event which takes place in London at five o'clock in the afternoon may be known in Canada at about noon of the same day. It happens often that important events which occur in England in the early forenoon are published in the morning papers of the same day in Canada, while it is quite impossible that this same news can appear in the morning papers of England until the next day. There are a number of special commercial publications, as well as monthly periodicals devoted to agriculture, literature, medicine and branches of science.

Social Conditions. Enquiry is often made as to social conditions in Canada, as compared with Great Britain. It may be at once stated that the distinctions of caste do not exist to the same extent as in the mother country. 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 older countries. With regard to the liquor traffic, local option prevails. By an Act of the Dominion Parliament in 1882, marriage with a deceased wife's sister was legalised. As already explained, religious liberty prevails, there is practically free and unsectarian education, a free and liberal franchise, members of parliament are paid for their services, the parliaments are quinquennial, and there is no system for legalising pauperism, although orphans and the helpless and aged of both sexes are not neglected, being cared for under the municipal system before referred to. Altogether, a Canadian is able to look with pride and satisfaction upon the free and independent position which he enjoys.

Climate. Experience tells us that the climate of Canada is the point upon which most persons get astray. Canada is one of the healthiest of countries; the returns of the military stations which existed until recently, and those relating to Halifax at present issued, prove this conclusively, apart from the general healthfulness and the physique

of the population, which is the subject of remark by all visitors and new settlers. It is a significant fact that the complaints against the climate refer, at the present time particularly, to Manitoba and the North-West Territories. The statements now being made respecting Manitoba were formerly applied to Ontario, Quebec, Nova Scotia and New Brunswick. These provinces, it was said, could never grow fruit to any extent ; it would be impossible that they should ever become famous for raising cattle ; and the season was manifestly too short to permit of agricultural operations being carried on successfully and profitably ! It is hardly necessary to state how completely these prophecies have been falsified, and every year is proving the fallacy of similar statements respecting the western provinces. Canada has a reputation for fruit far beyond its boundaries. Canadian apples probably bring the highest price of any that are imported into the English markets. Those who have visited the country will know that it is famous for many other fruits besides apples, and that many species grown in England under glass, such as grapes, peaches, melons and tomatoes, flourish there in the open air. But Canadian farmers do not confine their attention entirely to grain and fruit growing. As a cattle country, Canada is taking an important position. Not only are there sufficient cattle and sheep and other animals to supply the demands of its own population, but on an average from 60,000 to 70,000 head of cattle and over 300,000 sheep are exported annually. The larger proportion of the cattle are sent to Great Britain, while the sheep principally go to the United States. There is no cattle disease in Canada, so that the farmers are very fortunate in this respect. Horse breeding is also attracting much attention. There are many articles of Canadian farm produce which are receiving considerable notice in Great Britain, notably cheese, butter, and eggs ; in fact, the dairy industry is growing more and more important every year. The total value of the exports under the headings of "Animals and their Produce" and "Agricultural Products," in 1888, was \$40,000,000 : of this the United States took about \$18,000,000, representing chiefly horses, horned cattle, sheep, butter, eggs, apples, barley, beans, oats, peas, wheat, flour, hay, potatoes and vegetables. That the climate is not in any way injurious to agricultural pursuits is proved by the increase of the agricultural population, the largely extending area of land brought under cultivation, and the rapidly increasing quantity of produce that is grown and exported. In 1888 the value of the agricultural exports was \$15,436,360 : of this, \$10,306,278 represented barley, oats, rye, wheat, hay, potatoes, etc., sent to the United States. It is not generally understood that the farmer in Canada has to perform in the winter very much the same sort of work as the farmer in Great Britain ; after the harvest is over he does as much ploughing as possible, until the end of November. Very little actual work is done on the land in either country during midwinter, for equally obvious, though different, reasons. But cattle have to be fed, the dairy attended to, cereals threshed, machinery put in order, buildings repaired, and carting done, which latter, by the way, the Canadian farmer, owing to the snow, is able to do very cheaply. It may be that the spring commences two or three weeks later than in England ; but the conditions for the rapid growth of all produce—warm sunshine and a sufficiency of rain—are so favourable that the crops of the two countries are about equally advanced by the middle of July. It is commonly stated, even now, that Canada has an eight-months winter. It is hardly complimentary to the intelligence of the public to notice such a remark seriously ; but the following very interesting particulars will refute, clearly and forcibly, any statements of this kind ; they refer to the dates of the opening and closing of the navigation of the St. Lawrence and of the canals during the last ten years. At Montreal, the river, on an average for the last ten years, was closed for navigation 141 days annually ; the bay at Toronto 123 days ; and the Welland Canal about the same period. In con-

sidering these figures it must be remembered that, although navigation is reported as closing or opening on a particular day, the river or canals are properly navigable for several days in addition, as the steamers and other vessels have to leave before the frost commences, and they do not enter the river until some days after there is open water. The average winter may therefore be taken at about four and a-half months—sometimes it is longer by a few days. Between Manitoba and the North-West and Ontario there is a few days difference—in favour of the latter. British Columbia probably possesses the finest climate in North-America; its has all the advantages of that of England, without its disadvantages. Any Canadian or Englishman who has spent a winter both in the Dominion and in Great Britain will have no hesitation in saying which climate he prefers.

The intensity of cold may be accurately ascertained by a thermometer, but not its effects upon human life. The humidity or dryness of the atmosphere in such circumstances decides its degree of comfort or discomfort, its healthiness or unhealthiness. In Canada, however, although one must be prepared for extreme temperatures, the air is always dry, bracing, and exhilarating, and consequently the climate is considered to be a very healthy one to live in. Then, again, in Canada one is always prepared for the cold, and in winter the houses are far warmer than in Great Britain. In the spring and summer wild flowers are as common as in England; and in August wild fruits and delicate ferns abound. If the climate were the wretched one that has been stated by persons who have but little knowledge of it, and so detrimental to the prosperity and progress of the country, so many people would not have gone there, and the population and the agricultural industry would not have increased with the rapidity that has been apparent. Of course there are good and bad seasons in Canada as everywhere else; but, taken altogether, the climate will compare very favourably with other countries in similar latitudes.

The Tourist, Artist, and Sportsman. The tourist, the artist, and the traveller will find much that is picturesque and grand in the scenery of Canada. The land of Evangeline, the great river St. Lawrence, with its rapids, the old city of Quebec, the Thousand Islands, the great lakes, Niagara Falls, and the pastoral scenery in western Ontario; then on through the country north of Lake Superior to Winnipeg and the prairies, until the magnificent mountain, forest and water scenery of the Rocky Mountains and British Columbia is reached, and the eye rests on the blue, placid waters of the Pacific Ocean.

The country is equally interesting to the sportsman in the proper seasons. In the outlying districts, away from the settlements, and in the mountains, bears, moose, deer, wild sheep and goats are found, while smaller animals and almost every variety of bird exist in great numbers. Most of the streams abound in fish, from the salmon and trout to the minnow, and the angler will find abundant sport in any of the provinces.

Indians. The Indian population of Canada numbers about 124,000, and is located upon reserves in different parts of the country. There is a special department of State to administer Indian affairs, and the Indians are not only peaceful, but fairly contented and happy. There are over 6,000 of the children in elementary schools, and the adults are instructed in agricultural pursuits. They have a large area of land under cultivation, and own live stock and implements to a considerable value. In fact, their intellectual and industrial progress has been so marked as to justify the extension of the franchise to the aboriginal population of the older provinces. The late Bishop of Saskatchewan, who was justly regarded as an authority on the subject, said in a very interesting address, delivered at the Royal Colonial Institute in 1883, that he looked forward to the day when we should see the Indian population making their bread honestly side by side

with the white men who had come into the country as immigrants ; and that this would be the direct result of the eminently wise, far-seeing, and thoroughly English policy which had been so consistently pursued by those who had conducted the destinies of the government of Canada.

Railways and Canals. There are about 13,000 miles of railway in Canada at the present time. Every place of any importance has its one or more railway stations. The three principal systems are the Canadian Pacific (5,074 miles), Grand Trunk (3,093 miles), and the Inter-colonial, including the Prince Edward Island Railway (1,217 miles). The balance of the mileage is made up of smaller lines in the various provinces. The total paid-up capital in July, 1888, was \$727,180,449, to which the Dominion and Local Governments and municipalities had contributed, in one way or another, \$168,542,529. The number of passengers carried in 1888 was 11,416,791, and the freight is put down as 17,173,759 tons. There is no country in the world better served by railways than Canada.

The Canadian Pacific Railway. This line is now in operation from the Atlantic to the Pacific Ocean, and the rapidity and energy displayed in its construction, and its importance to the future of the Dominion, deserve special mention. Until 1881 the line was being built by the Government, but in that year the work was undertaken by the Canadian Pacific Railway Company, the contract requiring its completion in ten years. It was, however, finished in November, 1885—nearly six years before the stipulated time ; and it certainly occupies a place as one of the greatest engineering achievements of modern times. It is the shortest of the three great trans-continental lines, the distance from Montreal to Vancouver being 600 miles less than from New York to San Francisco. By the Canadian Pacific Railway, too, New York, Boston and Portland are brought within from 300 to 500 miles nearer the Pacific coast by rail than formerly ; and the distance from Liverpool to Japan and China *via* the Canadian line, is shortened by about 1,000 miles. The construction of this railway and the Intercolonial Railway has cost Canada about £24,000,000, equal to an annual burden of nearly £1,000,000, and about 18,000,000 acres of land. The Canadian Confederation may be considered as having been consolidated by means of this railway. Each province has now communication with the others and with the seaboard, and in consequence a great impetus has been given to trade and commerce. Eastern Canada has long had railway facilities, but Manitoba, the North-West, and particularly British Columbia, have until recently remained more or less isolated, and therefore practically undeveloped. The railway, however, has brought this state of things to an end. Besides, it has opened up a large tract of fertile land in Manitoba and the North-West, unencumbered with timber, ready for the plough, and considered to be the largest wheat field in the world. It is at least 900 miles long and 300 miles wide, or an area of over 200,000,000 of acres, all more or less suitable for agricultural purposes, for the raising of wheat and other crops, and the breeding of cattle ; and its population is rapidly growing. Without the railway the country must have remained an "illimitable wilderness," as Lord Beaconsfield described it. With it there is afforded the prospect of bright and happy homes for a large number of inhabitants, increased markets for local and British products, and, it is hoped, a new era of prosperity to the Dominion. Branch lines have already been made in different parts of the North-West, and more are projected. Charters have been granted for a railway between Manitoba and Hudson Bay, in anticipation of the shorter route through the Hudson Straits to the Atlantic Ocean being available for a sufficient time each year for commercial purposes. Not only have the people of Manitoba connection with the Pacific Ocean and with Eastern Canada through British territory, and access to the great lakes, but there are also three lines running to the United States boundary, joining

there the American system of railways. Coal has been discovered in large quantities along the line of the Canadian Pacific Railway ; mines are being worked, and coal is now sold at all the railway stations at a reasonable price compared with formerly, and dependence has no longer to be placed upon the supply from American sources.

Hitherto the markets of China and Japan, New Zealand, Australasia, India, and the Pacific Coast of South America have been closed to Canada, but she is now about to gain access to them under advantageous conditions, being nearer to many of them than Great Britain or any European nation. A regular line of steamers has for some time been running between Vancouver Yokohama and Hong Kong and in consequence of the Imperial Government having determined to establish a mail service *via* this route between England and the East, and of subsidies granted both by the Imperial and Dominion Governments, the Canadian Pacific Railway Company are building new fast steamers in England specially for the service, which will still further increase the saving of time, and afford additional facilities for traffic of all kinds. The new line will probably be in operation within about twelve months. Canada has a large number of vessels on the shipping register, mostly owned in Atlantic ports, and there is no reason why a similar prosperity and marine enterprise and development should not take place on the Pacific. The new railway is sure to be a favourite overland route to the East. Imagine a sail up the St. Lawrence, a short stay at Quebec, Montreal, Ottawa, Toronto, Niagara, then on the great lakes, or along their shores, to Winnipeg, across the prairies, and through the magnificent scenery of the Rocky Mountains to British Columbia and the placid waters of the Pacific Ocean !

Important as the line is locally, it is of even greater importance as an Imperial work. Notwithstanding the interest Great Britain possesses in the Suez Canal, it is generally felt that its value might easily be impaired in times of war ; and it would be impossible to place too much reliance upon the Cape route in similar circumstances, owing to the long sea passage and to the difficulties of coaling, apart from the fact that all the coal for the stations has to be taken from Great Britain. But the Canadian Pacific Railway affords a new quick, alternative route to the East, and it has not cost the Imperial Government a penny. It is available for the carriage of both troops and munitions of war. They could be conveyed from Great Britain to China and Japan quicker than by any other route, to Brisbane or Sydney as rapidly as by the Canal, and to India in a very few days more. Indeed, should an English Government, in the event of difficulties being unhappily anticipated in the East, at any time send troops to Halifax or British Columbia, as on similar occasions in late years to Malta and Cyprus' they could be moved thence to India in less time and with much less risk, than by any other route. Then, again, the British fleets command both the Atlantic and Pacific ends of the line. Halifax is the station of the North American squadron, and Esquimaux of the Pacific squadron. There are large coal-fields near each of these ports, and graving docks capable of holding the the largest vessels have been built at both places. In view of these circumstances it is not surprising that there has been a remarkable expression of opinion in testimony of the value of this railway, as adding to the strength of the Empire.

Canals and River Systems. The canals of Canada and the river improvements have cost a large sum of money, and they are works of immense utility and importance. The channel of the St. Lawrence has been deepened, so that the largest ocean-going vessels can go up as far as Montreal, 700 miles from the Atlantic Ocean. There are nearly five miles of wharves at this city, and every facility for loading and discharging ships. At Quebec, also, there are facilities for an immense shipping trade. Then there is a system of canals to overcome the St. Lawrence rapids, and the difference in

the levels of the great lakes (600 feet), which affords uninterrupted navigation from the Straits of Belleisle to the head of Lake Superior, a distance of 2,384 miles, of which $71\frac{3}{4}$ are canals. The locks range from 200 to 270 feet long by 45 feet wide. The depth of water is from 9 to 14 feet, and the intention is to make the whole route available for vessels drawing from 12 to 14 feet. There is also a canal system to overcome the difficulties of the river Ottawa between Montreal and Ottawa: one opens navigation between Ottawa and Kingston, and another connects Lake Champlain with the St. Lawrence. In Nova Scotia the St. Peter's Canal connects St. Peter's Bay with the Bras d'Or Lakes. There is also navigation on the lakes in the North-West, and on the rivers Assiniboine and Saskatchewan, the latter being navigable for over 1,000 miles. These water highways are much used for the conveyance of various produce, and are of great benefit to the Dominion.

Revenue. The consolidated revenue for the year ending June 30th, 1888, was made up as follows.—

Customs.....	\$.....	\$22,105,926
Excise.....		6,071,487
Other sources.....		7,731,050
		<u>\$35,908,463</u>

The expenditure during the same period was \$36,718,495.

The deficits of 1884-5 and 1885-6 were largely owing to unforeseen expenses in connection with the North-West Rebellion. The following are the receipts and expenditure on account of the Consolidated Fund since 1880. They show that in the eight years the surplus revenue, after deducting the deficits before referred to, has amounted to eleven millions of dollars. The figures for the year ended June, 1889, are now completed, and show; Revenue \$38,782,870, expenditure \$36,917,835 or a surplus of \$1,865,035.

	Receipts.	Expenditure	Surplus.	Deficit.
	\$	\$	\$	\$
1880-1	29,635,298	25,502,555	4,132,743	.....
1881-2	33,383,456	27,067,104	6,316,352	.....
1882-3	35,794,649	28,730,157	7,064,492	.....
1883-4	31,861,962	31,107,706	754,256	.....
1884-5	32,797,001	35,037,060	.....	2,240,059
1885-6	33,177,040	39,011,612	.....	5,834,572
1886-7	35,754,993	35,658,161	96,832	.....
1887-8	35,908,463	36,718,495	.....	810,032
1888-9	38,782,870	36,917,835	1,865,035	.....
			<u>20,229,710</u>	<u>8,884,663</u>

Taxation as represented by the customs and excise, amounted in 1888 to \$28,177,413, or \$5.67 (23s. 3d.) per head, as compared with 40s. 6d. in the United Kingdom, 27s. 8d. in the Cape of Good Hope, and 61s. 8d. in Australasia (1887). Municipal taxation is also very light.

Public Debt. The gross amount of the public debt on July 1st, 1888, was \$284,513,842, from which has to be deducted assets, \$49,982,483, making the net debt \$234,531,358, or £9.13s. 10d. per head. The average rate of interest paid on the gross debt was 3.45 per cent, but after deducting interest received from investments the rate was reduced to 3.12 per cent.

The total amount of debt payable in England on June 30th, 1888 was \$176,601,776, and the several investments for sinking funds amounted to \$20,993,654. The balance of the debt represents liabilities payable in Canada.

The net debt at Confederation was \$75,728,641, and the increase up to 30th June, 1888 has been \$158,802,717. The principal objects upon which it has been expended have been. Railways. \$103,142,392; Canals \$32,847,148; Government buildings and miscellaneous public works \$20,115,734, acquisition and management of the North-West Territories \$5,356,035; and lighthouses and navigation \$8,284,580. In 1888 the total capital expenditure was \$4,680,793.

Thus the people of Canada, since 1868, have not only increased their public debt by the sum of \$158,802,716, but have paid out from their own resources the sum of \$15,159,189, to facilitate the construction of these public improvements.

The total amount expended on these works prior to Confederation was. On railways and canals, \$52,944,175; public works, \$10,690,917—making a total expenditure of \$233,380,473 on public works.

The total amount of provincial debts assumed by the Dominion at Confederation and since 1867, has been \$109,430,148, leaving the sum of \$125,101,210 as the actual net liability created by the Dominion Government since Confederation. Though the amount of the public debt is increased by the assumption of the debts of the provinces, it is not the creation of a new debt, but a simple transfer of liability from the provinces to the Dominion, and the burden on the people is actually lighter, inasmuch as the Government have been able to exchange the high interest-bearing bonds of the provinces for their own bonds at a lower rate.

Canadian Government securities are a favourite investment on the British market; and the position of the credit of the country will be better understood when it is stated that while not so very long ago 5 per cent. had to be paid for loans, one of the loans recently issued was placed at 3½ per cent. and is now (December, 1889) at a premium of 4. Canada issued in June, 1888, the first Colonial 3 per cent. loan. The amount required was £4,000,000, and the minimum price was fixed at 92½. Tenders were, however, received for £12,000,000, and the issue was allotted at an average price of £95 ls. per cent.

Imports. The value of the imports in Canada for the year ended June 30th, 1888, was \$110,894,630—\$102,847,100 being entered for consumption. The duty collected amounted to \$22,187,869 equal to \$4.46 (18s. 4d.) per head of the population.

Divided among the various provinces, the figures are as follows:—

	Imported.	Entered for Home Consumption.	Duty.
Ontario.....	\$ 42,313,459	\$ 41,672,432	\$ 7,611,188
Quebec.....	48,316,887	41,449,335	9,521,055
Nova Scotia.....	8,617,099	7,856,764	2,126,460
New Brunswick.....	5,758,882	6,058,084	1,431,174
Manitoba.....	1,729,183	1,750,048	457,354
British Columbia.....	3,509,951	3,404,207	861,465
Prince Edward Island..	593,005	600,066	167,175
North-West Territories.	56,164	56,164	11,998
	<u>\$110,894,630</u>	<u>\$102,847,100</u>	<u>\$22,187,869</u>

Considerable changes have taken place in the import trade of Canada in the last ten years. There has been a decided falling off in the imports of manufactured goods, but the deficiency has to a great extent been made up by an increased importation of raw material. For instance, in 1867 woollen goods to the value of \$7,667,335 were imported; in 1875 these imports had

increased to \$12,767,557. The amount has never been so high since ; it has fluctuated between six and ten millions of dollars, but in 1888 it increased again to \$9,850,334. Cotton goods were imported in 1867 to the value of \$7,675,433 ; in 1874 they were valued at \$11,301,313 ; in 1879 they were \$6,638,583 ; in 1882 they advanced to \$11,185,238 ; but since then they have been gradually falling, until in 1888 the value of such imports was only \$4,216,462. Silk has not shown great fluctuations, but good times have had a tendency to increase such importations. The imports of manufactures of all kinds in 1887 were \$56,935,191, and in 1888 \$57,508,915 as against \$68,501,345 in 1883, and \$67,593,759 in 1874. Iron and steel and manufactures thereof are also imported from outside in much less quantities than hitherto. All these things—taken in connection with the greatly increased population—demonstrate clearly the fact that the home manufacturing industries have largely developed and increased. It is also clear from the statistics that the imports of raw material are much greater than they were. This is specially evident in the case of cotton, wool and pig iron. As bearing upon this point, attention may be called to the great increase in urban population. In 1871 there were twenty cities and towns of 5,000 inhabitants and over, with a total population of 430,043 ; in 1881 there were thirty-seven, with a total population of 660,040—an increase of 85 per cent. and 53 per cent. respectively. Winnipeg had a population of 6,000 in 1881 and of 22,000 in 1888, and Toronto had 86,000 in 1881 and 172,000 in 1888. The smaller towns and villages would probably show a greater comparative increase were statistics readily available ; and it is believed that the next census, in 1891, will indicate a remarkable advance both in the urban and rural population. The position of the manufacturing industries of Canada in 1881, and the advance made during the previous ten years, may be gathered from the following table, taken from the census returns :—

	1871.	1881.
Capital invested.....	\$77,694,020	\$165,302,623
Hands employed.....	187,942	254,935
Amount of yearly wages.....	40,851,069	59,429,002
Total value articles produced.....	221,617,773	309,676,068

Exports. The exports of Canada in 1888 were valued at \$90,203,000, made up of—Canadian produce, \$78,297,750 ; and other produce \$11,905,250.

The Mine.....	\$4,110,937
The Fisheries.....	7,793,183
The Forest.....	21,302,814
Animals and their produce.....	24,719,297
Agricultural products.....	15,436,360
Manufactures.....	4,161,282
Miscellaneous.....	773,877
	<hr/> \$78,297,750

Dividing the total exports among the provinces, the figures are as follow :—

Ontario.....	\$30,666,317
Quebec.....	37,288,718
Nova Scotia.....	8,813,006
New Brunswick.....	6,929,563
Manitoba.....	1,304,890
British Columbia.....	3,928,077
Prince Edward Island.....	1,272,429

These figures do not give an accurate idea of the total trade of Canada, and the same remarks apply to the imports. They only embrace the outside

trade, and do not include the large business which naturally takes place between the provinces. It is impossible to estimate what the inter-provincial trade is. The freight earnings on the various railways amounted in 1888 to \$26,410,000 for the carriage of over 17,000,000 tons, and the canal tolls to \$351,193 for 3,000,000 tons of freight ; the tonnage of shipping engaged in the coating trade has also increased from 11,047,661 tons in 1878 to 18,789,279 tons in 1888. These figures serve to show the magnitude of the local carrying trade. In addition, attention may be again called in this connection to the great increase in all the local industries connected with the mine, forest, fisheries, agriculture, and manufactures, and it is proposed to say a few words under each of these headings.

The principal countries to which goods are exported are Great Britain, the United States, Newfoundland, West Indies, South America and Australasia. With other countries also the trade is rapidly growing, particularly with China and Japan, France, Germany, and other European countries.

The Mine The exports under this head are chiefly coal, gold, copper, iron, phosphates, salt, antimony, mineral oils, and gypsum. Gold mines are worked to a small extent in Ontario, Quebec and the Territories, but largely in Nova Scotia and British Columbia, the production from these two provinces in 1887 having amounted to \$1,108,173, and in 1888 to \$1,050,670. In British Columbia there are yet immense fields to open up. Silver mines are being worked in Ontario ; and that at Silver Islet, Thunder Bay, has been the richest yet discovered in Canada. There are various deposits of mineral of all kinds in British Columbia. Iron ore is found all over the Dominion, and many mines have been successfully worked. Some of the Canadian iron ores are among the most valuable in the world. Copper is mined to a considerable extent both in Quebec and Ontario, and the deposits of the ore are of great extent.

There are very large coal deposits in Nova Scotia, and many mines are profitably worked. This coal is sent up by the river St. Lawrence and by rail into the interior. The coast of British Columbia is very rich in coal of a quality which commands a preference in the markets of San Francisco, notwithstanding the United States coal duty. Tests made by officers of the United States Government showed the British Columbia coal to excel that of California, Washington Territory, or Oregon, by one-fourth in steam-making power.

As regards the North-West Territories, coal is known to exist over a vast region on and to the east of the Rocky Mountains. This region stretches from 150 to 200 miles east of the mountains, and north from the frontier for about a thousand miles. In places where the seams have been examined they are found to be of great thickness and of excellent quality. Beds of true bituminous coal have been found. There are also large quantities of lignite, which for local use where wood is scarce will prove to be a useful fuel. It also occurs in considerable quantity along the valley of the Souris River, near the frontier, 150 miles west of Winnipeg. Good seams of anthracite coal are being worked in the Rocky Mountains at Anthracite and Canmore, and all these coals are now carried east and west by the Canadian Pacific Railway—a fact of the greatest importance to settlers on the vast fertile belt of treeless prairies east of the mountains.

Specially among the minerals which are used for agricultural purposes may be mentioned apatite or phosphate of lime. The increasing demand for this valuable material has led to a great increase in production, both for home use and exportation. In 1887 23,152 tons were exported, and the shipments in 1889 are expected to reach 25,000 tons. The attention of the Canadian farmers is being directed to the valuable properties of this mineral as a fertiliser. The percentage of purity of native Canadian phosphate ranges from 70 to 95 per cent. It produces valuable results when applied to land

in its raw state, reduced to a fine powder. But the conditions for manufacturing it into superphosphate are also favourable in Canada. This raw phosphate of lime commands a price of \$25.50 (about £5 2s. stg.) per ton in Liverpool, as appears by a recent market quotation. Phosphate of lime is found in large and easily-workable deposits throughout a large extent of country in the Ottawa Valley. The largest deposits have been found on the Quebec side.

Petroleum is known to exist in several parts of the Dominion, but the wells have only been profitably worked in Ontario. The production from them is very large, and appreciably adds to the wealth of the Dominion. Very extensive sources of petroleum have also been found in the North-West and in the Rocky Mountains.

Salt is found in the North-West; but the principal deposits are at Goderich and other places in Ontario where there are extensive salt works. Salt is also found in New Brunswick.

Building stone of excellent quality is widely distributed in all the provinces, and there are numerous quarries of dolomite, limestone, sandstone, and granite, from which blocks of every size required can be obtained. There is also a great variety of marbles, but only a few quarries have yet been opened.

Gypsum is found in great abundance in New Brunswick, Nova Scotia and Ontario. It occurs also in Manitoba and the Territories. It may be procured at a cheap rate in any of the older provinces as a fertiliser.

Excellent peat is found in large deposits in all the provinces.

The Fisheries.

These are the largest in the world, embracing nearly 5,600 miles of sea coast, in addition to inland seas, innumerable lakes, and a great number of rivers. They offer many advantages to those engaged in similar occupations in the United Kingdom, and who have suffered from the bad seasons of recent years. The display made by Canada at the Fisheries Exhibition in London in 1883 attracted very considerable attention.

The products of the fisheries, exported and sold on the Dominion markets, in 1888, amounted to \$17,418,510; but this by no means represents the value of the total catch, for in Canada the home consumption is very great—100 pounds per inhabitant being calculated, as against 30 pounds in England. As the fisheries extend throughout the length and breadth of the Dominion, almost every settler is afforded an opportunity for catching fish for domestic use: this renders it impossible to give full returns of the whole catch. It is approximately estimated that the value of the home consumption last year was \$13,000,000, giving a total of \$31,000,000 as the yield from less than half of the Canadian fisheries, exclusive of the catch by foreign fishermen. The fisheries on the Pacific coast are most valuable and extensive, but are yet only partly developed.

The sea fisheries are well-nigh inexhaustible—a fact attributable to the fishes' food supply being brought down by the Arctic currents from the northern seas and rivers. This consists of living slime, formed of myriads of minute creatures which swarm in the Arctic seas, and are deposited in vast and ever-renewed quantities upon the fishing grounds.

Salt-water fishes of nearly every variety are to be found along the Canadian coasts, but the marine fisheries of greatest commercial importance are the cod, herring, mackerel, lobster, salmon and seal.

The fresh-water fisheries are also of great importance, the immense lakes and rivers supplying an abundance of fish of great commercial value, both for home consumption and export, besides providing sportsmen with some of the finest salmon and trout fishing to be found anywhere.

The values of the yield of some of the principal fish in 1888 were—Cod, \$4,203,388; herring, \$2,224,234; lobsters, \$1,483,387; salmon, \$1,907,399;

mackerel ; \$981,659 ; haddock, \$948,732 ; trout, \$510,061 ; hake and pollock, \$970,824 ; white-fish, \$702,324.

Much attention has of late years been given to the development of the fisheries. The Federal Government has granted a yearly sum of \$150,000 as a bounty, to be divided, according to catch, among the vessels and boats engaged in the prosecution of the sea fisheries. One result has been an increase in the number, and a great improvement in the build and outfit, of fishing vessels. It has also provided fish-breeding establishments, of which there are twelve, in different parts of the Dominion, and millions of fish are yearly hatched and placed in the rivers and lakes. Large sums of money have also been expended in harbour improvements and breakwaters. The principal fishing stations in the Gulf of St. Lawrence have been connected with each other by land telegraphs and cables, by which means information is promptly given of fish "strikes" at any particular point, thereby saving the fishermen days and nights of fruitless exposure and cold.

The number of men, vessels, boats, and fathoms of nets employed in the fisheries in 1888 were as follow :—

PROVINCES.	MEN.	VESSELS.			BOATS.		NETS.	
	No.	No.	Ton'ge.	Value.	No.	Value.	No. of Fathoms.	Value.
Nova Scotia	28,107	690	29,125	1,293,368	13,415	309,707	3,811,290	678,352
New Brunswick...	9,840	153	2,759	82,940	4,710	177,708	334,638	315,549
P. E. Island.	4,379	70	2,505	77,100	1,174	40,380	74,185	53,971
Quebec	9,432	115	5,550	242,150	5,355	161,377	216,666	167,121
Ontario	3,303	57	1,142	135,600	1,473	99,739	925,374	221,629
B. Columbia.....	5,940	52	2,166	186,400	1,257	71,042	230,655	158,370
Totals	61,001	1,137	43,247	2,017,558	27,384	859,953	5,592,808	1,594,992

These figures show a considerable increase over those of ten years ago ; but for the last few years they have not fluctuated much, owing to improved boats, with which more work can be done, being built to replace those formerly in use.

Including weirs and other fishing materials, the total value of the fishing "plant" in 1888 was \$6,863,005.

The forest products of Canada constitute one of her most important sources of wealth. They find their way to all parts of the world—to the United States, to the United Kingdom, to our antipodes, the Australian Colonies, to the United States and to South America. The Canadian sawmills are at once among the most extensive and best appointed in the world. It excites the wonder of the stranger to see a log taken out of the water by an automatic process, placed in position under the saws, and reduced to inch boards in a few seconds. An American naturalist, at a recent meeting of the Scientific Association, stated that this summary process of reducing in a few seconds a giant pine to boards for the uses of man contrasted strangely with the period of more than a century required for its growth. This industry in all its stages employs large numbers of men, as well as affording freight to railways and shipping.

The forests of Canada are rich with a great variety of noble trees, which are useful to man for lumber of many kinds, for building purposes, for furniture, and in many parts of Canada for fuel. Among the varieties are the maple, elm, ash, cherry, beech, hickory, ironwood, pine, spruce, balsam,

cedar, hemlock, walnut, oak, butternut, basswood, poplar, chestnut, rowan, willow, black and white birch, and many more.

These forest trees add a singular beauty to the landscape in many parts of the country, and also exercise a very beneficial influence on the climate in affording shelter and attracting rainfall. The beauty of the tints and the brilliancy of colours of the Canadian forest trees in autumn require to be seen to be understood.

Animals and their Produce.

These exports include live animals, meat, butter, cheese, eggs, furs, hides and skins, and wool, and form the largest item in the classification of the exports. It is a trade which has been largely the growth of recent years, and has been, generally speaking, a profitable one for the farmers of the Dominion. In 1874 the total exports of cattle were 39,623 head, of which only 455 went to Great Britain. In 1888 the number had increased to 100,747, of which 54,248, valued at nearly £1,000,000 sterling, were shipped to Great Britain. In addition, the exports under this head included 20,397 horses and 395,074 sheep. There is, fortunately, no cattle disease in Canada, thanks to the organisation and watchfulness of the Department of Agriculture, and animals coming from the Dominion are freely admitted into England, and are allowed to be moved about in the same manner as if they had been raised in the country. The cattle are of very good quality, pedigree cattle in large numbers having been imported for many years for the improvement of the flocks and herds. In fact, herds of Shorthorns, Herefords, Galloways, Polled Angus, and Jerseys, are to be found in many parts of Canada, which will bear comparison with those of any other country. The same remark applies to horses and sheep.

Great progress has been made in dairy farming in Canada, and the tendency is towards improvement and economy of labour. The factory system has been latterly introduced in the older provinces. There are factories for the manufacture of cheese, and creameries for the manufacture of superior butter. These works relieve the farm-house, and especially the female portion of the inmates, of a great deal of labour; and not only this, but the products arising from the application of scientific processes and highly skilled labour produce results more excellent than was possible under the old systems. "American" cheese, as it is called, is well known in England; but very few people are aware of the fact that the best "American" cheese is made in Canada. In the windows of cheesemongers' shops in London and various provincial towns, Canadian Stilton and Cheddar are exhibited, and so well do they suit the palates of Englishmen that many persons prefer them to the English articles after which they are named. The Canadian cheese is, in fact, the very best made on the American continent. The cattle are of the very best breeds, the pasture is excellent, and the work is cleanly and carefully done.

The industries both of butter and cheese-making are largely carried on in Canada, and the exports of both products are very considerable. The export of Canadian cheese to the United Kingdom has largely increased within the last few years (in 1868 the total was only 1,577,072 lbs., and in 1888 it was 83,323,542 lbs., valued at \$8,834,997), while there has been a decline in that from the United States. The export of butter was 4,500,000 lbs.

Near the large towns, market gardening is profitably carried on. A comparatively small capital is necessary, and with industry and perseverance, backed by experience, a good income is assured.

Poultry-raising is only beginning to be much attended to in Canada, probably because poultry is so cheap. In course of time, however, as the market extends, and as means are found of exporting hens, geese, and turkeys to England, henneries on a large scale will be established. The exportation

has already begun. In 1888 poultry to the value of \$127,043 were shipped, largely to the United States, and over 14,000,000 dozens of eggs.

Bee-keeping is profitably carried on in many parts of the Dominion.

Agricultural Products.

The exports under this head include general farm produce and fruit. Possessed of a favourable climate and a fertile soil, the Canadian farmer is able to grow all the crops that are raised in England, with the important addition of Indian corn. The garden fruits and vegetables are also similar, except that tomatoes, melons, grapes, peaches, etc., ripen in the open air. There is a Department of Agriculture, with a member of the Cabinet at its head; and legislative authority was obtained in 1887 for the establishment of five Government experimental farms in various parts of the Dominion. One has been founded at Ottawa, for Ontario and Quebec; one at Nappan, N.S., for the Maritime Provinces; one at Brandon, for Manitoba; one at Indian Head, for the North-West Territories; and one at Agassiz, B.C., and they are expected to have valuable results for the farming community. Agriculture is certainly the leading industry of Canada, and must remain so for a long time, considering the immense areas of land that have still to be occupied and tilled. With a population of about 5,000,000, about \$41,000,000 of farm produce—including animals and their products, and agricultural produce—was exported in 1888, in addition to that required for home consumption. For the quality of the grains, etc., the country also occupies a place in the front rank, the Canadian exhibits of that class being the best at the Antwerp Exhibition, as testified by a committee of experts; and those who were present at the Colonial and Indian Exhibition in 1886 will not readily forget the display made in the agricultural class by the Dominion.

The growing of fruit, as well for home consumption as for exportation, is a very important industry in Canada, and one which excites the wonder of many new-comers. People who have been accustomed to think of Canada, as described in the words of a French king before the cession, as "a few acres of snow," are at first incredulous as to the extent and excellence of the fruits produced in a country which has the summer skies of Italy and France. There are vineyards in the Province of Ontario of 50 to 60 acres in extent, peach orchards of similar extent, and apple orchards almost innumerable. Strawberries are raised as a field crop. Plums, pears, cherries, gooseberries, currants and raspberries are everywhere produced in great abundance. The tomato ripens in the open air, and such is the profusion of this fruit, that it is very often cheaper on the market than potatoes, selling at 50 cents (2s. stg.), and sometimes less, per bushel. Melons ripen in the open air, as a field or market garden crop, and this delicious fruit is sold at very cheap prices in the markets.

Wine of excellent quality is now largely manufactured from the grapes, which fruit is so cheap as to be within the everyday reach of the poorest. It may be mentioned that in the country of Essex, on the shores of Lake Erie, the vine is very largely grown for the purpose of wine-making, and both the growing of the vines and the making of the wines are systematically carried on by French viticulturists, by French methods and processes, with very great success. Frenchmen engaged in this work have declared the conditions for growing the vine are more favourable in Essex than in the East of France, while the wine which is made is of a superior quality.

The great wealth of Canada in fruits is a fact which is not only interesting to the intending settler as an industry, but as a climatic fact, the country in this particular being much before the United Kingdom. It is especially interesting to the intending settler as a consumer, in that he can always obtain a supply of the healthful luxury of delicious fruits.

The apples of Canada are very highly prized, and find their way in very large quantities to the markets of the United Kingdom; and it may be

mentioned here that at the Centennial Exhibition at Philadelphia the Americans honestly admitted themselves to have been fairly beaten by this Canadian product. A New York illustrated paper on that occasion stated that the finest show of fruits at that great exhibition was "made by the Fruit-Growers' Association of Ontario, Canada—a society which has done much to promote and encourage the cultivation of fruits in North America." The displays made at the Colonial and Indian Exhibition and at the Horticultural Society Show in 1886 also attracted much attention; 392,312 barrels of apples were exported in 1888, of which 218,019 went to Great Britain. Ontario, Quebec and Nova Scotia are the principal exporting provinces.

Mixed farming is generally carried on, the growing of grain and fruit, stock-raising and dairy farming being more or less combined. Of course there are farms where the raising of cattle and horses is the sole industry, and the same may be said of dairy farming, but these are exceptions. The general style of farming may perhaps not be so scientific as in Great Britain, but it is steadily improving, and the model and experimental farms will no doubt supply a stimulant in the same direction.

Manufactures. The following is a list of the principal industries established in Canada at the last census (1881), with the amount of capital so invested, and the estimated yearly product:—

	Invested Capital.	Yearly Product.		Invested Capital.	Yearly Product.
	\$	\$		\$	\$
Agricultural Imple- ments.....	3,995,782	4,405,397	Oil Refineries	1,812,700	4,050,000
Boots & Shoes.....	6,491,042	17,895,903	Nail and Tack Fac- tories.....	1,245,500	1,689,450
Cabinet & Furniture	3,943,419	5,471,742	Paper Factories ...	2,237,950	2,446,700
Locomotive Works.	1,630,598	3,956,361	Preserving Food...	1,222,558	2,685,861
Cheese Factories...	1,021,435	5,464,454	Rolling Mills.....	697,500	1,026,900
Cotton.....	3,476,500	3,760,000	Saddle & Harness..	1,323,845	3,233,973
Distilleries.....	1,303,010	1,790,800	Sash, Door, & Blind Factories.....	1,996,858	4,872,362
Engine Building...	990,300	1,338,000	Saw Mills.....	25,487,233	38,541,752
Fittings & Foundry Work.....	9,473,808	11,548,088	Shipyards.....	1,570,916	3,557,258
Flour Mills.....	13,857,923	41,772,372	Sugar Refineries...	2,150,000	9,627,000
Furriers & Hatters.	1,934,862	3,352,961	Tanneries.....	6,386,222	15,144,535
Hosiery.....	630,821	1,385,730	Tin and Sheet Iron Works.....	1,993,054	3,738,246
Iron Smelting Fur- naces.....	2,172,100	1,197,514	Tobacco Factories..	1,829,420	3,060,300
Meat Curing.....	1,450,000	4,084,133	Wool Cloth.....	5,272,376	8,113,055
Musical Instru- ments.....	670,000	1,221,000			

Since 1878 the development has been more marked than during any previous period in the industrial history of Canada. The statistics of the increase in the capital invested, number of hands employed, etc., given under the heading of imports (page 19), show the advance that took place in the decade from 1871 to 1881. A partial investigation made in 1884-5 indicated that in the older provinces there had been in 1884 (over 1878) an estimated increase of 75 per cent. in the number of hands employed, in the amount of wages paid, and in the capital invested; while in the value of the goods produced the increase had been 93 per cent.

Manufactures are still, however, in their infancy, and the growth of these industries is sure to be rapid. Those persons who saw the excellent exhibits of machinery, general hardware, wooden-ware, silks, cottons, woollens, leather goods, stationery, books, boots and shoes, pianos, and articles of food

and of domestic use, at the Colonial and Indian Exhibition, will be able to form some opinion upon Canada's industrial development, although that display was by no means so complete a representation as might have been made.

The iron industry is expected to be considerably extended, owing to recent tariff changes. Large quantities of iron are known to exist in the various provinces, and have been partially mined; and coal-fields of immense area are being worked in Nova Scotia, the North-West and in British Columbia, while anthracite coal from the United States is now admitted free of duty. There is also plenty of timber in Canada and, with these natural advantages, extensive means of communication by railway and canal, and access to the Atlantic and Pacific Oceans, new and varied manufactures are sure to spring into existence, affording openings for the investment of capital, employment for the working man, and increased home and export commerce.

The principal general manufactures are not confined to any one part; they are to be found in most of the older provinces on a larger or smaller scale.

Closely connected with the trade and commerce of Canada is Shipping. the shipping interest. The following is the number of vessels owned in the various provinces in 1888 :—

Provinces.	No. of Vessels.	No. of Steamers.	Gross Tonnage Steamers.	Total Net Tonnage.
Nova Scotia.....	2,851	86	12,245	485,709
New Brunswick.....	1,009	85	10,150	239,332
Quebec.....	1,498	303	72,689	178,520
Ontario.....	1,330	652	89,118	139,502
Prince Edward Island.....	218	15	3,324	26,586
British Columbia.....	167	101	14,708	14,249
Manitoba.....	69	43	4,908	5,744
Total.....	7,142	1,285	207,142	1,089,642

Assuming the average value to be \$30 per ton, the value of the registered tonnage of Canada would be \$32,689,260.

The trade and navigation returns of Canada for 1888 give the following particulars of the vessels engaged in the sea-going, inland, and coasting trade of Canada :—

	No. of Vessels.	Tonnage.	Men Employed.
Sea-going.....	30,807	9,197,803	364,781
Inland.....	33,496	6,019,505	276,130
Coasting.....	100,116	18,789,279	876,954

It may be stated that about 42 per cent. of the total number of vessels, and 72 per cent. of the total tonnage, were steamers, and that nearly 75 per cent. of the whole of the sea-borne trade was done under the British flag which includes, of course, the vessels on the Dominion register.

Banking. The growth of the trade and commerce of the country since Confederation is seen in the statistics relating to banking, as given in the following table :—

Year.	Assets.	Liabilities.	Deposits.	Notes in Circulation.	Specie.	Discounts.	Reserve.
	\$	\$	\$	\$	\$	\$	\$
1868	77,872,257	43,722,647	32,808,104	8,307,079	8,879,814	50,500,316	.....
1874	194,579,450	122,031,485	81,366,965	29,046,273	7,354,993	133,731,260	.....
1877	177,422,044	99,125,162	69,763,668	21,922,749	6,788,810	126,169,577	.....
1885	222,091,270	141,713,644	106,752,992	31,354,621	6,826,337	158,209,174	17,784,433
1888	235,674,146	156,842,356	111,743,577	29,278,074	6,266,302	137,766,265	18,686,215
1889	255,765,631	175,062,257	123,655,414	31,209,972	7,321,927	189,458,030	19,966,999

The paid-up capital invested in banking on the 30th June 1889 was \$60,236,451.

In addition to the ordinary chartered banks, there are the Post Office and Government saving banks, the deposits in which have increased from \$1,422,047, in 1868, to \$41,371,058, in 1888, the number of depositors being now estimated at 120,000—an irrefutable indication of the prosperity of the working classes of Canada since the Confederation. These figures do not include the deposits in one or two chartered savings banks, or investments in the various loan, friendly and building societies, all of which show great developments.

A separate chapter is devoted to each of the provinces. (See *Index*.)

PERSONS WANTED IN CANADA, AND IMMIGRATION THAT IS NOT ENCOURAGED.

As this pamphlet is likely to be largely consulted by those who desire from some cause or other, to leave Great Britain and seek new homes, it is desirable to specify at once, and distinctly, the classes recommended to go to Canada, and the openings that exist for them.

Persons with Capital. The first great demand is for persons with some capital at their disposal. 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.

Agriculturists. Persons of small capital and no knowledge of agriculture often desire to enter upon farming pursuits. Before this is done experience should be acquired either by hiring oneself out as a labourer, or in some more congenial way. Then, when the necessary knowledge has been obtained, a farm may either be rented, purchased, or taken up as a free grant. (See the land regulations of the various provinces).

Young men should go to Manitoba, the North-West, or British Columbia. Older men, with capital, and young families, should go to one of the older provinces, and either buy or rent an improved farm. This, however, is only a general statement, and individual cases must be decided by the special circumstances of each. In Manitoba and the North-West, and in some parts of British Columbia, pioneer life on free grants, or away from railways, is attended with a certain amount of inconvenience, and an absence of those social surroundings which may be obtained in the older settled parts of these and other provinces, and this fact should be borne in mind by those who are considering the subject.

It is difficult to lay down a hard and fast rule as to the amount of capital necessary to start farming. The answer depends upon the energy, experience, judgment, and enterprise of the person who is to spend the money, the province selected, whether free grant land is to be taken up or an improved farm rented or purchased, and many other details. It may safely be said, however, that if a man has about £100 clear on landing, he is in a position to make a fair commencement on the free grant land in Manitoba and the North-West, though not on a large scale. A larger capital is of course necessary if an improved farm is to be taken.

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. More details upon these points will be found in the chapters dealing with the various provinces.

Young Men desiring Agricultural Experience. The question is often asked if it is essential 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, 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. Hard work is necessary, and very often their mode of living may be entirely altered. They must bear in mind two things—that they must do what they are told, and that they must pick up their knowledge from experience. Many persons have gone out in this way with good results, but there are others who have failed, because they have not properly understood colonial life, or were unfitted for it. The advice of one of the Government agents (see page 34) should be obtained before a final decision is arrived at.

There is also the alternative of a course at the Ontario Agricultural College (see page 59). An entrance examination in elementary subjects has to be passed. Candidates must not be less than sixteen years of age. The fee is £20 for the first year and £10 for the second year. Pupils pay their own

board and lodging—about 10s. per week. They are paid for their labour on the College Farm, if prepared to work, which materially lightens the cost of maintenance. Only a hundred members can actually reside in the College, but pupils who cannot be so accommodated board out under supervision. They acquire a practical as well as a theoretical knowledge of agriculture. The terms commence in April and October in each year. Communications respecting admission, etc., should be addressed to the President, Ontario Agricultural College, Guelph, Canada.

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 work on the farm is done by the pupils, who are paid for the same. There are also classes for women in Dairying and Domestic Economy. Communications should be addressed to Prof. H. W. Smith, Provincial School of Agriculture, Truro, Nova Scotia.

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. But there is no opening for farm managers or bailiffs, as Canadian farmers, as a rule, supervise their own holdings, and personally take part in the work.

Domestic Service and other Callings 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 (page 34). These gentlemen will give the best and most reliable advice gratis; they 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.

There is little or no demand for females other than domestic servants. Governesses, shop assistants, nurses, etc., should not go out, unless proceeding to join friends who will be able to help them in getting employment.

Mechanics, General Labourers, and Navvies.

These are advised to obtain special information as to their respective trades before going out. The demand for these classes is not now so great as it was a few years ago, and such men, especially with large families, are not encouraged to go out *on the chance* of finding employment. Any men of the callings alluded to may be safely advised to start if they are going to join friends who advise them to do so, or if they have the inclination and the knowledge to enable them to change their callings and become agriculturists. The Government agents in Canada (page 34) should be consulted by all new arrivals immediately they land. It

will be found to save much time, trouble and expense, and be in every way to the advantage of the settler.

Railway Employees. Applications are often received from railway employés—stationmasters, clerks, drivers, firemen, guards, signalmen and porters—desiring to go out to Canada, and in many cases wishing to get employment before doing so. The demand, however, for such persons in Canada is not great, and is easily met by the supply in the country.

Clerks, Draftsmen, Telegraphists Shop Assistants, etc. Clerks, shop assistants, and persons desiring such situations, are advised not to emigrate unless proceeding to appointments already assured, or to join friends. Any demand for labour of these kinds is fully met on the spot.

Child Emigration. The emigration of children (unless accompanying their families) is not encouraged, unless they go out under the supervision of some society or individual, having homes in Great Britain and in Canada, who will look after them until they are able to take care of themselves, and who will be responsible for their not becoming a charge upon the the community. Any children sent out must be healthy (and possess medical certificates to that effect), and of good character.

Inmates of Workhouses. It may be stated that the emigration of the inmates of workhouses, or persons in receipt of parish relief, is in no circumstances encouraged by the Canadian Government. The same remark applies to any persons who are not able to produce satisfactory references as to their character. There are positively no openings for such classes in any part of Canada.

The Professions and the Lighter Callings. Information is frequently sought as to the prospects in Canada for properly qualified members of the legal and medical and other professions, schoolmasters, and persons desiring to enter the military and civil services of the Dominion. No encouragement is held out to such persons to go to the Dominion, especially in cases where immediate employment is desired. There are always openings and opportunities for men of exceptional abilities with a little capital; but, generally speaking, the professional and so-called lighter callings in Canada are in very much the same position as they are in the United Kingdom, the local supply being equal to, if not greater than, the demand. The following particulars, under the various headings, are often asked for, and will no doubt be interesting to barristers, solicitors, medical men, and others. The information given relates only to those who are already in a position to practice their professions in the United Kingdom, and who do not need to pass through the entire local course of study, which a beginner or partially qualified person would naturally have to do.

Barristers and Solicitors. The laws relating to civil rights and property in Canada are under the control and subject to the legislation of the provincial parliaments, and based upon the English law, excepting in the Province of Quebec, where the old French law prevails.

The criminal law is, however, controlled by the Parliament of the Dominion, and is the same in all the provinces.

It is possible for a solicitor in Canada to be also a barrister, and *vice versâ*, and the two professions are generally combined.

Each province has its own Law Society. The conditions regulating the legal profession are arranged by these societies and by the provincial

legislatures. In every case it is necessary to obtain authority to practice from the local society. The formalities to be observed, and the fees to be paid (which are moderate), may be ascertained on arrival. Where not otherwise mentioned, a barrister wishing to become a solicitor, and *vice versa*, must follow the usual conditions prescribed for residents in the various provinces.

QUEBEC.—The difference between the English law and the old French law prevailing in Quebec obviously precludes any British legal practitioner being admitted to practice in this province without having passed through the usual course of study and examination provided by the Quebec Law Society.

ONTARIO.—A British barrister may be called, upon furnishing proof of his call and good standing, and upon passing such examinations as may be prescribed. If in actual practice in Ontario for three years, he may be admitted as a solicitor; if not, he may be admitted upon serving three years with a practising solicitor. A solicitor may be called to the bar if he has had actual practice in Great Britain, upon passing certain examinations, varying with the length of time he has been in practice; and if he has had five years' practice, or has served one year with an Ontario solicitor, he may be admitted as a solicitor upon passing the usual final examination.

NOVA SCOTIA.—Barristers are admitted to practice in Nova Scotia upon filing satisfactory certificates of status, and solicitors upon filing certificates and passing an examination.

NEW BRUNSWICK.—Solicitors must serve for one year before being admitted as attorneys, and at the end of an additional year may be called to the bar.

PRINCE EDWARD ISLAND.—Barristers and solicitors may be admitted after twelve months' residence previous to filing an application for permission to practice in Prince Edward Island.

MANITOBA.—Barristers may be called in Manitoba upon producing evidence of call and standing. Solicitors are admitted to practice on passing an examination on the Statute Law of the Province and Practice of the Provincial Courts.

NORTH-WEST TERRITORIES.—Barristers and solicitors are permitted to practice on becoming residents in the Territories.

BRITISH COLUMBIA.—Barristers may be called to the bar and solicitors admitted to practice as such, after a residence of twelve months in the province, and passing an examination upon the Statute Law of the Province and the Practice of the Provincial Courts.

Physicians and Surgeons. Each of the principal Universities of the Dominion grant degrees to students who have passed the qualifying examinations. The medical profession is subject to the legislation of the provincial governments, and no person is permitted to practice without a license from the provincial medical boards. The privilege is generally granted without examination to holders of diplomas or degrees in medicine and surgery from British Universities, on complying with the necessary formalities.

The requirements of the Dominion are, however, fully met on the spot, and the emigration of gentlemen desiring to follow these professions as a means of immediate livelihood is not encouraged.

Dentists. No special legislation respecting this profession exists in Canada, excepting in the Provinces of Quebec and Ontario.

In Quebec diplomas from dental colleges in the United Kingdom and other countries are recognised, and the holders are free to practice when the usual formalities have been observed. Physicians and surgeons can obtain a license to practice on passing an examination in the mechanical and practical parts of dental surgery.

In Ontario, before one can practise, a certificate in dentistry from the Royal College of Surgeons of Ontario is necessary.

Chemists. In Ontario, Quebec, Nova Scotia and New Brunswick, an examination has to be passed, and a licence obtained from the provincial pharmaceutical society before any person can practice as a chemist. Physicians and surgeons are exempted from examination.

In Manitoba diplomas granted in any part of Her Majesty's dominions are recognised.

Veterinary Surgeons. In Ontario certificates are issued by the local veterinary college, while in Manitoba the possession of a certificate to practice from any recognised body in Her Majesty's dominions carries with it the right to practice in the province.

Schoolmasters and Teachers. The system of education in force in the different provinces of Canada includes the training of teachers for elementary positions. The higher appointments are generally filled by graduates of Canadian Universities, or graduates of English Universities who may have settled in the Dominion. The certificates obtained by teachers in the United Kingdom are available in Canada, when endorsed by the Minister of Education in the province in which the holder decides to reside. No difficulty, however, is found in securing persons on the spot to fill the vacancies that occur, and no one is advised to go out on the chance of obtaining a situation of the kind.

The Civil Service of Canada. Appointments in the Dominion Civil Service in Canada are not subject to public competition. Applicants are, however, required to undergo a qualifying examination. Public examinations are held yearly in the principal cities of the Dominion, at which candidates are required to present themselves. Vacancies in the public service are filled up from the successful candidates, as certified by the Civil Service Commissioners. The number of candidates is always much greater than of the vacancies.

Engineers, Surveyors, and Architects.

Persons qualified to practise in the United Kingdom would not find any difficulty in the way of their doing so in Canada, but the professions do not offer many openings at the present time.

The Military Forces of Canada.

The active militia consists of about 40,000 men, and although legislative power exists to enable the Government to keep up its strength by ballot if occasion should arise, and to call up nearly the entire male population to serve under arms in case of emergency, service is cheerfully offered, and no difficulty is experienced in keeping up the proper strength of the force. The various battalions of the force, which is under the command of a general officer of the English Army, are called out for a number of days' drill each year, for which the officers and the rank and file receive payment. Commissions are granted to persons living in the Dominion who are able to pass the qualifying examination imposed by the regulations. The routine work of the force is very similar to that of the British Volunteers; and the Dominion Rifle Association has for many years sent a team of its best shots to the great meeting at Wimbledon Camp, where they have always received a cordial welcome, and where they have, as a rule, successfully upheld the credit of the force whose representatives they were. On more than one occasion the admirable organisation of the force has been put to the proof; and during the late lamentable rising in the North-West, the manner in which a sufficient number of men was collected, the rapidity with which they were conveyed to the seat of disturbance, and the general conduct of the operations, excited the admiration of the military authorities in the United Kingdom and in the United States.

A small regular force has also recently been organised, consisting of about 1,000 men, divided into cavalry, infantry and artillery, forming military schools in various parts of the Dominion, where courses of instruction are given to the officers and men of the militia regiments. It is desirable to say, however, that no difficulty is experienced in filling any vacancies that may occur in this force, and that no persons are encouraged to go out on the chance of securing commissions.

The Royal Military College at Kingston, Ontario (Major-General D. R. Cameron, R. A., C. M. G., Commandant), is well known in official circles as an excellent school for military and general training. Four commissions in the British Army are regularly granted to graduates each year; and the merits of the institution were recognised recently by a much larger number of commissions being voluntarily placed at the disposal of the cadets by the Imperial authorities through the Minister of Militia and Defence. Only boys whose parents have resided in Canada for at least five years are eligible for admission to the College, and they are also required to pass a matriculation examination.

North-West Mounted Police.

This force numbers 50 officers and 1,000 men, and is engaged in the maintenance of law and order in the North-West Territories. No recruiting is done in Great Britain, and persons wishing to join must make personal application, either at the recruiting office at Winnipeg, Manitoba, or to the Commissioner of the force at Regina, North-West Territories. They are required to undergo a medical examination. The following is an extract from a memorandum for the information of applicants for engagement in the force :

Applicants must be between the ages of 22 and 40, active, able-bodied men, of thoroughly sound constitution, and must produce certificates of exemplary character. They must be able to read and write either the English or French languages, must understand the care and management of horses, and be able to ride well. The term of engagement is five years, and rates of pay are as follow :

Staff-Sergeants.....	\$1.00 to \$1.50 per day.		
Other Non-Commissioned Officers.....	85c. to \$1.00 “		
	Service Pay.	Good Conduct Pay.	Total.
Constables—1st year's service.....	50c.	—	50c. per day.
2nd “	50	5c.	55 “
3rd “	50	10	60 “
4th “	50	15	65 “
5th “	50	20	70 “

Extra pay is allowed to a limited number of blacksmiths, carpenters, and other artisans.

The duties of the force are often associated with danger and fatigue, which tax severely the physical powers in a region where luxuries, or even the necessary comforts of life, must be dispensed with. Members of the force are supplied with free rations, a free kit on joining, and periodical issues during the term of service. Married men will not be engaged. The minimum height is 5 feet 8 inches, the minimum chest measurement 35 inches, and the maximum weight 175 pounds.

Promotion from the ranks is not unusual; but commissions are also given to officers of the Canadian Militia, to graduates of the Royal Military College, Kingston, or to other persons possessing the necessary special qualifications. The pay ranges from about £200 to £500 per annum. No one is encouraged to proceed to Canada on the chance of obtaining a commission in this force.

ADVICE FOR INTENDING EMIGRANTS.

Government Agents. The first general advice to be given to the intending emigrant before he starts, or the immigrant after arrival in Canada, is that he should apply to the nearest agent of the Government he can find for any information or advice he may desire to obtain, and he may always rely on the perfect honesty of any statement made to him by any Government agent.

In the United Kingdom all arrangements for emigration to the Dominion are placed under the direction of the High Commissioner for Canada. The following is a list of the Canadian Government agents :—

LONDON	Sir CHARLES TUPPER, Bart., G.C.M.G., C.B., High Commissioner for Canada, 17, Victoria Street, London, S.W.
“	Mr. J. G. COLMER, C.M.G., Secretary, High Commissioner's Office.
“	Mr. A. W. REYNOLDS, Assistant Secretary (Address as above).
LIVERPOOL	Mr. JOHN DYKE, 15, Water Street.
GLASGOW	Mr. THOMAS GRAHAME, 40, St. Enoch Square.
BELFAST	Mr. H. MERRICK, 35, Victoria Place.
DUBLIN	Mr. THOMAS CONNOLLY, Northumberland House.
BRISTOL	Mr. J. W. DOWN, Bath Bridge.

Information and pamphlets may also be obtain from the agents of the steamship companies. Many of these are supplied with pamphlets, maps, and reports issued by the Canadian Government. In Canada the Government has agents at the principal points throughout the country. The following is a list :—

QUEBEC	Mr. L. STAFFORD, Louise Embankment and Point Levis, Quebec.
TORONTO	Mr. J. A. DONALDSON, Strachan Avenue, Toronto, Ontario.
OTTAWA	Mr. W. J. WILLS, Wellington Street, Ottawa, Ontario.
MONTREAL	Mr. J. J. DALEY, St. James Street West, Montreal, Province of Quebec.
SHERBROOKE	Mr. HENRY A. ELKINS, Sherbrooke, Province of Quebec.
KINGSTON	Mr. R. MACPHERSON, William Street, Kingston, Ontario.
HAMILTON	Mr. JOHN SMITH, Great Western Railway Station, Hamilton, Ontario.
LONDON	Mr. A. G. SMYTHE, London, Ontario.
HALIFAX	Mr. E. McC. CLAY, Halifax, Nova Scotia.
ST. JOHN	Mr. S. GARDNER, St. John, New Brunswick.
WINNIPEG	Mr. THOMAS BENNETT, Winnipeg, Manitoba.
“	Mr. J. E. TETU, St. Boniface, Manitoba.
BRANDON	Mr. A. J. BAKER, Office at the Railway Station.
CALGARY	Mr. F. Z. C. MIQUELON.
PORT ARTHUR	Mr. J. M. MCGOVERN.
VICTORIA, B.C.	Mr. JOHN JESSOP.
VANCOUVER, B.C.	Mr. MORRISON SUTHERLAND.

Other agents will be appointed for the North-West as the opening up of the country requires them.

These officers will afford the fullest advice and protection. They should be immediately applied to on arrival. All complaints should be addressed to them. They will also furnish information as to lands open for settlement in their respective provinces and districts, farms for sale, demand for employment, rates of wages, routes of travel, distances, expenses of conveyance, and upon all other matters of interest to settlers, and will receive and forward letters for settlers, etc.

Immigrant Stations in Canada. Quebec is the principal port of entry in Canada for immigrants, and the Government at that point maintains a large establishment for their reception and proper care immediately on arrival. They can there purchase tickets for any point inland to which they may desire to go. If they are provided with through

tickets before sailing, which is strongly advised, their steamship tickets are here exchanged. All their luggage is landed and passed through the Custom House, and all immigrants' effects in use enter duty free. The following is an extract from the Customs tariff of Canada, specifying the articles that can be so entered.

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 the payment of duty, until after two years' actual use in Canada ; provided also that, under regulations made by the Minister 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.

Immigrants can at this point obtain meals or provisions for use on the railway trains on very reasonable terms, under arrangements made by the Government, and supervised by Government officials.

Immigrants may mail letters or send telegrams to their friends from this point ; and they may also exchange any money they may bring with them for the currency or money of the country, without suffering any loss in difference of values in these transactions, the Government officials supervising everything under rules, by which they are guided, from the Department at Ottawa.

Immigrants arriving at Halifax in winter, after the close of St. Lawrence navigation, should enquire for Mr. E. McC. Clay, the Government agent at that point, who meets all boats on arrival both night and day, where they will find similar provisions in force as stated in the preceding paragraphs.

The laws passed by the Canadian Parliament contain strict provisions for the protection of immigrants, and for imposing severe penalties for all attempts to practise imposition upon them.

There is at Quebec a medical officer of the Government, called the Inspecting Physician. His duty is to visit all immigrants on their arrival, and any of them who may be found sick, receive careful attention and medical treatment, together with all necessary comforts.

Another officer of the Canadian Government travels with the immigrants on the trains, to see that their wants are properly provided for, and that they are not subjected to any imposition on the road.

At Montreal, where there is an immigrant station, the immigrants are received by another agent of the Government. Meals are supplied, at very reasonable rates, by a Government contractor, under the supervision of the Government agent.

The same care and guidance accompanies immigrants west to Kingston, Ottawa, Toronto, Hamilton, and London, Ont. ; and still further west to the Province of Manitoba and the North-West Territory—Winnipeg, Brandon, Medicine Hat and Calgary—and at Victoria, and Vancouver, British Columbia, at all of which places there are Government agents and stations. The station at Toronto, which is the distributing point for the Province of Ontario, is a very extensive building, at which immigrants can rest and wash and clean themselves, and obtain meals.

The Time to Emigrate. Generally speaking, the best time to emigrate, for all classes, is the early spring. The agricultural labourer will then find his services in demand in the busy period that always comes during seed-time in Canada ; and the agriculturist who intends to take up land for himself will arrive at the beginning of the season's operations. The agriculturist who goes to Manitoba may, by getting in a crop of oats or

potatoes during the month of May or the first week in June, contribute greatly to the support of himself and family during the first year. Or again, if the agricultural labourer arrives in summer, about harvest time, he will find great demand and high wages for his services during the harvest months; and he will have no difficulty in getting on well from this point.

The farmer, too, who desires to take up land, if he comes in the summer time may see the crops growing, and may thus have an opportunity to choose at leisure, and with advantage, the most advantageous location. In Manitoba, and the North-West too, the summer and autumn months are the best for moving about the country in search of land—or, as it is commonly called, “land hunting”—for a suitable spot on which to settle. Having selected it, he may proceed to erect his house, and make his preparations for living over the winter; and, if he has means to do this, he may make his start with great advantage in the spring, from being on the spot.

No persons other than domestic servants are advised to go to Canada during the winter, unless proceeding to join friends, as work is not so readily procurable by new arrivals during that season as at other times of the year.

Ocean Fares. Formerly an advice was given to intending emigrants to select steamships instead of sailing vessels, although the fares for the former might be a little more expensive. It is scarcely necessary to repeat this advice, as few would now think of selecting a sailing vessel for a passage across the Atlantic, more particularly as the fares by steamer are now so reasonable.

The intending emigrant will find out the days of sailing of the steamships by the handbills or advertisements which are now so very generally published; and he will also find by the same means the rates of passage—cabin, intermediate and steerage. The cost of reaching Canada varies from time to time, but there are no free passages.

The Government do not now offer assisted passages to any classes of emigrants. All are required to pay the ordinary fares charged by the steamship companies. Emigrants are also required in every case to pay their railway fares from the port of landing to their destinations, and to provide their own food. Emigrants must therefore have enough money for such expenses, in addition to their ocean passages, and to provide board and lodging until they can procure employment. It may be stated that some of the railway companies offer reduced rates to the ports of embarkation to emigrants proceeding to the Dominion. These may be ascertained by enquiry at the railway booking offices.

Enquiry is often made whether there is any system in operation by which money is advanced by the Government for the passages of labouring persons, such as those referred to in this pamphlet, to be repaid after arrival in Canada. It is therefore as well to say plainly that there is not. To secure a berth in the steamers it is necessary to send a deposit of £5 for a saloon passage, and £1 for an intermediate or steerage passage, to the steamship company or to an agent; the remainder to be paid before the passengers go on board.

The saloon passage includes all provisions and stateroom. The intermediate passage includes provisions, beds, bedding, and all necessary utensils. Steerage passengers are provided with food and sleeping accommodation, but have to find bedding and certain utensils (consisting of pillow, mattress, pannikin to hold 1½ pint, plate, knife, fork and spoon) for use on the voyage. These can be purchased at the port of embarkation, or hired from the steamship company, at the cost of a few shillings, leaving bed covering only—a rug or coverlet—to be provided by the passenger. Twenty cubic feet of luggage are allowed free of charge to each saloon, fifteen to each intermediate, and ten to each steerage passenger. A box about 2½ feet long, 2 feet broad, and 2 feet deep would be equal to ten cubic feet.

The following are the railway fares, for emigrants booking through from Europe, to some of the principal centres of employment in the Dominion, from Quebec:—Montreal, 7s. 2d.; Sherbrooke, 8s. 3d.; Ottawa, 14s. 5d.; Kingston, 17s. 11d.; Toronto, £1 7s. 9d.; Hamilton, £1 7s. 9d.; London, £1 12s. 8d.; Winnipeg, £2 9s. 4d.; Regina, £3 16s. 1d.; Calgary, £5 19s. 5d.; Vancouver, £7 4s. 10d.* Children between 12 and 5 years of age are charged half-price; those under 5 are conveyed free. Passengers are strongly recommended to take through tickets from Great Britain to their destinations in Canada from the steamship companies, who, by an arrangement with the railway companies, issue rail tickets as well as ocean tickets.

The Canadian Pacific Railway is now completed from Quebec, on the Atlantic, to Vancouver, on the Pacific. Trains leaving Quebec at 1.30 p.m., say on Monday, arrive at Winnipeg at noon, on Thursday, and at Vancouver at 2.15 p.m. on the following Sunday. The fares from Quebec to Winnipeg and westward include the use of colonist sleeping-cars.

The steerage passengers being so well provided with food on the steamships of the principal lines, need not think of providing themselves with any kind of provisions.

During the Passage.

As soon as the emigrant gets on board the steamship, he should make himself acquainted with the rules he is expected to obey whilst at sea. These are always displayed in several parts of the vessel. He should do his best to carry them out, to be well-behaved, and to keep himself clean. He will thus add not only to his own health, and comfort, but to that of those around him. If he should have any grievance or real cause of complaint during the passage he should at once make it known to the captain, who will naturally seek to have justice done, as well for his own interest as for that of his ship and his employers.

The master of the ship is responsible for any neglect or bad conduct on the part of the stewards, or any of the officers, or the crew. All steamships carrying emigrants have doctors on board; and in case of sickness any emigrant will receive medical care and medicine, with such comforts as may be considered necessary by the doctor.

The large steamships have stewardesses to look after the female portion of the steerage passengers, who have separate and isolated accommodation, in the better class of steamers.

The attention of the emigrants cannot be too particularly directed to everything about their luggage. In the first place, it is very desirable that they should not encumber themselves with unnecessary articles, as these, beside causing them a great deal of trouble, may, in the end, cost a great deal more than they are worth.

On the steamship bills the passenger will find stated how many cubic feet of luggage will be carried free on board. It may, however, happen that the number of cubic feet which the steamship will allow is very much heavier than the 150 lbs. weight allowed to each passenger on the western railways.

The railways in the older provinces of Canada are very liberal in dealing with emigrant luggage, and will let pass anything that is not very much out of the way. On most of the railways, however, the luggage is weighed, and anything in excess of 150 lbs. weight per passenger is liable to be charged for. A family or party going together may have their luggage all weighed together, and no charge will be made unless there is an excess above an average of 150 lbs. for each. The Canadian Pacific Railway allow 300 lbs. for each adult going west of Winnipeg. Many heavy lumbering things sometimes carried by emigrants are not worth paying the excess of freight for, and can be better and more cheaply purchased on arrival at their destination. The

* These rates are subject to alteration from time to time, and from Halifax ar slightly higher.

luggage and boxes or trunks of every passenger should be plainly marked with his name and destination.

All heavy luggage and boxes are stowed away in the hold, but the emigrant should put in a separate and small package the things he will require for use on the voyage; these he should keep by him and take into his berth. Labels may be obtained from the steamship company.

Emigrants sometimes suffer great loss and inconvenience from losing their luggage. They should, therefore, be careful not to lose sight of it until it is put on shipboard; it is then perfectly safe. Upon arrival in Canada it will be passed by the Customs officers and put into what is called the "baggage car" of the railway train, where it is "checked" to its destination. This means that there is attached to each article a little piece of metal with a number stamped on it, while a corresponding piece, similarly numbered, is given to the passenger to keep until his destination is reached. The railway is then responsible for the safety of his luggage, and will not give it up until he shows his "check." This custom has great safety as well as convenience.

What to Take. 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 necessities 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 be 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 and artisans, encouraged to go out, may (see page 29) of course bring their tools; 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.

Outfits. Young men going out to learn agriculture, or to start farming, often deem it necessary to take out most expensive outfits, in the shape of clothes, etc. This is a mistake. All that is wanted is one's old clothes, and a better suit or two for leisure wear, and a good supply of summer and winter underclothing. Anything else can be procured in Canada equally well, at about the same price, and very much better adapted to the country.

Money. In bringing out money from the United Kingdom it is better to get a bill of exchange or a bank letter of credit, procurable from any banker, for any large sum, as then there is no danger of its being lost. Any smaller sums are better brought in sovereigns or half-

sovereigns, as far as possible, or a post office order may be obtained on the place of destination in Canada. Sovereigns and half-sovereigns have always their absolute par value, which is fixed by law. On silver coins—shillings, florins, half-crowns, etc.—the immigrant will lose a trifle in exchanging them for Canadian currency.

It may be explained that the denominations of money in Canada are dollars and cents, although the denominations of pounds, shillings and pence are legal. But the system of dollars and cents, being decimal, is much more convenient than pounds, shillings and pence; and, moreover, is in use all over the continent of America. A comparison with sterling is subjoined, which will at once enable the reader to understand, in sterling, values stated in dollars and cents; and the new arrival will have but little difficulty in mastering the system.

<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 0½
1d. “.....	0 02	1 dollar is.....	0 4 1½
1s. “.....	0 24	4 dollars are.....	0 16 5½
£1 “.....	4 86	5 “.....	1 0 6½

For small change, the halfpenny sterling is 1 cent, and the penny sterling 2 cents. For arriving roughly at the approximate value of larger figures, the pound sterling may be counted at five dollars. This sign \$ is used to indicate the dollar.

It is advised that farmers and all others who come to Canada with means, should, immediately on their arrival, deposit their money in a bank. The savings bank connected with the post office, for the security of which the Government is responsible, allows a fair rate of interest on deposits. The savings banks connected with any of the chartered banks allow varying rates of interest, and deposits in any of these banks are specially protected and absolutely sure. Time should be taken to look carefully about before investing, that step being of the last and greatest importance. The money, while the immigrant is thus looking about, instead of being in danger of being lost, is, on the contrary, earning; and he himself may, with great advantage in many cases, do the same if any suitable work should offer, and thus have time to learn more fully and particularly the ways of the country.

The rates of wages vary in the different provinces and according to circumstances, but on an average they are from 20 to 40 per cent. higher than in Great Britain, and the opportunities for exceptionally good craftsmen are much greater in the Dominion than at home. The actual current rates paid in any particular district may be ascertained, if desired, from the Government agents in Canada, whose addresses are given on page.—When comparing rates of wages it is necessary to calculate also the purchasing power of the money, and for the guidance of applicants in this respect a list of the present prices of provisions and clothing is given below. These also vary from time to time, and it must be distinctly understood that the figures are not offered as steady market quotations, but simply with the object of enabling enquirers to form some idea upon the subject. It should be particularly borne in mind, with respect to the Manitoba and N.-W. Territories quotations that they refer to Winnipeg and Calgary, and not to points in the North-West distant from those places, where all prices may be seriously affected by freight charges or other circumstances.

Wages and Cost of Articles of Living in Canada.

PROVISIONS.—Bacon, per lb., 5d. to 7d.; beef, per lb., 4d. to 7d.; mutton, per lb., 4d. to 6d.; veal, per lb., 4d. to 5d.; pork, per lb., 5d. to 6d.; ham, per lb., 5d. to 8d.; bread, 4 lbs., 5d. to 6½d.; butter, per lb., 7d. to 11d.; beer, per quart, 3½d. to 5d.; candles, per lb., 4d.

to 5d. ; cheese, per lb., 5d. to 7½d. ; coffee, per lb., from 1s. ; eggs, per dozen, from 5d. ; milk, per quart, 2½d. to 3½d. ; potatoes, per bushel, 1s. 10d. to 2s. 6d. ; rice, per lb., 2½d. ; sugar, brown, per lb., 3d. to 3½d. ; tea, black, per lb., from 1s. 3d. ; ditto, green, from 1s. 3d. ; tobacco, from 1s. per lb.

CLOTHING.—Coats, 16s. to 24s. ; overcoats, from £1 ; trousers, from 8s. ; vests, from 4s. ; flannel shirts, from 4s. ; cotton shirts, from 2s. ; under-shirts, from 2s. ; woollen drawers, from 2s. ; felt hats, from 2s. ; worsted socks, from 1s. ; cotton socks, from 7½d. ; blankets, from 8s. ; rugs, from 4s. ; flannel, per yard, from 8d. ; cotton shirting, per yard, from 3d. ; sheeting, per yard, from 10d. ; Canadian cloth, per yard, from 1s. 8d. ; men's shoes, from 3s. 6d. ; men's boots, from 4s. ; women's shoes, from 3s. 6d. ; women's boots, from 4s.

Quebec. **PROVISIONS.**—Bacon, per lb., 9d. ; beef, per lb., 5d. to 7d. ; mutton, per lb., 4d. to 6d. ; veal, per lb., 3½d. to 5d. ; pork, per lb., 5d. ; ham, per lb., 6½d. to 7½d. ; bread, brown 6 lbs., 9d. ; butter, per lb., 10d. to 1s. ; beer, per quart, 5d. ; candles, tallow, per lb., 7½d. ; cheese, per lb., 6½d. to 7½d. ; coffee, per lb., 1s. to 1s. 3d. ; eggs, per doz., 8d. ; milk, per quart, 4d. ; potatoes, per bushel, 2. 6d. ; rice, per lb., 2½d. ; sugar, brown, per lb., 4d. ; tea, black, per lb., 1s. 5½d. to 2s. 0½d. ; ditto, green, per lb., 1s. 5½d. to 2s. 0½d. ; tobacco, per lb., 2s.

CLOTHING.—Coats, from 14s. 6d. to 16s. 6d. ; overcoats, from £1. 9s. to £2, 1s. ; trousers, from 8s. to 10s. ; vests, from 4s. to 5s. ; flannel shirts, from 4s. to 5s. ; cotton ditto, from 2s. to 4s. ; under-shirts, from 2s. to 3s. ; woollen drawers, from 2s. to 3s. ; felt hats, from 4s. to 6s. ; socks, worsted, from 1s. ; socks cotton, from 10d. ; blankets, from 10s. to 14s. ; rugs, from 3s. to 4s. ; flannel, per yard, from 1s. to 1s. 2d. ; cotton shirting, per yard, from 4d. to 5d. ; sheeting, per yard, from 9d. to 1s. ; Canadian cloth, per yard, 2s. to 2s. 6d. ; men's shoes, from 8s. ; women's ditto, from 7s. to 8s. ; men's boots, 8s. to 9s. ; women's boots, 6s. to 8s.

Nova Scotia. **PROVISIONS.**—Bacon, per lb., 7d. ; beef, per lb., 3d. to 7d. ; mutton, per lb., 3½d. to 6½d. ; veal, per lb., 3d. to 6d. ; pork, per lb., 6d. ; ham, per lb., 6d. to 8½d. ; bread, 4 lbs., 5d. to 6d. ; butter, from 1s. ; beer, per quart, 6d. ; candles, per lb., 7d. ; cheese, per lb., 8d. ; coffee, per lb., from 1s. ; eggs, per doz., from 7½d. ; milk, per quart, 3d. ; potatoes, per bushel, 2s. 6d. ; rice, per lb., 2½d. ; sugar, brown, per lb., 3d. to 4d. ; tea, black, from 1s. ; green tea, from 1s. 6d. ; tobacco, from 1s. 8d. per lb.

CLOTHING.—Coats, from 16s. ; overcoats, from 20s. ; trousers, from 8s. ; vests, from 4s. ; flannel shirts, from 4s. ; cotton-shirts, 1s. 8d. ; under-shirts, from 2s. ; woollen drawers, from 2s. ; felt hats, from 4s. ; worsted socks, from 10d. ; cotton socks, from 6d. ; blankets, per pair, from 8s. ; rugs, from 5s. ; flannel, per yard, from 10d. ; cotton shirting, per yard, from 4d. ; sheeting, per yard, from 10d. ; Canadian cloth, from 2s. per yard ; men's shoes, from 8s. ; women's shoes, from 5s. ; men's boots, from 10s. ; women's boots, from 7s.

New Brunswick. **PROVISIONS.**—Bacon, per lb., 6d. to 8d. ; beef, per lb., 4d. to 7d. ; mutton, per lb., 5d. to 6d. ; veal, per lb., 2d. to 4d. ; ham, per lb., 5½d. to 6½d. ; bread, 4 lb., 7d. ; bread, brown, 4 lb., 6d. ; butter, 10d. to 1s. ; beer, per quart, 6d. to 10d. ; coal oil, gall., 10d. to 1s. ; cheese, per lb., 7d. to 8d. ; coffee, per lb., 1s. to 1s. 8d. ; eggs, per doz., 8d. ; milk, per quart, 3½d. ; potatoes, per bush., 1s. 6d. to 1s. 10d. ; tea, black, 1s. to 1s. 8d. ; tobacco, per lb., 1s. 6d. to 1s. 10d. ; fish, dry or green cod, per cwt., 12s. to 16s. ; oatmeal, per 100 lbs., 10s. to 12s.

CLOTHING.—Suit of clothes, £1 9s. to £1 16s. ; coats, under, 12s. to £1 ; coats, over, £1 to £1 9s. ; trousers, 8s. to 14s. ; vests, 4s. to 8s. ; shirts, flannel, 4s. to 7s. ; shirts, cotton. 1s. 8d. to 3s. ; shirts, wool,

under, 3s. to 5s. ; drawers, wool, under, 3s. to 5s. ; hats, felt, 2s. 8d. to 4s. ; socks, wool, 1s. to 1s. 6d. ; socks, cotton, 5d. to 1s. 3d. ; blankets, wool, per pair, 5s. 6d. to 14s. ; rugs, 5s. to 6s. ; flannel, per yard, 1s. to 1s. 6d. ; cotton shirting, per yd., 5d. to 7d. ; Canadian cloth, wool, per yd., 1s. 10d. to 3s. 8d. ; men's shoes, 4s. to 5s. ; women's shoes, 3s. 6d. to 4s. ; men's boots, 8s. to 14s. ; women's boots, 3s. 6d. to 5s. ; rubber overshoes, 2s. to 3s. 6d.

Manitoba. PROVISIONS.—Bacon, per lb., 6d. to 8d. ; beef, fresh, per lb., 4d. to 6d. ; beef, corned, per lb., 5d. ; mutton, per lb., 4d. to 7½d. ; veal, per lb., 4d. to 7½d. ; pork, 5d. to 6d. ; ham, per lb., 8d. to 9d. ; lamb, per lb., 5d. to 9d. ; bread, loaf 6 lbs., 3d. ; butter, per lb., 9d. to 1s. 3d. ; cheese, per lb., 7½d. ; eggs, per doz., 7½d. to 1s. ; sugar, brown, per lb., 4d. to 4½d. ; sugar, granulated, per lb., 5d. ; tea, black, per lb., 1s. to 2s. ; tea, green, per lb., 1s. to 2s. ; tobacco, per lb., 2s. to 4s. ; rice, per lb., 4d. ; milk, per quart, 3d. to 4d. ; potatoes, per bushel, 1s. 6d. to 2s. 6d. ; apples, per bushel, 4s. to 6s. ; candles, tallow, per lb., 7½d. ; candles, sperm, per lb., 1s.

CLOTHING.—Coats, under, 14s. 6d. to £1 7d. ; coats, over, £1 5d. to £2 ; trousers, 6s. to 14s. 6d. ; vests, 5s. to 7s. ; shirts, flannel, 3s. to 7s. ; shirts, cotton, 2s. to 4s. ; shirts, under, 2s. to 4s. ; drawers, woollen, 2s. to 6s. ; hats, felt, 3s. to 6s. ; socks, worsted, 10d. to 2s. 6d. ; socks, cotton, 5d. to 1s. ; flannel, per yd. (all wool), 1s. ; cotton shirting, per yd., 4d. to 8d. ; cotton, grey shirting, per yd., 2d. to 4d. ; tweeds, all wool, per yd., 2s. ; meltons, 44 in., 2s. 6d., cashmeres, per yd., 2s. ; white blankets, per pair, 12s. 6d. to £1 6s. ; grey blankets, per pair, 6s. to 14s. 6d. ; comforters, each, 4s. to £1 ; men's shoes, 3s. 8d. to 12s. 6s. ; men's boots, 5s. to £1 ; women's shoes, 3s. to 12s. 6d. ; women's boots, 4s. to £1 ; men's Wellington boots, 6s. to £1.

Calgary, N.W.T. PROVISIONS.—Bacon, per lb., 5d. to 7½d. ; beef, per lb., 3½d. to 7½d. ; mutton, per lb., 5d. to 9d. ; veal, per lb., 7½d. to 10d. ; pork, per lb., 2½d. to 7½d. ; ham, per lb., 7½d. ; bread, per 4 lbs., 6d. ; beer, per quart, 5d. ; candles, per lb., from 6d. ; cheese, per lb., from 7½d. ; coffee, per lb., from 1s. ; eggs, per doz., from 1s. ; milk, per quart, 2½d. to 3½d. ; potatoes, per bush., from 2s. ; rice, per lb., from 3d. ; sugar, brown, per lb., 3½d. to 5d. ; tea, black, per lb., from 1s. ; tea, green, per lb., from 1s. ; tobacco, from 1s. 8d. per lb.

CLOTHING.—Coats, from 16s. upwards ; overcoats, from 30s. ; trousers, from 10s. ; vests, from 4s. ; flannel shirts, from 3s. 6d. ; cotton shirts, from 2s. ; under-shirts, from 2s. ; woollen drawers, from 3s. ; felt hats, from 2s. 6d. ; worsted socks, from 1s. ; cotton socks, from 6d. ; blankets, per pair, from 10s. ; rugs, from 6s. ; flannel, per yd., from 1s. 3d. ; cotton shirting, per yd., from 6d. ; sheeting, per yd., 7½d. ; Canadian cloth, from 2s. ; men's shoes, from 5s. ; women's shoes, from 4s. 6d. ; men's boots, from 10s. ; women's boots, from 9s.

British Columbia. PROVISIONS.—Bacon, per lb., 7½d. to 9d. ; beef, per lb., from 4d. ; mutton, per lb., from 5d. ; bread, per 4 lb. loaf, 8d. ; butter, per lb., from 10d. ; cheese, per lb., from 10d. ; coffee, per lb., from 10d. ; milk, per quart, 5d. ; potatoes, per bush., 1s. 6d. to 2s. ; sugar, per lb., from 4½d. ; tea, per lb., from 1s. 5d. ; tobacco, 3s.

CLOTHING.—Coats, from 12s. 6d. ; overcoats, from £1 5s. ; trousers, from 9s. ; cotton trousers, each, from 4s. 2d. ; vests, from 4s. ; flannel shirts, from 5s. ; cotton shirts, from 2s. ; woollen underwear, from 3s. ; hats, felt, from 4s. ; socks, worsted, from 10d. ; socks, cotton, from 6d. ; blankets, per pair, from 10s. ; rugs, from 6s. ; flannel, per yd., from 7½d. ; cotton shirting per yd., 4d. ; sheeting, 10d. ; Canadian cloth, per yd., 2s. ; men's shoes, from 8s. ; women's shoes, from 7s.

PRINCE EDWARD ISLAND.

PRINCE EDWARD ISLAND, the smallest of the Provinces of the Dominion of Canada, is situated in the southern part of the Gulf of St. Lawrence, and is separated from Nova Scotia and New Brunswick by the Strait of Northumberland, which varies from nine to thirty miles in width. In shape it takes the form of an irregular crescent, concave towards the north, measuring in length 150 miles, and, being deeply indented at many points by large bays and inlets, varies in width from four to thirty miles. It contains an area of 2,133 square miles, equal to 1,365,400 acres, and its population at the last census (1881) was 108,891.

Scenery. Seen from the water, the appearance of Prince Edward Island is exceedingly prepossessing. On approaching the coast, the country affords a charming picture of cultivation and well wooded land, with villages and cleared farms dotted along the shores and by the sides of the bays and rivers. The island is, generally speaking, level, but rises here and there to an elevation never exceeding 500 feet above the sea. The scenery very much resembles that of England; and flourishing homesteads are to be found thickly scattered in every part of the island.

Communication. Communication with the mainland is maintained during the period of ordinary navigation, by a line of steamers connecting daily with ports in Nova Scotia and New Brunswick, and thus with the various railway systems of Canada and the United States. Freight and passenger steamers connect weekly with Quebec and Montreal to the north, and with Halifax and Boston to the south. The island has also 210 miles of railway in operation.

Ordinary navigation generally closes about the middle of December, and re-opens about the middle of April. During this time communication is carried on with the mainland by a steamer specially constructed for winter navigation. This service is supplemented by boats which cross to New Brunswick at the nearest points, a distance of nine miles.

Climate. The climate of Prince Edward Island is remarkably healthy. The cold is certainly more severe, and lasts for a longer period than in England, but the atmosphere is dry and salubrious, and the summer is of such brightness and beauty as amply to compensate for the winter. The weather generally becomes unsteady in the early part of November, and sometimes sharp frosts, with flurries of snow, take place about the middle of the month, the frost gradually increasing until the ground resists the plough, which is ordinarily about the second week in December. The cold then increases rapidly, and the ground is covered with snow. During the months of January and February the weather is usually steady, with the thermometer occasionally from 10 to 15 degrees below zero of Fahrenheit. March, as in England, is a windy month, and is throughout very changeable. During the latter part of this month the snow rapidly melts, and the ice becomes rotten and dangerous for travel, and wholly disappears about the middle of April. Strong southerly winds then set in, and the last vestiges of frost speedily vanish. The spring is short, and in the beginning of June the summer bursts forth, and from this time till the end of September the climate resembles that of the southern coast of England. The thermometer, however, during calm weather, indicates a greater degree of heat, but the sea breeze seldom fails to lower the temperature, so that little inconvenience thence arises. About the middle of September the autumn commences. The cold is neither so great in winter, nor the heat so intense in summer, as in the western provinces of the Dominion, while the island is almost entirely free from fogs.

Cities and Towns.

Charlottetown, the seat of Government, is pleasantly situated upon a point of rising ground at the confluence of the York, Elliott and Hillsborough Rivers. It contains about 13,000 inhabitants, and is well laid out with wide streets, which intersect at right angles. Its affairs are managed by a Corporation, consisting of a mayor and ten councillors. The harbour is large, deep, and well sheltered, and is said by Admiral Bayfield (a standard authority) to be in every respect one of the finest harbours in the world. It is the principal port of shipment.

Summerside, the capital of Prince County, is situated upon Bedeque Bay, 40 miles west of Charlottetown. It is a town of about 3,000 inhabitants, and does a large trade in shipbuilding and exportation of produce, etc. It has a fine harbour.

Alberton, to the westward of the island, is distant 40 miles from Summerside, and is situated upon Cascumpec Bay, which is largely frequented by fishing vessels that come in to tranship their fish and secure supplies, and occasionally for shelter.

Georgetown, 30 miles east of Charlottetown, is the capital of King's County. It has a magnificent harbour, which remains open nearly the whole year.

Souris, 60 miles east of Charlottetown, is the outlet for the exports of a large portion of King's County. It also possesses a fine harbour, which has of late been considerably improved.

Other rising villages there are, such as Kensington, Montague, Cardigan, Crapaud, Tignish, Mount Stewart, Hunter River, Breadalbane, etc.

Soil and Crops. Prince Edward Island is noted for the fertility of its soil, and it may confidently be asserted that, with the exception of a few bogs and swamps composed of a soft, spongy turf, or a deep layer of wet black mould, the whole island consists of highly valuable cultivable land. The soil, which is well watered with numerous springs and rivers, is formed for the most part of a rich layer of vegetable matter above a bright loam, resting upon a stiff clay and sandstone; the land, in its natural state, being covered with timber and shrub of every variety. All kinds of grain, and vegetables grown in England ripen here in great perfection. The principal crops raised are wheat, oats, barley, potatoes and turnips, of which oats and potatoes are exported in immense quantities. The Island grows very good wheat, and probably better oats than most other parts of the Dominion. Of the former, the crops are from 18 to 30 bushels, and of the latter 25 to 70 bushels per acre. Barley, too, makes a very nice crop. The island is noted for its large crops of excellent potatoes, which not uncommonly reach 250 bushels an acre of fine handsome tubers. Swedes make a fine crop, not uncommonly reaching 750 bushels per acre of sound and solid bulbs.

In addition to the natural fertility of the soil, the great facility for obtaining manure may be set down as a particular advantage. In most of the bays and rivers are found extensive deposits of mussel mud, formed by decayed oysters, clam and mussel shells. These deposits vary from five to twenty feet in depth, and their surface is often several feet below low-water level. Machines placed upon the ice, and worked by horse-power, are used for raising this manure. Procured in this way, in large quantities, and possessing great fertilising qualities, it has vastly improved the agricultural status of the Island.

Live Stock. Of late years very considerable improvements have been made in raising farm stock. The horses of the Island enjoy a high reputation, much attention having been bestowed upon their breeding. In recent exhibitions, open to the whole Dominion, held in Montreal and Halifax, a large share of the honours and prizes for horses was awarded to this province. For sheep, also, it is especially suited, the mutton being of

a very fine flavour. Swine are also kept in large numbers, Island pork being well and favourably known in Dominion and American markets. The Provincial Government maintains a Stock Farm, on which pure-bred stock is raised and distributed through the country.

Fisheries. Prince Edward Island is, without doubt, the best fishing station in the Gulf of St. Lawrence, but the habits and feelings of the inhabitants are so decidedly agricultural that the fisheries have not received from them the attention which they deserve. They consist chiefly of mackerel, lobsters, herring, cod, hake and oysters, while salmon, bass, shad, halibut, and trout are caught in limited quantities. In the year 1888 the value of the products of the fisheries was \$1,141,991, which included 24,027 barrels and 48,600 cans of mackerel, 38,874 barrels of herring, 26,422 cwt. of cod, 78,300 lbs. of haddock, 8,223 cwt. of hake, 9,650 lbs. of halibut, 75,200 lbs. of trout, 89,425 lbs of smelts, 212,950 lbs of eels, 36,448 barrels of oysters, 2,009,107 lbs. of lobsters, 12,332 lbs of cod and hake sounds, and 17,825 gallons of fish oils. The present annual value of the oyster fishery is \$100,000, and this most valuable industry is capable of vast development. The export of lobsters for 1888 was 1,097,534 lbs. of the value of \$241,093.

Coal. But little has been attempted towards developing the coal of the Island. Its proximity to the extensive coal fields of Nova Scotia and Cape Breton, and the depth at which the deposits exist, render mining unprofitable, for the present at least.

Manufactures. The manufactures of Prince Edward Island are limited, but have rapidly developed of late. They consist of butter, cheese, starch, and soap factories, tanneries, grist, saw and woollen mills, factories for canning and preserving meat and fish, carriage factories, etc. By the census of 1881 the figures of Island industries were as follow :—

Capital invested	\$2,000,000
Number of hands employed.....	5,767
Yearly wages, over.....	800,000
Value of products.....	3,500,000

Land Regulations. For many a year what was known as the "Land Question" was a fruitful source of discontent. Now, happily, it is possible to write of this beautiful island with merely a passing reference to this grievance, and to say that it no longer exists. Absentee proprietorship has been abolished, and the Local Government, which purchased the interests of the landlords in 1875, have taken their place, not, however, for the purpose of exacting the annual rent from the tenants, but with the object of making them owners of the soil which they have redeemed from the wilderness. Of this immense advantage by far the great majority of the tenants have availed themselves, to such an extent, indeed, that at the close of 1888 only 100,479 acres remained unsold of the 843,981 acquired by the Government, and of this quantity only about 55,000 acres represented land held by parties who had not yet purchased. The remaining 45,000 acres may be set down as the available uncultivated and vacant Government land. These consist of forest lands of medium quality, the very best having, of course, been taken up by the tenants in the first instance, and their price averages about one dollar per acre. Parties desiring to settle upon them are allowed ten years to pay for their holdings, the purchase-money to bear interest at 5 per cent. and to be payable in ten annual instalments.

Improved Farms. Although there is apparently little room for new settlers, yet Prince Edward Island is a desirable field for a certain class of emigrants who, in search of a ready-made farm where they may have the social comforts of life within their reach, are prepared to pay a higher price rather than go westward. Such farms

can be obtained in the Island, and various circumstances have contributed to place them in the market. The price of such land varies much according to its quality, situation, and buildings; but with good buildings, a farm of 100 acres can be obtained for \$20 to \$35 (£4 to £7) an acre. Facilities for travel and transportation are excellent, the roads are good, and few farmers are as much as six miles from a shipping place for their surplus produce. All the necessities of life can be had at very low rates. Labour-saving machines of the most approved kind can be purchased or hired without any difficulty, the competition in this branch being so keen.

NOVA SCOTIA.

Position and Area.

THE Province of Nova Scotia, in the Dominion of Canada is situate between 43° and 47° north latitude and 60° and 67° west longitude. Nova Scotia proper is connected with the Province of New Brunswick by an isthmus about 14 miles wide. Its area is about 300 miles in length by 80 to 100 miles in width. The island of Cape Breton, which is a part of the province, and contains four counties, is separated from the mainland, or peninsula, by a narrow channel called the Strait of Canso. The province contains something over thirteen millions of acres, of which nearly one-fifth part consists of lakes and streams. Five or six million acres of land are fit for tillage; the remainder, which is chiefly a belt on the sea coast, is rocky and barren. From the appearance of the coast no idea could be formed of the beauty and fertility of the interior. The coast is indented with numerous excellent harbours, most of which are easy of access, safe, and commodious.

Scenery.

There is no finer scenery to be found in America than in many parts of Nova Scotia. There is a great variety of hill and dale; small, quiet, glassy lakes and pretty land-locked inlets of the sea, which would afford charming studies for an artist. The gloriously bright tints of the autumn forest scenery, warmed by an Indian summer sun, cannot be surpassed anywhere. Each county has, in its scenery, some feature peculiar to itself and distinct from that in the others, thus affording a great attraction to the tourist; and those persons who are in search of a quiet rural residence, away from the noise and bustle of the city, may have a choice of localities such as for variety can hardly be found in any country of the same extent on this side of the Atlantic.

Climate.

The climate of Nova Scotia is well suited to European constitutions. It is not generally known outside the province that the temperature is more equable than in any other part of the Dominion, but such is the fact. The extreme cold which is experienced in winter in other parts of America is not felt here, owing perhaps to the fact that the province is almost completely surrounded by the sea, and that the Gulf Stream sweeps along within a few miles of its southern shore; and, further, that the province is protected from the chilly north winds by an almost continuous belt of mountains, or very high hills, stretching along its northern side. The climate varies, however, in different parts of the country. In the Annapolis Valley the spring opens about two or three weeks earlier in the year than in Halifax, and the weather is generally drier, clearer and more exempt from fog. The mountain at the north side of the valley, which skirts the shore of the Bay of Fundy, is high enough to prevent the sea fog coming over—thus, while it is sometimes damp and disagreeable on the north side of the mountain, which faces the bay, in the valley, only three or four miles away, it is delightfully warm and bright. In Halifax and the eastern

counties the mercury seldom rises in summer above 86° in the shade, and in the winter it is not often down to zero. In the interior, say in the Annapolis Valley, the winter is about the same, but the summer is considerably warmer, although, owing to the dryness of the atmosphere, the heat is not oppressive. The climate is extremely healthy; there is probably none more so in the world. The health returns from British military stations place this province in the first class. Nova Scotia has fewer medical men in proportion to the population, and requires their services less, than any other part of America.

Fertility of Soil.

The fertility of the soil in many of the agricultural districts is unsurpassed, as is evidenced by the fact that, in quantity and quality, the production of the farms, even under a careless system of cultivation, is equal, and in some cases superior, to those of Great Britain: for instance, the orchards in the Annapolis Valley, particularly, produce larger and finer apples than are grown in any other part of the world, and are capable of great development. The grain and root crops are also excellent, the average production of which in the western counties is, as nearly as it is possible to estimate it, as follows:—

Wheat.....	per acre	18 bushels.
Rye.....	"	21 "
Barley.....	"	35 "
Oats.....	"	34 "
Buckwheat.....	"	33 "
Indian Corn (Maize).....	"	42 "
Turnips.....	"	420 "
Potatoes.....	"	250 "
Mangel Wurzel.....	"	500 "
Beans.....	"	22 "
Hay.....	"	2 tons.

Live Stock and Dairy Farming.

This might be more extensively and profitably prosecuted in this province. Of course every farmer raises stock; but most of it is raised to supply the markets with butcher's meat. Not nearly so much attention is paid to the making of butter and cheese as to raising cattle for the slaughterhouse. In some counties, however, cheese and butter are made in considerable quantity, both for home consumption and for export. A great deal of the profit of every farm arises from the sale of fat cattle. There is plenty of first-rate pasturage in every county, and almost the only expense of raising stock is that of the winter feed, and as that consists chiefly of hay, at a cost or market value of from 25s. to 40s. per ton, according to locality or season, it will easily be perceived that the business is profitable. There is much land suitable for sheep raising in every county, and even among the wild lands there are large tracts of pasture that might be made capable of maintaining vast flocks at very little expense.

Fruit Growing.

For all the fruits of the temperate zone the soil and climate of Nova Scotia are eminently favourable. Fruit raising at present is confined to only small parts of three counties, viz., Annapolis, Hants and King's, out of the eighteen comprising the province. Apple growing has received most attention hitherto, and the crop last year reached some 300,000 barrels from the districts referred to, a large part of which was exported. The excellent flavour and the keeping qualities of Nova Scotian apples have won for them a high position in the markets of Europe and the United States, and there is legitimate room for an immense extension of the present area devoted to that fruit. Peaches, plums, and especially very fine local varieties of cherries, strawberries, raspberries, etc., and tomatoes, give enormous yields with little attention; and in addition to the large demands of local consumption, great quantities are supplied regularly to New York,

Boston, and other towns of the American sea-board. Fruit growing in Nova Scotia, as a rule, is conducted in conjunction with mixed farming, the orchards—generally one to five acres in extent—being attached to farms of from 100 to 200 acres. There are always large numbers of desirable farm properties of this class for sale at from £200 to £500, particularly in the counties that border the Bay of Fundy, so that persons of modest means are able to find suitable openings. It would be difficult to name a more interesting and lucrative form of husbandry than that obtaining in this province, especially when viewed in connection with its nearness to England and the municipal and social advantages to be found in Nova Scotia.

Fisheries. The fisheries of Nova Scotia have long been celebrated. No country in the world can produce so great a variety of delicious fish, and in such inexhaustible quantity. The total value of the fisheries of this province for the year 1888, the latest of which we have statistics, was \$7,817,030, or over a million and one-half sterling. There are cod, haddock, mackerel, herring, alewives, pollock, hake, halibut, eels, shad, salmon, trout, grayling, perch, smelt, etc.

Good sport is afforded by spearing lobsters at night by torch-light. There is a splendid supply of shell-fish, viz., oysters, scallops, clams, quahogs, mussels, etc., and the rivers and lakes afford salmon, grayling and trout; and there is no lack of the disciples of Isaak Walton, from the youngster of ten years of age to the grey-headed sportsman of seventy, who may be seen all through the season wending their way, with rod, landing-net and basket, to the favourite haunts of the silvery salmon or speckled trout.

The Forest. Nova Scotia contains vast tracts of woodland, which produce timber for shipbuilding and for manufacturing into lumber for exportation. Millions of feet of pine, spruce, hemlock, hardwood, deals, scantling, staves, etc., are annually shipped from the different ports in the province to the West Indies, United States, Europe, etc. It also supplies the ports of Massachusetts with thousands of cords of firewood. Oak, elm, maple, beech, birch, ash, larch, poplar, spruce, pine, hemlock, fir, etc., all grow to a large size. There are many other kinds of trees, but they are chiefly ornamental rather than useful. Rock maple, black birch, beech and other hardwoods make excellent fuel; but it seems a pity that in a country where coal is so abundant, so many and such valuable trees should be used for the purpose. In the forests may also be found numerous small trees and shrubs, which are valuable for medicinal and other purposes, among which are wild cherry, sumac, rowan, sarsaparilla, elder, alder, hazel, bay, etc. Wild flowers are in great profusion. The trailing arbutus, which blooms in April and May, cannot be surpassed in delicate beauty and fragrance. It is certainly an exquisite little plant. Strange to say, it has as yet been found impossible to cultivate it in gardens. When removed from its native home in the woods it will not blossom.

Sport. The province is a sort of sportsman's paradise, as there is excellent hunting, shooting, and fishing in every county. Of wild animals there are bears, foxes, moose, deer (cariboo), otter, mink, sable, musquash, hares, racoons, and squirrels; and of feathered game, woodcock, snipe, plover, partridges, geese, ducks, brant, curlew, etc. The game laws are simple, and not oppressive. They are made only to protect game when out of season. This is necessary in order to preserve it from total destruction. No person is allowed to kill any partridge between the first of January and the first of October, under a penalty of two dollars for each offence. No person is allowed to kill any moose or cariboo between the first day of February and the fifteenth of September; neither is any person allowed to set traps or snares for catching these animals. Otter, mink, and musquash are protected between the first of May and the first of November. No person is allowed to kill any woodcock, snipe, or teal

between the first of March and the first of August; nor any blue-winged duck during the months of April, May, June, and July. Nor is any person allowed to kill any woodcock before sunrise or after sunset. There are no private game preserves in the country, consequently there is no necessity for a law for the punishment of poachers. The hunting and shooting grounds are easy of access, as there are good roads to every part of the province. Charles Hallock, the author of "The Fishing Tourist," says "the whole of Cumberland County comprises one of the finest moose-hunting grounds in the world."

Minerals. The mineral resources of Nova Scotia are very valuable, and it is one of the few countries which have workable deposits of coal, iron and gold side by side. In Cape Breton, Pictou and Cumberland Counties are extensive deposits of bituminous coal, similar to that of the North of England, which are worked by several companies. The coal trade is steadily growing, and 1,576,692 tons were sold in 1888, while very much less than one-half that quantity was sold ten years ago. The iron ore deposits of the province, although very extensive, are worked only at Londonderry, where iron of excellent quality is made. The gold-fields of Nova Scotia, although extensive and valuable, have hitherto been worked only on a small scale, but more attention is being devoted to them, and their development will form an important industry. Large deposits of gypsum abound, and about 100,000 tons are annually extracted. Among other minerals that are worked to some extent may be mentioned manganese, antimony, barytes, grindstones, etc.; deposits of copper, lead, graphite, etc., are also known. The quarries of Nova Scotia furnish excellent granites, syenite, serpentine marble, freestone, etc. As may be inferred from the preceding remarks, the province is rich in those minerals which interest the mineralogist, and frequently prove useful for various industrial purposes. The total value of the mineral productions of the province for the year 1885 may be estimated at about two and a-half millions of dollars.

Land Regulations. There are now in Nova Scotia about two millions of acres of ungranted lands, a considerable quantity of which is barren and almost totally unfit for cultivation; but there is some land in blocks of from 200 to 500 acres of really valuable land, and some of it the best in the province, and quite accessible, being very near present settlements. The price of Crown lands is \$40 (£8 stg.) per 100 acres.

Manufactures. Although Nova Scotia is perhaps better adapted for a manufacturing country than any other part of America, owning to an unlimited command of water power, and its inexhaustible supply of coal and iron, there are few manufactures in comparison with what, considering the facilities, there might be; but the following figures from the census of 1881 will show that even in this respect much progress has been made; Total number of hands employed, 14,459; amount of yearly wages, \$2,854,706; value of raw material, \$6,389,502; value of articles manufactured, \$12,504,882; amount of capital invested, \$5,974,552; Since 1881, however, great progress has been made in Nova Scotia in common with the other provinces in industrial development.

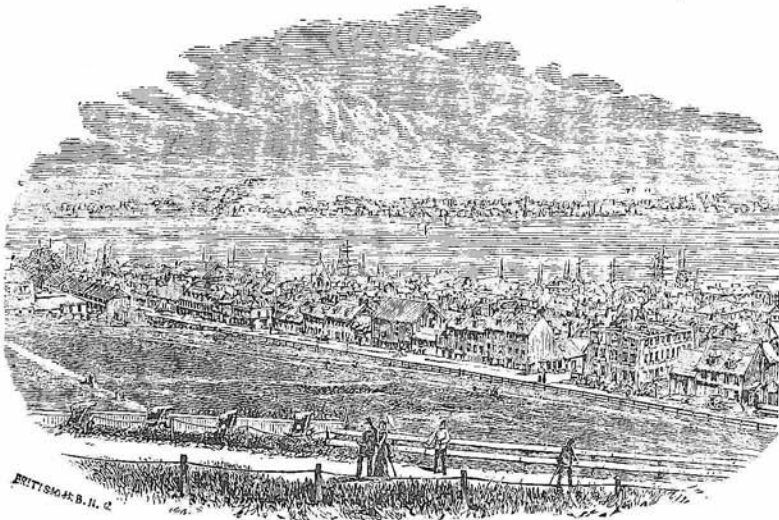
Shipping and Trade. Nova Scotia owns more shipping in proportion to the population than any other country, and her vessels do a large proportion of the carrying trade of the world. They may be found in every port of the habitable globe, loading and discharging cargoes. The exports consist of fish, coal and other mineral substances, lumber and general produce; and the imports, of West India produce, British and American manufactures, tea, etc., from China and the East Indies, and hemp from Russia.

Railways. There are now over 500 miles of railroad in operation. Passengers can go west from Halifax to Annapolis (130 miles), and

from Digby to Yarmouth (69 miles). There is a break in the system of 18 miles, namely, from Annapolis to Digby, but that section will probably be completed at an early day. East from Halifax there is a railway (the Inter-colonial) to the borders of New Brunswick (142 miles), with a branch from Truro to the Strait of Canso (123 miles), and a line is being constructed from there through Cape Breton to Sydney. There is also a branch from Springhill to Parrsboro', about 34 miles. A line is also in course of construction from Middleton, in the county of Annapolis, to Lunenburg. Nearly all parts of the province are thus in direct communication by rail with the metropolis, and also with the other provinces of the Dominion and with the United States. The province is connected with Europe by lines of excellent steamships. There is also a line of steamers to Newfoundland, two to Boston, one to New York and one to Baltimore.

Population. The population of the province is about 500,000, consisting of English, Scotch, Irish, German, French and native-born inhabitants, a few thousand coloured people, and about two thousand Indians. The latter supply the markets with baskets and other small articles of wooden-ware, by the sale of which, and by hunting, they earn a livelihood and supply their wants. They live in tents or wigwams in the forest, on lands of their own, granted to them by the Government, and termed Indian Reserves.

Halifax. This city (40,000) is the capital and the seat of Government. It is situate on the west side of Chebucto Bay, now called the harbour of Halifax. The city is about three miles in length by about an average of a mile in width. It is laid out in squares, the streets running at right angles. In number the streets and lanes are one hundred and thirty-three. There are 28 churches, and a large number of school-houses, some of which are elegant brick structures. The city is the seat of Dalhousie College, a prosperous institution. The Provincial Parliament building and the Dominion Post Office and Custom House are very fine structures. There are five local banks, most of which have handsome buildings, and there are



HALIFAX.

several branches of British and Canadian banks. The Halifax Club and the City Club are among the best establishments of the kind in the Dominion. There are several large hotels, and numerous smaller ones.

The scenery around Halifax and Dartmouth is charming. The North-West Arm, a narrow arm of the sea, about two miles west of the city, is very pretty. This arm is about three miles long and about a quarter of a mile in width. Some pretty villas along its shores add considerably to the natural beauty of the locality. The Dartmouth lakes, Bedford Basin, and the Eastern Passage also present some beautiful landscapes.

Halifax is the headquarters of the British Army in North America, and there are always one or two regiments of the line, besides artillery and engineers, stationed in the city. The port of Halifax is the summer naval station of the North American and West Indian Squadron.

The other principal towns are Truro, Yarmouth, Pictou, Digby, Amherst, Windsor, Annapolis, New Glasgow, Sydney, and Londonderry.

NEW BRUNSWICK.

NO PART of the world affords a more inviting field to the inhabitant of Europe who desires to better his condition by emigration than the Dominion of Canada, and in none of the provinces of Canada can a man whose means are small settle with a better prospect of rising by his own industry to a condition of independence than in New Brunswick.

It possessed, until the Intercolonial Railway was constructed, no direct rail communication with the western portion of the Dominion that was of any commercial significance. To this fact must be largely attributed the tardy recognition of its valuable resources, and the comparatively small immigration the province has attracted—compared with other portions of Canada—notwithstanding its unique advantages in climate, soil and position. The completion of the New Brunswick Railway system throughout the interior of the province, forming northwards the shortest line of communication through Canadian territory with the rest of the Dominion, and connecting to the south with the American railway system, is doing much to help forward the development and settlement of the country. The short line of the Atlantic and North-West Railway Company now building from Montreal through the State of Maine to New Brunswick bringing the commercial metropolis of the Dominion within a few hours of the Atlantic Ocean, will also be an additional factor in opening up the province.

Climate. If the climate of a country is to be judged by its effects on animal life, then the climate of New Brunswick may be pronounced one of the best in the world. Nowhere do men and women grow to finer proportions than in New Brunswick; nowhere does the human frame attain to greater perfection and vigour, or is human life extended to a longer term. This is proved conclusively by the statistics of mortality and by the records of the British Army, which show that the death-rate is lower in New Brunswick and Nova Scotia than in almost any other country garrisoned by British soldiers. As it is with men and women, so also is it with domestic animals in Canada. Horses, cattle and live stock of all kinds, imported from Great Britain, not only maintain their excellence, but improve in the Canadian climate; and so much is this the case that many cattle bred in Canada, of the best strains of blood, have been sent to England and the United States, and there commanded very large prices for breeding purposes, as superior to any animals of the same breeds in those countries.

In this matter of climate, however, it is important that the emigrant who intends to go to New Brunswick should not be in any sense deceived.

The climate of New Brunswick is radically and essentially different from that of Great Britain in two respects: the air is much drier, and the range of the thermometer is greater. Yet it is remarkable that emigrants from Great Britain feel the cold less than at home. There is a considerable difference between the climate on the coast of the Bay of Fundy and that of the interior, the former being milder and less subject to extremes of heat and cold.

Crops. New Brunswick produces every kind of grain and root crop that is produced in England, as well as some which will not come to maturity in the climate of the latter country.

All who have given the subject proper attention agree in stating that New Brunswick is particularly well adapted for a system of varied husbandry, combined with cattle-raising and feeding. The pastures are fine, and the abundant crops of roots afford the means of preparing beef and mutton of good quality for the provincial or English markets. That this can be done with profit has been demonstrated beyond a doubt.

The position of the maritime provinces on the Atlantic sea-board, and their proximity to Great Britain give them special advantages for the transport of their products to that market.

All garden vegetables, such as cabbage, cauliflowers, beet, celery, lettuce, cucumbers, onions, tomatoes, pumpkins and squash grow to the greatest perfection. At the Provincial Exhibitions cucumbers 29 inches long and squash weighing 158 lbs. have been shown.

The fruits of New Brunswick are apples, pears, plums, cherries, gooseberries, strawberries, raspberries, blueberries and blackberries. Wild grapes grow on all the islands of the St. John River, and butter-nuts and hazel-nuts are abundant in a wild state.

Live Stock. A great deal of attention has been paid of late years, both by the Government and by private breeders, to the improvement of the live stock of the province; and although there is still great room for improvement, the stock of the best New Brunswick farmers will compare favourably with that of any country. Recently the Government has established a stock farm, which, in connection with the efforts of private enterprise, is likely to be productive of much benefit.

The introduction of improved breeds has led to the raising of large numbers of cattle for the English markets, a business which is now conducted on an extensive scale by the farmers of Albert and Westmoreland. Some of the establishments in these counties stall feed as many as 200 or 300 head in a winter; and the aggregate of the numbers exported reaches a high figure.

How to obtain a Farm. The farmers of New Brunswick are almost without exception the owners of the farms they cultivate. If a man rents a farm he only does so for a short period, and for the purposes of employing his time until he can do better. Every man can become a landowner if he wishes, and therefore the relations of landlord and tenant, so far as they apply to farmers, are almost unknown.

If a man goes to New Brunswick with sufficient capital he will have no difficulty in providing himself with a suitable farm, for there are always farmers who are ready to sell their farms, and take a fresh start in another part, while in other cases farms are thrown into the market, owing to the death of their owners and other causes. Farms can be purchased with from 30 to 200 acres of cleared land, and provided with buildings, at prices varying from £200 to £2,000 sterling. The latter sum will purchase a first-class farm; and an excellent farm can frequently be bought for half the money near railway and water communication. To persons who desire to settle in the province and who have money, the only advice it is necessary for us to give is to look well about them until they find a farm in the market that suits them, and

then to buy it. With prudence and attention to their business they are almost sure to succeed.

All men who wish to emigrate do not, however, possess enough money to buy a farm, or even to stock it if it was bought. To such the free grants and labour Acts passed by the New Brunswick Legislature offer an easy way for them to become landowners, and in the end farmers, perhaps of independent means.

Ten years ago the free grant system of settlement was introduced, and it was found a great success. There are now about fifty free grant settlements in the province, settled by thousands of industrious men who had no means of purchasing farms, but who will soon be in prosperous circumstances. The aggregate value of the improvements in those settlements which have been carved out of the wilderness within the past ten years is probably not less than one million dollars.

Crown lands may be acquired as follows :—

(1.) Free grants of 100 acres, by settlers over 18 years of age, on the condition of improving the land to the extent of £4 in three months; building a house 16 feet by 20 feet, and cultivating 2 acres within one year; and continuous residence and cultivation of 10 acres within three years.

(2.) One hundred acres are given to any settler over 18 years of age who pays £4 in cash, or does work on the public roads, etc., equal to £2 per annum for three years. Within two years a house 16 feet by 20 feet must be built and 2 acres of land cleared. Continuous residence for three years from date of entry, and 10 acres cultivated in that time, is also required.

(3.) Single applications may be made for not more than 200 acres of Crown lands without conditions of settlement. These are put up to public auction at an upset price of 4s. 2d. per acre. Purchase money to be paid at once. Cost of survey to be paid by purchaser.

The Forests and the Wood Trade.

Next to agriculture, the industry which, in New Brunswick employs the largest number of men and yields the largest returns, is the lumber trade. The whole of the province was originally covered with magnificent forests, and these forests are still a great source of wealth, their products forming by far the largest item in the exports of the province. This will be seen by the following statement of the exports of New Brunswick for 1888 :—

Produce of the Mine.....	\$ 98,540
“ Fisheries.....	787,182
“ Forest.....	3,682,294
Animals and their produce.....	400,151
Agricultural products.....	250,126
Manufactures.....	376,921
Miscellaneous articles.....	53,293

\$5,648,507

In addition to the above, New Brunswick exported in 1888 goods not the produce of Canada to the value of \$1,281,056, of which \$1,209,538 were products of the forest, chiefly boards and planks, the produce of logs cut in the State of Maine, floated down the St. John River, and manufactured in St. John and shipped to the United States.

Ungranted and Improved Lands.

It is estimated that the Province contains 17,893,410 acres, of which 10,000,000 acres have been granted and located, and 7,393,410 acres are still vacant.

Manufactures.

New Brunswick, owing to its cheap coal and proximity to the markets of the world, has many advantages as a manufacturing country. It is now the seat of a number of extensive manufacturing industries, which are constantly being added to as the field for their products becomes wider. There are five large cotton

mills in the province—two in St. John, one at St. Stephen, one at Maryville and another at Moncton. These mills make cotton cloth and cotton yarn of all kinds, and give employment to about thirteen hundred persons. There are three large woollen mills in the Province, one at St. John, one at Moncton and one at Port Elgin, which manufacture homespun, tweeds, flannels, dress goods, etc. There are a number of smaller cotton and woollen mills in various parts of the Province.

The Fisheries. The fisheries of New Brunswick are very valuable, and employ a large number of men. According to the returns of 1888 the number of vessels engaged in the New Brunswick fisheries was 153, and boats 4,710, giving employment to 9,840 men. The total money invested in the fisheries of this province in the year named was \$988,007. The fishery products for 1888 were valued at \$2,941,863, and stand next in value to those of Nova Scotia in the Dominion fishery statistics. The kinds of fish caught are cod, haddock, hake, pollock, herring, alewives, mackerel, halibut, salmon, shad, sardines, smelt, sturgeon, eels, trout, lobsters and oysters, most of which are identical with the same species in Europe. The oysters found on the north coast of the province are of very fine quality. All the waters which wash the shores of the province abound with fish, and the great rivers are the natural home of the salmon and trout. There is no country in the world which offers such unrivalled opportunities for the angler as New Brunswick. Every river, brook and lake abounds with fish.

Minerals. There are indications of mineral wealth throughout the province, and a number of mines have been successfully worked.

The following is the official statement of the products of the mines exported from New Brunswick in 1888 :—

Coal.....	\$ 3,699
Crude gypsum.....	25,815
Antimony ore.....	560
Manganese.....	19,576
Plumbago.....	1,025
Unwrought stone.....	25,278
Other articles.....	22,486
	<hr/>
	98,439

The principal cities and towns are St. John (28,000), which has one of the finest harbours on the North Atlantic; Fredericton, the capital (6,700); Portland (16,000), Moncton (6,000), Dorchester, Sackville, Shediac, St. Stephen, St. Andrews, Woodstock, Chatham and Richibucto. There are many smaller towns, engaged in shipping and manufactures, rising in importance.

Sport. There is plenty of sport in this province. The moose or elk, cariboo, red deer, bear, otter, fox, beaver, mink, musk-rat, sable, fisher, ermine, racoon, lynx, porcupine and hare are all more or less abundant; also game birds, such as wild goose, brant, ducks, partridges, grouse, curlew, plover, snipe, woodcock and pigeon. The Indians (consisting of the Micmac and the Milicete tribes—the former inhabiting the coast and the latter the interior) are very inoffensive, and make useful guides in hunting and fishing expeditions.

THE PROVINCE OF QUEBEC.

Extent and General Capabilities.

THE Province of Quebec has an area of 188,688 square miles, as taken from the census districts, but if the map is measured, including the waters which comprise a portion of this province, the area may be stated at 190,000 square miles. The soil of a large portion of this immense area is exceedingly fertile, and capable of high cultivation. The cereals, grasses, root crops, and many of the fruits of the temperate zones grow in abundance and to perfection. In the southern parts of the province Indian corn is a large crop, and fully ripens. Tomatoes grow in profusion and ripen, as do also many varieties of grapes. It may be mentioned, as a climatic fact of importance for the purpose of comparison, that neither Indian corn nor tomatoes will ripen in the open air in the United Kingdom. Quebec has vast tracts of forest land, and a very large lumber trade. It is rich in minerals, including gold, silver, copper, iron, plumbago, etc., and has especially immense deposits of phosphate of lime, but it has no coal. It has large deposits of valuable peat. Its fisheries are of immense extent, and among the most valuable in the world.

The inhabitants of the British Islands and France will both find themselves at home in the Province of Quebec, the English and French languages being both spoken.

This province was originally settled by the French. Among the first English settlers who fixed their homes in Quebec were the United Empire Loyalists, whom the War of Independence in the United States caused to emigrate to Canada. To recompense their allegiance, the British Government gave them large grants of land in the Eastern Townships in Quebec.

River St. Lawrence,

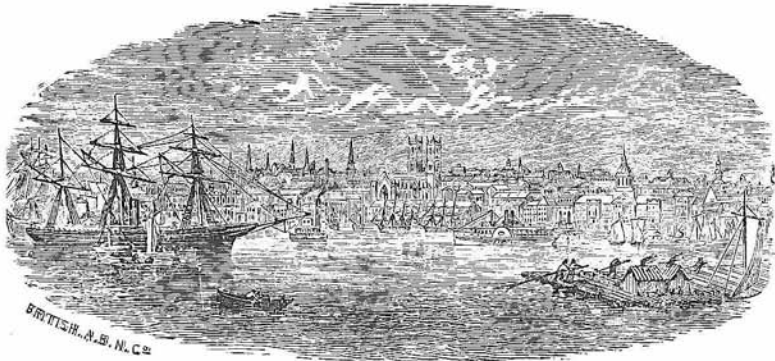
The great river St. Lawrence, which forms so remarkable a feature in the continent of North America, runs through this province from the head of ocean navigation to the Gulf of St. Lawrence, and gives to the Province of Quebec a commercial position of commanding importance, not only in relation to the Province of Ontario and the North-West of Canada, but also to a large portion of the adjoining United States. This great river, apart from its commanding commercial importance, is also remarkable for great natural beauty at every point of its course. Its waters are everywhere clear and generally blue, being in this respect the opposite of the muddy waters of the Mississippi; and many of its affluents, some of which are 1,000 miles in length, would be esteemed great rivers on the continent of Europe. It is worth a trip to Canada to sail up the St. Lawrence.

Montreal (202,000) is the chief city of Canada, the commercial metropolis, and the principal port of entry. It is built upon a series of terraces, and is nearly four miles long by two broad, and has a magnificent background in Mount Royal, which rises about 700 feet above the river level. The hotels, public buildings and quays are very fine. The city is the centre of the great railway system of Canada, and is the most important manufacturing district in the Dominion, having large and varied industries, which give employment to many thousands of artisans.

Quebec (65,000), the most historic city of Canada, is the seat of the Provincial Government, and presents many features of great interest, its surroundings including probably some of the most beautiful scenery in the world. The harbours, quays, and graving-dock are of great importance. It has rail and water communication with every part of Canada, and passengers from the ocean steamers generally land there in the summer season.

The other cities and towns in this province are Three Rivers (10,000), Levis (7,000), Sherbrooke (9,000), Hull (12,000), St. Henri (5,000), Sorel (7,500), St. Hyacinthe (7,300).

Climate. The winters of Quebec are cold and the summers somewhat similar to those in France—this province having the summer suns of France, being in the same latitude. But very exaggerated notions prevail abroad as to the severity of the winters in the Province of Quebec. There is decided cold ; but the air is generally dry and brilliant, and the cold



MONTREAL.

therefore not felt to be unpleasant. Snow generally covers the ground during the winter months. It packs under foot, and makes everywhere winter roads, over which heavy loads can be drawn in sleighs with the greatest ease. These roads, for the purpose of teaming, are probably the best in the world, and they are enjoyed in the newest and roughest parts of the country before the regular summer roads are made. The snow generally commences in December and goes away in April.

The snow covering is most advantageous for agricultural operations, as is also the winter frost. Both leave the ground in a favourable state, after its winter rest, for rapid vegetable growth.

The climate of Quebec is one of the happiest under the sun, as well as the most pleasant to live in. Fever and ague, those scourges of the South-Western States, are unknown here. There is no malaria, every climatic influence being healthy and pure.

Soil and Productions.

The soil of the province is found to be for the most part extremely rich, and susceptible of the highest cultivation. It is adapted to the growth of very varied products. The cereals, hay, root crops and grain crops grow everywhere in abundance where they are cultivated. Spring wheat gives an average of about eighteen bushels to the acre. Cattle-breeding on a large scale is carried on, and in the last four years cattle have been exported in large quantities from this province to the English market. For pasturage the lands of Quebec are of special excellence, particularly those in the Eastern Townships and north of the Ottawa.

Indian corn, hemp, flax and tobacco are grown in many parts of the province, and yield large crops.

Parts of the Province of Quebec are especially favourable for the growth of apples and plums. Large quantities of the former are exported, and some of the varieties which are peculiar to this province cannot be excelled, and they have specialties which perhaps cannot be equalled. The small fruits everywhere grow in profusion, and grapes, as elsewhere stated, ripen in the

open air in the southern parts of the province. They are now beginning to be largely grown.

Population and Industries. The population of the Province of Quebec was 1,359,027 by the census of 1881. Of these, 1,073,820 were of French origin, 81,515 of English, 54,923 of Scotch, 123,749 of Irish, and the remainder of other origins. Classified according to religion, the population of the Province of Quebec is composed of 1,170,718 Roman Catholics and 188,309 Protestants.

Agriculture is the chief occupation of the population at present, but manufactures, fishing in its great waters, and commerce occupy the labours of a considerable part of its inhabitants, as do also lumbering, mining and ship-building.

The most important trade in Quebec is the lumber industry, and this affords nearly everywhere a ready market for the farmer, and in the winter season employment for himself and his horses.

The extension of railways has been very rapid in the Province of Quebec since Confederation; and these have led to a very great development of wealth. Many large manufactories have also been recently established.

This province has yet much room for men and women, and for capital to develop its vast resources.

The principal articles manufactured in this part of Canada are cloth, linen, furniture, leather, sawn timber, flax, iron and hardware, paper, chemicals, soap, boots and shoes, cotton and woollen goods, cheese etc., and all kinds of agricultural implements. There are 672 cheese and butter factories in this Province, and the number is rapidly increasing.

Means of Communication. The great river St. Lawrence from the earlier period of settlement has afforded the chief means of communication, but the province has other large navigable rivers, among which may be mentioned the Ottawa, which divides it from the Province of Ontario, and also in its turn has affluents of very considerable length. The Richelieu, with its locks, affords communication with the Hudson, in the State of New York. The St. Maurice is navigable for a considerable extent. The Saguenay is one of the most remarkable rivers on the continent, and thousands visit it to view its scenery. There are other rivers of less importance. It has already been stated that the extension of railroads has been very rapid, and these in fact now connect all the considerable centres of population both on the north and south shores of the St. Lawrence. The wild lands are opened up by colonisation roads, and besides the regular macadamised roads there are everywhere roads throughout the province.

Fisheries and Minerals. It has been already stated that the Province of Quebec is rich in minerals. Gold is found in the district of Beauce and elsewhere. Copper abounds in the Eastern Townships, and iron is found nearly everywhere. Some very rich iron mines are being worked. Lead, silver, platinum, zinc, etc., are found in abundance. The great deposits of phosphate of lime, particularly in the Ottawa valley, have been elsewhere alluded to. These mines have been largely worked, and large quantities of the phosphate have been exported. This mineral brings a high price in England, owing to its high percentage of purity.

The fisheries of the province are a great boon to the settlers and fishermen resident on its long coast lines. The fishing industry has attained large proportions, the products being exported to distant portions of the Dominion and foreign parts.

Farms for Sale, and Prices of Government Lands.

Tenant farmers from the old country may find frequent opportunities to purchase improved farms in the province of Quebec at very reasonable prices—from £4 sterling to £6 sterling per acre,

including dwelling-houses, outbuildings and fencing. Farms of this description particularly suited to emigrants from the United Kingdom may be found in the Eastern Townships.

It has been already stated that about 6,000,000 acres of land have been surveyed by the Government, for sale.

Lands purchased from the Government are to be paid for in the following manner :—One-fifth of the purchase money is required to be paid the day of the sale, and the remainder in four equal yearly instalments, bearing interest at 6 per cent. But the price at which the lands are sold is so low—from 20c. to 60c. per acre (15d. to 2s. 5½d. stg.)—that these conditions are not very burdensome; in fact, it is equivalent to giving them away in the wilderness form, for the price at which they are sold barely covers the cost of making the survey and making roads.

The purchaser is required to take possession of the land sold within six months of the date of the sale, and to occupy it within two years. He must clear, in the course of ten years, ten acres for every hundred held by him, and erect a habitable house of the dimensions of at least 16 ft. by 20 ft. The letters patent are issued free of charge.

The parts of the Province of Quebec now inviting colonisation are the Lake St. John district; the Valleys of the Saguenay, St. Maurice, and the Ottawa Rivers; the Eastern Townships; the Lower St. Lawrence; and Gaspé.

Settlement in Eastern Townships.

The settler in the Eastern Townships has the choice between taking up wild or forest land and settling on an improved farm. It should be, however, explained that settling on wild land implies a great deal of hard work, and special adaptation, to ensure success. As a rule, men who have been brought up in Canada and accustomed to the use of the axe from youth are the most successful and skilful, while on the other hand new-comers from the British Islands are better adapted to carry on and still further improve already improved farms. Of course, it will cost as much labour in the first place to clear the forest as would buy an improved farm; but thousands of men whose means were limited have found their toil sweetened in their struggle for independence by seeing this condition grow from day to day under the work of their hands.

It may be stated that agriculture and dairying form the principal industries of the Eastern Townships. The butter, for instance, produced is remarkable for its special excellence, the rich grasses of the hill-sides and clear streams being most favourable for grazing. The good quality of the cheese is as marked as that of butter. In point of stock-raising there are cattle in the Eastern Townships, both Shorthorns and Polls, which would compete with any in the world. There are also fine Herefords and other varieties. Sheep do well in the townships, and they will probably become more profitable with the further opening up of the export trade to England.

The manufactures comprise woollens, carriages, ironware, agricultural implements, furniture, manufactures of cotton, sugar-refining, etc.

Suitability for Emigrants from the United Kingdom.

The settler from the United Kingdom will find good society; ample means for the education of his children, from the primary schools to the university; churches of all denominations; and congenial social conditions.

On the shores of Lake Memphremagog, and in many other parts of the Eastern Townships very handsome residences have been erected in situations of almost unexampled natural beauty, coupled with very favourable climatic conditions. Comparatively small means would enable a man to obtain an estate in the Eastern Townships in which he might find conditions of com-

fort and natural beauty which even a large fortune would not enable him to secure in the old country. There is, moreover, the fact that society is much more free and open than in England; and it therefore happens that the conditions are particularly favourable for the settlement and retirement of men who have themselves acquired competence in the walks of commerce or manufacturing industry in the mother country.

THE PROVINCE OF ONTARIO.

ONTARIO embraces an area of about one hundred and eighty-two thousand square miles, and has a population exceeding two millions (see page 8).

Redeemed, as the cultivated portion of the province has been, from the primeval forest, it is needless to say that the vast wealth of timber still remaining is one of its most valuable heritages, capable of furnishing an abundant supply, both for home consumption and for every probable demand that commerce can make upon it, for centuries to come. Though much has been added of late years to the general knowledge of the subject, the great region which is considered to be the main depository of nature's most liberal gifts in mineral wealth is as yet almost unexplored, and only known as to its general external features. But enough is already established to show that the Lake Superior district is enormously rich in iron, silver, copper and other minerals, and now that the Canadian Pacific Railway is running through that country, an early development of the mining industry is sure to follow. In the Ottawa region, in addition to the metals already mentioned, there have been considerable finds of gold, while the quarrying of plaster of Paris, or gypsum, and marble of excellent quality, are both profitable industries. In the southern district, near Lake Huron, are the famous oil springs, from which petroleum is obtained in immense quantities; and further to the north in the same district are prolific salt wells, which send forth an abundant supply of brine, the salt obtained from which forms a large item in the commerce of the place. There are also considerable areas of peat beds in several parts of the province; its rivers and lakes are well supplied with fish, and its forests with game. But the great and abounding element of Ontario's natural wealth is in its soil, and to it and its products it is desired to direct the attention of intending emigrants.

Cities. Toronto, the seat of the Provincial Government, had a population of 86,415 by the census of 1881; but it appears, from a census taken in 1888, that its population is now 172,000; it is a city of which any country might be proud; it is very rapidly continuing to grow, both in wealth and population, and has many important manufactories.

Ottawa has a population of 44,000; it is the seat of the Dominion Government, and here are erected the Houses of Parliament and Departmental Buildings. These constitute four of the finest edifices on the continent of America, and excite the admiration of all beholders. Ottawa is the centre of the Ontario lumber trade.

Hamilton (population 43,000) is beautifully situated on the south-west shore of Burlington Bay, at the extreme west end of Lake Ontario. It has excellent facilities for communication by water and railway, and is a large manufacturing city.

London (27,000) is located at the junction of the north and south branches of the river Thames. It has excellent railway facilities, is the centre of an agricultural district, and has many manufactories.

Kingston (17,000) is one of the oldest settled districts in Ontario. It is situated on the Cataraqui River, at the head of Lake Ontario, and is also

connected with Ottawa by the Rideau Canal. Is the site of the Royal Military College, and the centre of an important mining and manufacturing district. Has good railway and water communication.

Guelph (11,000) is on the main line of the Grand Trunk Railway. Has many manufacturing establishments, and is the centre of a rich agricultural section. The Ontario Agricultural College and Model Farm is situated here.

St. Catharines (11,000) is situated on Twelve Mile Creek, and is the principal point on the Welland Canal. It has good railway facilities, and has several extensive manufacturing industries.

Brantford (13,000), on the Grand River, which is navigable to within 2½ miles of the city. A canal has, however, been opened, affording uninterrupted communication with Lake Erie. Is a railway centre, is noted for its fine buildings; and has large manufacturing industries.

The other chief cities and towns in Ontario are St. Thomas (10,500), Stratford (9,000), Chatham (8,000), Brockville (8,000), Peterborough (9,000), Windsor (7,000), Port Hope (6,000), Woodstock (8,000), Galt (7,000), Lindsay (6,000), Paris (5,000), Port Arthur (3,000).

Manufacturers and Demand for Labour.

The soil of this province may be generally described as very rich. It varies in different localities, but a large proportion of the whole is the very best for agricultural and horticultural purposes, including the growing of all kinds of fruits which flourish in the temperate zone; its special adaptation to the growth of these being favoured as well by its summer suns as by the modifying influence of the great lakes.

Men to work and develop the agricultural and mineral resources are therefore the kind of immigrants Ontario is most in need of. Agriculturists, from this being the leading industry, stand in the first place. But, as well as wanting men to clear its forest and cultivate its soil, it requires men to build its houses, to make furniture and household goods, and to open up communication from one part of the country to another by the construction of roads and railways.

It is further to be stated that Ontario is also rapidly becoming an important manufacturing country. The leading industries are works for making all kinds of agricultural implements, in iron and wood, waggons, carriages, railroad rolling stock, (including locomotives), cotton factories, woollen factories, tanneries, furniture factories, flax works, ordinary iron and hardware works, paper factories, soap works, woodenware, etc. The bountiful water supply in Ontario is used in these manufactures, as is also steam, for motive power.

Agricultural College.

The Agricultural College and Model Farm, near the city of Guelph, forty-nine miles from Toronto, in the midst of a fine farming district, was established by the Provincial Government, under the administrative control of the Minister of Agriculture—a new appointment, the duties of the position having previously been filled by the Provincial Treasurer—for the special purpose of giving a practical and scientific education to the sons of farmers. The farm consists of some 550 acres, and is fitted with every appliance for successfully carrying out its purpose of giving to the youth who attend it a thorough and practical knowledge of every branch of agriculture, more especially of those branches which are best adapted for profitable prosecution in the province, according to conditions of climate and soil. It is conducted by an able staff of professors, instructors, etc., etc., and the fees are exceedingly moderate. For residents in Ontario who are the sons of farmers, or who have served an apprenticeship of one year on a farm, \$20 a year; for residents who are not farmers' sons, and have not served an apprenticeship on a farm, \$30 a year; for non-residents who have served an apprenticeship on a Canadian farm, \$50 a year; and for non-residents who have not served an apprenticeship,

\$100 for the first, and \$50 for the second year. It will be observed that the scale of fees is graduated in favour of the people of the province, while strangers are permitted to enjoy its advantages by an extra payment.

The Model Farm has conferred great benefit on the agriculturists of the province, by the importation of thoroughbred stock from Great Britain, and by holding annual sales as the animals multiply on the farm. In order that farmers in all parts of the province may share equally in the advantages of this arrangement, the animals bought at the sale are delivered at the purchaser's residence free of expense. It must be obvious that such an institution is calculated to aid very materially in the development of every branch of agricultural industry.

Climate. The climate of Ontario varies according to latitude, elevation, and situation with reference to the great lakes, but is, upon the whole, one of the most pleasant and healthful in the world. The extremes of heat and cold are far greater than in Great Britain, but the purity and dryness of the atmosphere render the hottest days in summer as well as the coldest in winter endurable without discomfort.

In the southern region, bordering on the lower lakes (Erie and Ontario) the winter usually begins about Christmas and lasts until the latter part of March. Further to the north it begins a little earlier, say about the middle of December, and breaks up during the first or second week in April. Except in the northern region there is no winter in Ontario lasting over four months, and its average duration in the settled portion of the province (previously described) is from three months in the southern and western to three and a-half, or at the most four months, in the eastern and northern districts. Though in the northern parts of the province the winter begins earlier and breaks up later than in the southern, yet so far as settlement has yet advanced to the west and north, the seasons have offered no bar to the successful prosecution of agriculture.

April ushers in the spring, which comes with great rapidity, the luxuriant vegetation being a perennial source of wonder and admiration even to those who have witnessed it for twenty or thirty years, but whose memories recur to the slower growth with which they were made familiar in the country where they spent their youth. For the practical purposes of the farm the spring is a "short" season and a busy one. The genial rains which fall liberally in April and May, and the increasing warmth of air and soil, push forward vegetation with great vigour, and in a few weeks the summer time and the harvest are hurried on together.

The summer season is usually reckoned from the middle or end of May to the middle of September. Under the steady warmth, and refreshed by occasional brief but copious showers, the crops make rapid progress, and the month of June is hardly finished ere the hum of preparation for the harvest is heard. Hay cutting begins about the end of June, and the wheat harvest in the first week of July, in the most southern parts of the province. In other localities both operations begin a week or two later, according to situation. All the other grain crops follow in rapid succession, so that before the end of August the harvest is completed throughout the province. The harvest time is usually the period of extreme summer heat, yet those who work in the open fields, under the rays of the sun, in the middle of the hottest days, seldom suffer injury or even serious discomfort if they use ordinary precautions for their protection.

The autumn season, called the "Fall," is the most deliciously-enjoyable weather of the whole year to those who do not give the preference to the crisp air, the keen frost, and the music of the sleigh-bells in winter. Autumn is not less beautiful than summer; the atmosphere is cooler, but in October and sometimes in November the days are of a genial warmth, and the nights cool and refreshing. The operations on the farm at this

season consist mainly of preparations for the next approaching seasons of winter and spring. The gathering and storing of root crops, the "fall" ploughing, and the preparations generally for wintering stock, etc., should keep the farmer and his help busy, whenever the state of the weather permits. It is usual to have a flurry of snow some time in November, which, however, seldom lies more than a day or two, when it disappears; and the cool, open weather, with occasional heavy rains, runs well on through December, especially in the south-western districts.

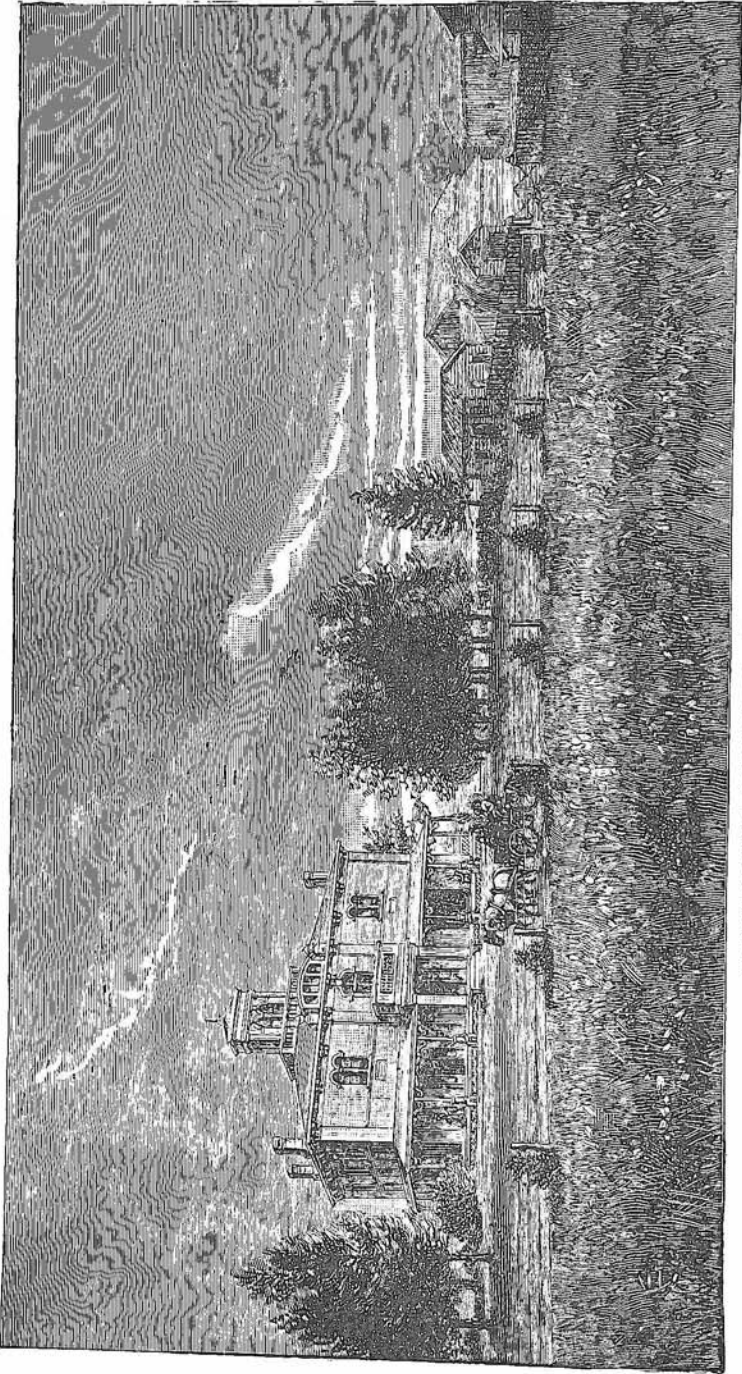
Access to Markets. The position of Ontario, with respect to its means of access to the markets of the world, is superior to that of nearly every one of its competitors in the same line of products, and is surpassed by none. Its interior means of transport are ample. At half a dozen different points its railway system connects with that of the United States. Its magnificent system of lake, canal and river navigation accommodates not only its own trade, but also a great portion of the trade of the Western States. Toronto, its capital, the seat of the Provincial Government and Legislature, of the Universities and other institutions of learning, and of the Law Courts, is a fine and flourishing city of 170,000 inhabitants, and offers a ready market for much that the farmer has to sell. It is the headquarters of the principal exporters of live stock, and of the leading men in commercial and manufacturing business, and the centre of a complete network of railways extending throughout the province in all directions. The trip from Toronto to Liverpool can now be made with ease and comfort in nine days, or even less time, and large quantities of farm and dairy produce are sent yearly to the British markets.

The markets throughout the province are within easy reach of the farmer in every settled district. The highways are substantially made and kept in good repair, the towns and villages are thickly dotted over the country, being seldom more than from five to ten miles apart, and, excepting in the new and far northern settlements, almost every farm is within fifteen miles of a railway station. The question of easy access to market is one which might be supposed to involve serious difficulties in a country embracing such a wide range of distances; but, practically, the means of transport are so ample and the freight rates so regulated, and upon the whole so low, that there is no settled part of the province in which it presents material obstacles, either as to cost or convenience.

Soil. Ontario has many varieties of soil, nearly all of which are fertile and of easy cultivation. The most common are the loams of different kinds, black, clay and sandy. There are also light and heavy clay soils, sandy soils, and in some districts marsh and alluvial soils of great depth resting on clay bottoms. The old farms are in some places partially worn out through long-continued wheat cropping; but they still yield a profitable return if cultivated with the view to stock raising or dairy farming, the two branches which promise in the future to be the leading features of agricultural industry in Ontario, and the tendency of which is to restore and enrich the soil.

Crops. An Agricultural Return, collected by the Bureau of Industries for the Province of Ontario, gives the following average production of field crops per acre for the whole Province of Ontario in 1888, together with the total yields:—

	Total Yield.	Per Acre.		Total Yield.	Per Acre.
Fall Wheat.. bush.	13,830,787	16·7	Buckwheat.. bush.	1,222,283	21·2
Spring Wheat .. "	6,453,559	17·5	Beans..... "	534,526	23·5
Barley..... "	23,366,569	26·1	Potatoes .. "	22,273,607	144·7
Oats..... "	65,466,911	35·4	Mangolds .. "	10,020,659	467·0
Rye..... "	1,295,302	15·4	Carrots..... "	3,898,584	338·3
Peas..... "	14,269,863	20·5	Turnips..... "	47,640,237	420·9
Corn in ear... "	17,436,780	78·2	Hay and Clover, tons	2,009,017	'88



BELVOIR FARM HOMESTEAD, DELAWARE, ONTARIO.

[Mr. Richard Gibson, Proprietor.]

Owing to an unusually dry spring the hay crop was short. The average yield for the last seven years has been 1.33 tons per acre.

Hemp, flax, tobacco and sugar beet are profitable crops. Maize, or Indian corn, and tomatoes ripen well, while in the greater part of the province peaches and grapes come to perfection in the open air. The growth of such products forms an unerring index to the character of the climate.

Live Stock. But flattering as the foregoing figures are to the Province of Ontario, its agriculturists are now turning their attention more and more to dairy-farming and stock-raising, which have been developed within a few years to an extent that has given surprising and gratifying results, both in illustrating the capabilities of the soil and in proving that such farming is far more profitable than the old system.

As to the value of the live stock in the province, it may be mentioned that, according to the returns published by the Bureau of Industries, it was estimated in 1888 at \$102,839,235. The number of animals is stated as follows :—

Cattle.....	1,928,638
Horses.....	596,218
Sheep.....	1,349,044
Pigs.....	819,079
Poultry.....	6,164,114

Dairy Farms, The value of the cheese exported has more than doubled within recent years, Canadian cheese being now recognised as the best made in America ; and of late years it has competed successfully with the English-made article. The following figures tell the progress of this trade in eleven years :—

	Quantity Exported.	Value.
1874.....	24,050,982 lbs.....	\$3,523,301
1884.....	69,755,423 lbs.....	7,251,989
1887.....	73,604,448 lbs.....	7,108,978
1888.....	84,173,267 lbs.....	8,928,242

Such a rapid development in the cheese trade has naturally had the effect of limiting the production of butter ; but nevertheless 4,415,381 lbs., of the value of \$798,673, were exported in 1888, and efforts are being made, with Government assistance, to establish creameries and improve the art of butter-making, which has not as yet been very thoroughly understood among the majority of the rural population.

Fruit Farming. Fruit farming (embracing vine culture) is another branch to which the attention of the intending settler in Ontario should be directed. In any part of the Province of Ontario the farmer might have his orchard, and in many parts he has it ; but in the early struggle with the sturdy trees of the forest the pioneer had no time to think of such luxuries, and hence the planting of orchards was neglected. For many years, however, the apple trade has been steadily growing in importance, and plums, pears, and peaches, and small fruits of every kind, form an important item in the marketable products of many a farm. The fruit region may be described in general terms as extending from the east end of Lake Huron, along Lake Erie, to the Niagara River, and including all the counties bordering on Lake Ontario. Though apples may be cultivated with profit in any of the settled portions of the province, it is only in the southern region above indicated that fruit culture has up to this time received much attention, and the success which has attended it has been so encouraging, that vineries, orchards, and fruit gardens on a large scale are numerous in the Niagara district and westward on the same line till the county of Essex is reached, which is regarded as specially adapted for the profitable cultivation of the vine.

Value of Farm Property, and Taxation,

The value of farm property, etc., in Ontario in 1888 was estimated at \$981,368,094, made up of \$640,480,801 farm land, \$188,293,226 buildings, \$49,754,832 improvements and \$102,839,235 live stock. The total value of field crops in Ontario in 1888 was placed at \$129,145,492. The rate of taxation in Ontario for municipal and school purposes is \$6.03 per head in urban districts, and \$3.47 in rural—the average being \$4.05 per head.

Timber. The timber trade, or, as it is called in Canada, the "lumber" trade, offers a safe and profitable field for the employment of capital under experienced management. By the recent award of the Judicial Committee of the Privy Council, Ontario acquired undisputed sway over about ninety-three thousand square miles of territory, nearly all of which is under forest of the most valuable description, and for many years to come this industry must continue to prosper and expand.

Dues were paid to the Provincial Government in 1888 on 70,200,000 ft. B. M. of saw logs, principally white pine; 3,356,588 ft. square timber, and 41,700,000 ft. B. M. dimension timber, besides railway ties, telegraph poles and hardwood.

Minerals. The produce of the mine from Ontario is shipped almost exclusively to the United States. The industry is yet in its infancy, but there are opportunities for its development to an almost unlimited extent, and the experienced man of very moderate means can readily establish himself in the business, as mining lands are sold by the Government at the trifling cost of one dollar per acre, and the mining regulations are of the most liberal character. In the matter of iron alone, it is affirmed by competent judges that the Province of Ontario is rich enough in ore to make it a successful competitor with the United States in the production of iron. Gold, silver, lead and copper mining are also being successfully prosecuted, though the principal part of the country, supposed to be the richest in mineral wealth, is yet almost unexplored.

Facilities for obtaining Farms.

The price of farming land varies much according to locality. In the neighbourhood of the cities and large towns in the old settled districts, it is sometimes as high as \$100, or £20 sterling per acre, and from that figure it runs all the way down to £2, or \$10, per acre, for partially cleared farms in the newly-settled districts in the north-eastern part of the province. In speaking of the price of a farm in Ontario, it is usually rated at so much per acre, including buildings, fencing, and all fixed improvements; hence many of the so-called highly-priced farms may carry a charge of \$20 or more per acre on account of the value of the dwelling-house, stables, barns and other outbuildings, which are sometimes very commodious, substantial structures of brick or stone, costing from \$3,000 to \$5,000 or more.

The average price for good farms in the best agricultural districts in the old settlements is from \$50 to \$75 (£10 to £15) per acre, and at this figure usually a large amount of the purchase-money may remain unpaid for a term of years, secured by mortgage at a rate of interest not exceeding 6 per cent. In the newer counties, where the land is but partially cleared, where a half or three-fourths of the farm is still in its primitive wooded condition, or "in bush," as the local phrase has it, prices range from \$20 to \$50 (say £4 to £10) per acre for really good farms, in good situations, to still lower figures where the situation and soil are not so favourable.

Free Grant Lands.

Any head of a family, whether male or female, having children under 18 years of age, can obtain a grant of 200 acres; and a single man over 18 years of age, or a married man having no children under 18 residing with him, can obtain a grant of 100 acres. This land is mostly covered with forest, and is situate in the northern and north-western parts of the province.

Such a person may also purchase an additional 100 acres at 50 cents per acre, cash. The settlement duties are—to have 15 acres on each grant cleared and under crop at the end of the first five years, of which at least 2 acres are to be cleared annually; to build a habitable house, at least 16 feet by 20 feet in size; and to reside on the land at least six months in each year.

In the Rainy River district to the west of Lake Superior, consisting of well-watered uncleared land, free grants are made of 160 acres to a head of a family having children under 18 years of age residing with him (or her); and 120 acres to a single man over 18, or to a married man not having children under 18 residing with him; each person obtaining a free grant to have the privilege of purchasing 40 acres additional, at the rate of one dollar per acre, payable in four annual instalments.

PROVINCE OF MANITOBA.

The Province of Manitoba is situated in the very centre of the continent, being midway between the Atlantic and Pacific Oceans on the east and west, and the Arctic Ocean and Gulf of Mexico on the north and south.

The settler in Manitoba will find schools, colleges, churches, and a kindred society. The social conditions, where settlement has taken place leave nothing to be desired. Civilized society in the new world starts in its infancy from the point of the acquired knowledge of the old, and from the point of a first straggling settlement the building up of a community proceeds with great rapidity. In the course of a single summer villages have sprung up from the previous wild, at many points of the Canadian Pacific Railway.

Climate and Soil. The climate of Manitoba is warm in summer and cold in winter. The summer mean is 65° to 67°, which is very nearly the same as that of the State of New York. But in winter the thermometer sometimes sinks to 30°, 40° and 50° below zero, although those extreme temperatures are very rare. The atmosphere, however, is very bright and dry, and the sensation of cold is not so unpleasant as that of a cold temperature in a humid atmosphere. Warm clothing, especially in driving, and warm houses are, however, required—that is, houses built to resist the cold.

The climate of the territory contiguous to Manitoba is of the same character, the isothermal line running from Winnipeg nearly due N.W.

Manitoba and the North-West Territories of Canada are amongst the absolutely healthiest countries on the globe, and pleasant to live in. There is no malaria, and there are no diseases arising out of, or particular to, either the province or the climate.

The climate drawbacks are occasional storms and “blizzards,” and there are sometimes summer frosts. But the liability to these is not greater than in many parts of Canada, and certainly not so great as in many parts of the United States.

Very little snow falls on the prairies, the average depth being about eighteen inches, and the native horses, it may be said, graze out of doors all winter. In the unusual winter of 1879–80 the snow-fall was deeper; but such was the case over all the continent. The whole of the continent of North America is liable to sudden variations and exceptions from ordinary seasons.

The snow goes away and the ploughing begins from the first to the latter end of April, a fortnight earlier than in the Ottawa region. The Red River opens at about the same time, or a fortnight earlier than the opening

of the Ottawa. The summer months are part of May, June, July, August and September. Autumn lasts until November, when the regular frost sets in. The harvest takes place in August, and lasts till the beginning of September.

The soil is a rich, deep, black, argillaceous mould, or loam, resting on a deep and very tenacious clay subsoil. It is nearly, if not quite, the richest soil in the world, and especially adapted to the growth of wheat. Analyses by chemists in Scotland and Germany have established this.

The soil is so rich that it does not require the addition of manure for years after the first breaking of the prairie, and in particular places where the black loam is very deep it is practically inexhaustible. This great richness of the prairie soil has arisen from the gathering of droppings from birds and animals and ashes of prairie fires, which have accumulated for ages, together with decayed vegetable and animal matter, the whole resting on a retentive clay subsoil. It is to the profusion of this stored-up wealth in the soil that the agriculturist from older countries is invited.

Trees are found along the rivers and streams, and they will grow anywhere very rapidly, if protected from prairie fires. Wood for fuel has not been very expensive, and preparations are now completed for bringing coal into market, of which important mineral there are vast beds further west, which are now being brought into use. The whole of the vast territory from the U.S. boundary to the Peace River, about 200 miles wide from the Rocky Mountains, is a coal-field.

Water is found by digging wells of moderate depth on the prairie; the rivers and coulées are also available for water supply. Rain generally falls freely during the spring, while the summer and autumn are generally dry. The seasons, however, vary from time to time, as they do in all countries.

Yields of the Grains. The harvest of 1887 was a very favourable one, and the following returns of the crops and averages will be read with much interest :—

	Total Area.	Total Yield.	Yield per Acre.
	Acres.	Bushels.	Bushels.
Wheat.....	432,134	13,400,000	31·0
Oats.....	155,176	7,265,237	46·2
Barley.....	56,110	1,925,231	36·3
Peas.....	892	16,680	20·5
Flax.....	8,539	163,572	15·3
Potatoes.....	10,791	2,640,066	244·6
		Tons.	Tons.
Hay.....		265,396	1·67

The harvest of 1888 at one time promised to exceed the above figures, but it did not turn out as well as was expected. The price of wheat was, however higher than in 1887. The harvest of 1889 has been far more successful, and it is calculated that several million bushels of wheat will be available for export from this province. The farmers are more confident than ever of the future that is before the province, from an agricultural point of view. They are not likely to have a greater number of unfavourable seasons than other parts of the world, and with the better styles of farming now being practised, the average yields (which in only ordinary seasons are far above those in the most favoured of the United States) are more likely to go up than down. The average area being prepared for cultivation in 1890 is much greater than in any previous years.

Fruits, and what may be Grown.

All the small fruits, such as strawberries, raspberries, currants, gooseberries, cranberries, plums, etc., are plentiful in Manitoba; wild grapes are very common, and it is thought from this fact that some of the hardier varieties of cultivated grapes, grafted on the wild stock, might ripen in sheltered places. But this has not been tried, and is not sure. Some varieties of apples have been tried by Mr. Hall, of Headingly, not far from Winnipeg, and he has measurably succeeded. But it has not yet been sufficiently demonstrated that the apple, at least on southern stocks, will succeed in Manitoba. There is, however, the fact of its being largely grown in higher latitudes in Russia, and the probability is that, by the use of stocks adapted to the climate, it will succeed in Manitoba. The fact is, that all kinds of tree culture are yet in their infancy in Manitoba. Experiments in this matter are being made at the experimental farms. The hop grows wild, with great luxuriance. Flax is adapted to the soil and climate.

Roots and Vegetables.

Both the soil and climate of Manitoba are, in a very high degree, adapted for the growth of the ordinary roots and vegetables of the temperate zone. Potatoes yield very large crops with the simplest culture. The profusion with which this root comes is a surprise to visitors, and the quality is excellent. The same remark may be made of turnips, beets, mangels, and other roots. Cabbage and cauliflowers grow to monster size.

Cattle and Stock Raising.

Manitoba offers many advantages for cattle raising. Cows from the eastern provinces thrive and grow fat on the native grasses, and farmers are beginning to pay more attention to stock raising, in order to mix their industries. The very great profusion with which potatoes and barley may be grown has suggested the profitableness of swine-feeding as a possible valuable, if not leading, industry of the country. The question of warmth in winter is met by the large quantities of straw which the farmers burn to get rid of; and a very little care in timing the period at which litters would appear, would probably solve the only other question of difficulty in connection with this industry.

Communications and Markets.

Manitoba has already communication by railway with the Atlantic sea-board and all parts of the continent—that is to say, a railway train may start from Halifax or Quebec, after connection with the ocean steamship, and run continuously on to Winnipeg, and thence across the plains and through the mountains to the Pacific Ocean.

The section of the Canadian Pacific Railway now open to Port Arthur places the cereals and other produce of Manitoba in connection with Lake Superior, whence it can be cheaply floated down the great water system of the St. Lawrence and lakes to the ocean steamships in the ports of Montreal and Quebec; while the railway system affords connection as well with the markets of the older provinces as with those of the United States.

Many branch railways are chartered, and some are already being worked. The following is a list of the railways in addition to the Canadian Pacific Main Line :—

C. P. R. BRANCHES—

Winnipeg to Emerson.....	66 miles.
Pembina Mountain	202 “
South-Western Branch.	211 “
Stonewall Section	19 “
West Selkirk Division.....	23 “
Manitoba and North-Western.....	207 “
Qu'Appelle and Long Lake.....	28 “
North-West Coal and Navigation Railway	109 “
Great North-West Central.....	50 miles under construction
Wood Mountain and Qu'Appelle.....	17 “ “
Winnipeg and Hudson Bay.....	40 “ constructed.

The river system of Manitoba and the North-West is a striking feature of the country. A passenger can leave Winnipeg and proceed *via* the Saskatchewan to Edmonton, near the base of the Rocky Mountains, a distance of 1,500 miles. The Assiniboine and Red Rivers are also navigable in some years for a considerable distance.

With the present arrangements, wheat has been conveyed from Manitoba to Montreal for 30 cents a bushel, whence it can be taken by ocean vessels to Liverpool for 10 or 15 cents more. It is calculated that this wheat can be raised with profit for 50 cents a bushel, thus making a possibility of delivering wheat in Liverpool for about 90 cents (*i. e.*, about 3s. 9d. stg.) per bushel, or 30s. per quarter. Charges and handling may bring it over this price, but the two naked elements of growth and transport are within the figures named.

The farming interests of Manitoba and the North-West are not, however, confined to wheat. Large stock interests are being rapidly developed. There are already upwards of 110,000 head of neat cattle in the newly started "ranches" in Alberta, at the foot of the Rocky Mountains. The progress made in them is giving entire satisfaction. Cattle are already shipped from more distant points in United States territory to Chicago, and thence to England with profit. The experiment of shipping cattle to Great Britain direct from the ranges has been made, and 4,500 head were sent in that way in 1888. The plains of Alberta are particularly well adapted for horse breeding, and that has been made a special industry, there being upwards of 25,000 horses on the ranches in 1888. There is always a good market for horses, and with proper attention to breeding, this industry must become one of great importance.

There is a very complete system of stage-coaches from the various railways to outlying settlements, the advantages of which will be obvious.

What Capital to begin with.

A settler in Manitoba may commence on comparatively small capital—that is, enough to build one of the inexpensive houses of the country, to buy a yoke of oxen and a plough, his seed grain, and sufficient provisions to enable him to live for one year, or until his first crop comes in. With a little endurance at first, from this point he may attain to a position of plenty and independence.

On the other hand, a settler may take with him to Manitoba or the North-West Territories considerable capital and invest it in large farming operations, either in wheat growing or stock raising, both of which he will probably find very profitable.

The settler requires either a team of horses or a yoke of oxen, a waggon or a cart, a plough and harrow, chains, axes, shovels, stoves, bedsteads, etc., which he can obtain for about \$300.00, or £60 stg. A primitive house and stable may be built for £30 more. The cost of necessary provisions for a family would be from £18 to £20. The cost of these several items may vary with circumstances, either being more or less, the prices being affected by the cost of transport and railway facilities; but a settler who goes on his farm sufficiently early to plant potatoes and other crops may live at very little cost.

Or the sum of £125 stg., which is in round numbers about \$600.00 of Canadian currency, would enable a farmer to begin on a moderate scale of comfort. That sum would be divided perhaps, in some cases, as follows:—

One yoke of oxen, \$120.00; one waggon, \$80.00; plough and harrow, \$25.00; chains, axes, shovels, etc., \$30.00; stoves, bedsteads, etc., \$60.00; house and stable, \$150.00; provisions, \$135.00—in all, \$600.00. The above prices are subject to variation, for the reasons above stated.

Of course a capital of £200 (or \$1,000.00) would enable a farmer to start in better style and with more comfort; but many have started with much

less and are now well off. For instance, the Red River cart, which costs from \$15 to \$20, and one ox, might do all the teaming required on a small farm to begin with, and after the first "breaking" one ox could do all the ploughing required for a family.

Hints for Settlers in Manitoba.

home.

The settler from older countries should be careful to adapt himself to those methods which experience of the country has proved to be wise, rather than try to employ in a new country those practices to which he has been accustomed at home.

For instance, with respect to ploughing, or, as it is called, "breaking" the prairie, the method in Manitoba is quite different from that in the old country. The prairie is covered with a rank vegetable growth, and the question is how to subdue this and so make the land available for farming purposes. Experience has proved that the best way is to plough not deeper than *two inches*, and turn over a furrow from twelve to sixteen inches wide. It is especially desirable for the farmer who enters early in the spring to put in a crop of oats on the first "breaking." It is found by experience that the sod pulverises and decomposes under the influence of a growing crop quite as effectually, if not more so, than when simply turned and left by itself for that purpose. There are also fewer weeds, which is of very great importance, as it frequently happens that the weeds which grow soon after breaking are as difficult to subdue as the sod itself. Large crops of oats are often obtained from sowing on the first breaking, and thus not only is the cost defrayed, but there is a profit. It is also of great importance to a settler with limited means to get this crop the first year. One mode of this kind of planting is to scatter the oats on the grass, and then turn a thin sod over them. The grain thus buried quickly finds its way through, and in a few weeks the sod is perfectly rotten.

The settler should plant potatoes the first year for his family use, and do other little things of that kind. Potatoes may be put in as late as June the 20th. All that is required is to turn over a furrow, put the potatoes on the ground, and then turn another furrow to cover them, the face of the grass being placed directly on the seed. No hoeing or further cultivation is required, except to cut off any weeds that may grow. Very heavy crops of fine potatoes have been grown in this way.

Before the prairie is broken the sod is very tough, and requires great force to break it; but after it has once been turned the subsequent ploughings are found to be very easy, and gang ploughs may easily be used. On account of the great force required to break the prairie in the first instance, many prefer oxen to horses. There is a liability of horses becoming sick in Manitoba when first taken there from the older parts of the continent, until they become accustomed to the new feed and the country, especially if they are worked hard and have not sufficient shelter. On all these points, however, the settler will have no difficulty in getting local advice.

Cities and Towns.

It must be borne in mind that Manitoba only came into existence as a province in 1870, and has only possessed railway connections with the outer world since 1878. The following are some of its principal places:—

Winnipeg (22,000), Portage la Prairie (2,500), Brandon (3,000), Selkirk (1,000), Emerson (800), and there are a large number of other smaller towns and villages.

Land Regulations.

The Dominion Land Regulations respecting the free grant and other lands in Manitoba are the same as those in the North-West Territories (see page 73). The free grant lands are mostly situated in the north and south-western portions of the province, and north and east of Winnipeg. The chief land office of the Dominion lands is, however, at Winnipeg, and an enquiry of the Commissioner (Mr.

H. H. Smith) will ensure valuable and complete information upon this and all other points connected with settlement.

THE NORTH-WEST TERRITORIES.

General Features.

It should be stated, in the first instance, that much of the general information given respecting the soil, climate, productions, etc., of Manitoba, apply equally to the North-West Territories.

Outside of the Province of Manitoba extends the region known as the North-West Territories of Canada. It is bounded on the south by the 49th parallel, which divides it from the United States. It follows this line west to the base of the Rocky Mountains, which it touches at very nearly the 115th degree of west longitude, and takes a north-west trend along the base of the Rocky Mountains until it comes in contact with the territory of Alaska, and proceeds thence due north to the Arctic Ocean.

A remarkable feature of this great extent of territory is its division, along lines running generally north-west and south-east, into three distinct prairie steppes, or plateaux, as they are generally called. The first of these is known as the Red River Valley and Lake Winnipeg Plateau. The width at the boundary line is about 52 miles, and the average height about 800 feet above the sea—at the boundary line it is about 1,000 feet. This first plateau lies entirely within the Province of Manitoba, and is estimated to contain about 7,000 square miles of the best wheat-growing land on the continent or in the world.

The second plateau or steppe has an average altitude of 1,600 feet, having a width of about 250 miles on the national boundary line, and an area of about 105,000 square miles. The rich, undulating park-like country lies in this region. This section is especially favourable for settlement, and includes the Assiniboine and Qu'Appelle districts.

The third plateau or steppe begins on the boundary line at the 104th meridian, where it has an elevation of about 2,000 feet, and extends west for 465 miles to the foot of the Rocky Mountains, where it has an altitude of about 4,200 feet, making an average height above the sea of about 3,000 feet. Generally speaking, the first two steppes are those which are most favourable for agriculture, and the third for grazing. Settlement is proceeding in the first two at a very rapid rate; and in the third plateau it is beginning, while numerous and prosperous cattle ranches and homesteads have been established.

Provisional Districts.

The Dominion Government, by Order in Council, has formed out of this territory, for postal purposes and for the convenience of settlers, four provisional districts, named respectively *Assiniboia*, *Saskatchewan*, *Alberta* and *Athabasca* (see map).

Assiniboia.

This district comprises an area of about 95,000 square miles. The valley of the Qu'Appelle is in the district of Assiniboia, being on the second plateau or steppe of the continent, reaching from Red River to the Rocky Mountains. This valley is a favoured part of the North-West, and settlement in it is proceeding with surprising rapidity.

In this district several colonization experiments are under trial, which deserve more than passing notice. In 1883, 1884 and 1885 a number of families were sent out from Scotland, and from the East End of London. Sums of about £100 to £120 were advanced to each head of a family, which has been expended upon their homesteads. Altogether about 100

families have been assisted by various organizations, and the progress of the settlements is being watched with much interest. In 1888 and 1889 about 80 families of crofters from the Hebrides were also settled, under a somewhat similar arrangement to that already referred to, the money being provided out of a special fund furnished partly by the Imperial Parliament and partly by public subscriptions. Forty-nine of the families are located at Salt-coats, in the North-West Territories, and 30 near Pelican Lake, in southern Manitoba, and they seem to be making very fair progress, the farmers on the latter settlement, who went out in 1888, having on an average about 40 to 50 acres ready for crop next year. The money advanced is to be repaid in all the cases mentioned, with interest, over a period of years, and there is every reason to expect that this will be done.

Many towns and villages have sprung up within the last few years with surprising rapidity, on the line of the Canadian Pacific Railway, in Assiniboia. Among these may be mentioned Broadview, Indian Head, Qu'Appelle, Regina (the capital), Moose Jaw, Swift Current and Medicine Hat.

District of Saskatchewan. This district comprises about 114,000 square miles; but, owing to the line of the Canadian Pacific Railway being taken south, through the districts of Assiniboia and Alberta, has of course not so rapidly settled as these. It yet, however, contains the flourishing settlements of Prince Albert, Battleford and others. It is a district of immense resources, the two branches of the great river Saskatchewan passing through a large part of its territory. It has several projected railway lines to Prince Albert and other settlements, one of which is expected to be in operation next year.

District of Alberta. This district comprises an area of about 100,000 square miles, bounded on the south by the international boundary; on the east by the district of Assiniboia; on the west by the Province of British Columbia, at the base of the Rocky Mountains; and on the north by the 18th Correction Line, which is near the 55th parallel of latitude.

Nature has been lavish in its gifts to the district of Alberta. A great portion of this district, being immediately under the Rocky Mountains, has scenery of magnificent beauty, and the numerous cold rivers and streams which flow into it from the mountains have waters as clear and blue as the sky above them, and abound with magnificent trout.

The great natural beauties of this district seem to point out these foothills or spurs of the Rocky Mountains as the future resort of the tourist and health seeker, when the eastern plains will have their population of millions.

This district may also be said to be pre-eminently the dairy region of America. Its cold, clear streams and rich and luxuriant grasses make it a very paradise for cattle. This is at present the ranche country. Numerous ranches have been started, and the number of neat cattle there, during the summer of 1888, was upwards of 110,000. Experience has already proved that with good management the cattle thrive well in the winter, the percentage of loss being much less than that estimated for when these ranches were undertaken. We have in these facts the commencement of great industries, and the ranches have already commenced to send their cattle to the eastern markets and to those of the United Kingdom. The ranches also contain large numbers of sheep and horses.

Questions have been raised in the past as to the suitability of the district of Alberta for ordinary farming operations, an opinion prevailing that it should be given up to the ranches. This question, however, of its suitability for mixed farming, especially that in which dairying has a large share, is no longer doubtful, proof having been furnished by actual results. The writer of these pages saw in the fall of 1884, not an exceptionally favourable year,

crops of grain, including wheat, and of roots and vegetables, in the vicinity of Calgary, which were large and perfectly ripened, leaving nothing in this respect to be desired. A cheese factory and two creameries were erected at the foot of the Rocky Mountains in 1888.

It may further be remarked in this place, that the country along the line of the Canadian Pacific Railway, from Moose Jaw to Calgary, had been commonly said to be a desert, incapable of growing crops. It is true that at certain seasons the aspect of these plains is not very inviting. But it has also been demonstrated to be true that the theory advanced by Professor Macoun, the botanist of the exploratory surveys of the Canadian Pacific Railway, has proved to be quite correct. These plains in their natural state, as the summer advances, have a baked, and in some places cracked, appearance; but when the surface of this crust is broken in the spring it absorbs the rain-fall, and has sufficient moisture for vegetation. The reputation of apparent aridity which this part of the country had received gave rise to the experiments mentioned in the following paragraph.

The Canadian Pacific Railway Company, during the season of 1884, established a series of experimental farms, without any special selection of site, the places being chosen for convenience near the railway stations, which are placed at certain fixed distances from each other. The result of these experiments in every case, without exception, was luxuriant crops of wheat and other grains, and vegetables of every kind put down; and the company did not reject any of the land in this district, although they had the power to do so.

And with respect to those portion of these North-West plains of Canada in which alkali is found, Professor Macoun declares that these will become the most valuable of the wheat lands as settlement progresses, the alkali being converted into a valuable fertiliser by the admixture of barn-yard manure.

It is not, however, only in agricultural resources that the district of Alberta is rich. There are in it the greatest extent of coal-fields known in the world. The Rocky Mountains and their foot-hills contain a world of minerals yet to be explored, comprising iron, gold, silver, galena, and copper. Large petroleum deposits are known to exist. Immense supplies of timber may also be mentioned among the riches of Alberta, and these are found in such positions as to be easily workable in the valleys along the numerous streams flowing through the foot-hills of the Rocky Mountains into the Great Saskatchewan. It is needless to say that resources such as these in North America, now that they are pierced by the Canadian Pacific Railway, will not remain long without development.

The climate of Alberta has features peculiarly its own. It is in the winter liable to remarkable alterations. When the wind blows from the Pacific Ocean—and this is the prevailing wind—the weather becomes mild, and the snow rapidly disappears. When, however, the winds blows from the north over the plains the weather becomes very cold, the thermometer sometimes going down to 30° below zero, this being the lowest point reached in 1883, on November 28th. In the summer there are liabilities to frosts, but they are generally local and do not discourage the settlers.

Calgary (3,000) is the chief town in Alberta. It is beautifully situated at the confluence of the Bow and Elbow Rivers. It is very thriving, and already does a large business. It commands a beautiful view of the Rocky Mountains. Other towns are Lethbridge (connected by railway with the Canadian Pacific Line), where the coal mines are being worked; Fort McLeod, a ranching centre; and Banff, in the recently formed National Park, near which anthracite coal is being mined, and where the famous sulphur springs are found.

**District of
Athabasca.**

This district comprises an area of about 122,000 square miles, bounded on the south by the district of Alberta; on the east by the line between the 10th and 11th Ranges of the Domi-

nion Lands Townships, until, in proceeding northwards, that line intersects the Athabasca River; then by that river and the Athabasca Lake and Slave River to the intersection of this with the northern boundary of the district, which is to be the 32nd Correction Line of the Dominion Lands Townships System, and is very near the 60th parallel of north latitude; and westward by the Province of British Columbia.

This district has also vast resources, but being yet, from its northern position, out of the range of immediate settlement, a more detailed description of it is deferred.

FREE GRANTS, Etc.

Under the Dominion Lands Regulations all surveyed *even-numbered* sections, excepting 8 and 26 (Hudson Bay lands, see page 76), in Manitoba and North-West Territories, which have not been homesteaded, reserved to provide wood lots for settlers, or otherwise disposed of or reserved, are to be held exclusively for homesteads. *Odd-numbered* sections (with the exception of 11 and 29, which are school lands) for 24 miles on each side of the Canadian Pacific Railway, may be generally stated to be railway lands, purchasable from the Company, and not opened for homestead. There are also other railway lands, which have been appropriated in aid of similar undertakings. Beyond the limits of the land granted to such enterprises, *odd-numbered* sections may, if surveyed, be purchased direct from the Government.

Free grants of one quarter-section (160 acres) of surveyed agricultural land may be obtained by any person who is the sole head of a family, or by any male who has attained the age of 18 years, on application to the local agent of Dominion Lands, and on payment of an office fee of \$10. At the time of making entry the homesteader must declare under which of the three following provisions he elects to hold his land, and on making application for patent must prove that he has fulfilled the conditions named therein.

1. By making entry and within six months thereafter erecting a habitable house and commencing actual residence upon the land, and continuing to reside upon it for at least six months in each year for the three next succeeding years, and doing reasonable cultivation duties during that period.

2. By making entry for the land, cultivating it for three successive years, so that at the end of that period not less than forty acres be under cultivation; residing for at least six months in each year during that time within a radius of two miles of the homestead; and erecting a house upon the homestead and residing in it for three months next preceding the application for patent.

3. By making entry and, within six months from the date thereof, commencing the cultivation of the homestead; breaking and preparing for crop within the first year not less than five acres; cropping the said five acres, and breaking and preparing for crop not less than ten acres in addition and erecting a habitable house thereon before the expiration of the second year, and thereafter residing therein and cultivating the land for at least six months of each of the three years next prior to the date of the application for patent.

Persons making entry for homesteads on or after September 1st in any year are allowed until June 1st following to perfect their entries by going into actual residence.

The only charge for a homestead of 160 acres is the entrance fee of ten dollars. In certain cases forfeited pre-emptions and cancelled homesteads are available for homesteads, but slightly additional fees are demanded from the settlers in each case, and when abandoned pre-emptions are taken up they are required to perform specified conditions of settlement. Full information can be obtained from the local agents.

In the event of a homesteader desiring to secure his patent within a shorter period than the three or five years, as the case may be, he will be permitted

to purchase his homestead at the Government price at the time, on furnishing proof that he has resided on the land for at least twelve months subsequent to date of entry, and has cultivated 30 acres thereof.

The following diagram shows the manner in which the country is surveyed. It represents a township—that is, a tract of land six miles square, containing 36 sections of one mile square each. These sections are subdivided into quarter sections of 160 acres each.

TOWNSHIP DIAGRAM.

640 ACRES.					
N.					
1 MILE SQUARE.	..31..	..32..	..33..	..34..	..35..
	..30..	School Lands	..28..	..27..	H.B. Lands
	..19..	..20..	..21..	..22..	..23..
	..18..	..17..	..16..	..15..	..14..
	..7..	H.B. Lands	..9..	..10..	School Lands
	..6..	..5..	..4..	..3..	..2..
S					
E.					
W.					

Free grants can be obtained within a reasonable distance to the west of Winnipeg and of the line of railway. An enquiry of any of the Government land agents will, however, elicit information as to the most desirable land available for settlement.

Pre-emptions. The right of pre-emption has ceased to exist, having been altogether discontinued after 1st January, 1890.

Payments for land may be in cash, scrip, or police or military bounty warrants.

Information respecting timber, mineral, coal, grazing and hay lands, may be obtained from any of the land agents. Homesteaders are entitled to free permits to cut a specified quantity of timber for their own use only, upon payment of an office fee of 25 cents.

It must be distinctly understood that the land regulations are subject to variation from time to time. Settlers should take care to obtain from the land agent, when making their entry, an explanation of the actual regulations in force at that time, and the clause of the Act under which the entry is made endorsed upon the receipt, so that no question or difficulty may then or thereafter arise.

LIST OF DOMINION LAND AND CROWN TIMBER AGENTS IN MANITOBA AND NORTH-WEST TERRITORIES.

Name of Agent.	Name of District.	Agency.	Post Office Address of Agent.
A. H. Whitcher.....	Winnipeg	Dominion Lands.	Winnipeg, Manitoba.
W. M. Hilliard.....	Little Saskatchewan		Minnedosa " "
W. G. Pentland.....	Birtle		Birtle " "
W. H. Hiam.....	Souris		Brandon " "
John Flesher.....	Turtle Mountain.....		Deloraine " "
W. H. Stevenson.....	Qu'Appelle		Regina, Assiniboia, N.W.T.
John McTaggart.....	Prince Albert.....		Fr. Albert, Saskatchewan " "
C. E. Phipps.....	Coteau		Cannington, Assiniboia " "
E. Brokovski.....	Battleford		Battleford, Saskatchewan " "
Amos Rowe.....	Calgary		Calgary, Alberta " "
P. V. Gauvreau.....	Edmonton.....		Edmonton, Alberta " "
E. G. Kirby.....	Lethbridge		Lethbridge, " "
T. B. Ferguson.....	Touchwood		Saltcoats, Assiniboia " "
E. F. Stephenson.....	Winnipeg	Crown Timber.	Winnipeg, Manitoba.
Thos. Anderson.....	Edmonton.....		Edmonton, Alberta, N.W.T.
C. L. Gouin.....	Calgary		Calgary, Alberta " "
Jno. McTaggart.....	Prince Albert.....		Fr. Albert, Saskatchewan " "

Lands at Private Sale.

The settler may sometimes find it convenient to buy lands partly improved, with buildings and fences upon them, of private proprietors. It very frequently happens that half-breed or other lands may be obtained on moderate terms.

Advances to Settlers.

The Government make no advances of money to settlers, and for the better encouragement of *bona fide* settlement, reserve to themselves the right to declare null and void every assignment or transfer of homestead or pre-emption right made before the issue of the patent, except in cases where any person or company is desirous of assisting intending settlers, when the sanction of the Minister of the Interior to the advance having been obtained, the settler has power to create a charge upon his homestead for a sum not exceeding six hundred dollars, and interest not exceeding eight per cent. per annum, provided that particulars of how such an advance has been expended for his benefit, be first furnished to the settler and verified by the local agent, or if the charge be made previous to the advance, then such charge shall only operate to the extent certified to by the local agent as having been actually advanced to or expended for the benefit of the settler. One half of the advance may be devoted to paying the cost of the passage of the settler, paying for the homestead entry, providing for the subsistence of the settler and his family, and to erecting and insuring buildings on the homestead, and the remainder to breaking land and providing horses, cattle, furniture, farm implements, seed grain, etc.

For the further protection of the settler it is provided that the time for payment of the first instalment of interest on any such advance shall not be earlier than the 1st November in any year, and shall not be within less than two years from the establishment of the settler upon the homestead, and also that the settler shall not be bound to pay the capital of such advance within a less period than four years from the date of his establishment on the homestead.

Canadian Pacific Railway Company's Lands.

The Company offers for sale agricultural lands in Manitoba and the North-West of the finest quality. The lands within the railway belt, extending 24 miles from each side of the main line, will be disposed of at prices ranging from \$2 (8s. sterling) per acre upwards.

TERMS OF PAYMENT.

If paid for in full at time of purchase, a Deed of conveyance of the land will be given ; but the purchaser may pay one-tenth in cash and the balance in payments spread over nine years with interest at six per cent. per annum, payable at the end of the year with each instalment.

Liberal rates for settlers and their effects will be granted by the Company over its Railway.

For further particulars apply to L. A. Hamilton, Land Commissioner, Canadian Pacific Railway Co., Winnipeg ; or to Mr. Archer Baker, 17 James Street, Liverpool.

SOUTHERN MANITOBA LANDS.

For those desirous of purchasing, the Land Grant of the Manitoba South-Western Colonization Railway Company, only now placed on the market, offers special attractions. It consists of over 1,000,000 acres of choicest land in America, well adapted for grain growing and mixed farming, in a belt 21 miles wide, immediately north of the International Boundary, and from range 13 westward. That portion of this grant lying between range 13 and the western limit of Manitoba is well settled, the homesteads having been long taken up. Purchasers will at once have all the advantages of this early settlement, such as schools, churches and municipal organizations. The fertility of the soil has been amply demonstrated by the splendid crops that have been raised from year to year in that district. The country is well watered by lakes and streams, the principal of which are Rock Lake, Pelican Lake, Whitewater Lake, and the Souris River and its tributaries, while never-failing spring creeks take their rise in the Turtle Mountain. Wood is plentiful, and lumber suitable for building purposes is manufactured at Desford, Deloraine and Wakapa, and may be purchased at reasonable prices. At the two latter points grist mills are also in operation. The terms of purchase of the Manitoba South-Western Colonization Railway Company are the same as those of the Canadian Pacific Railway Company.

Hudson Bay Company's Lands. Section No. 8 and three-quarters of Section No. 26, in the greater number of townships,* are Hudson Bay Company's lands, and all settlers must be careful not to enter upon them unless they have acquired them from the Company. The prices vary according to locality. Mr. J. H. Lawson is the Land Agent of the Company. His official residence is at Winnipeg, and applications may be made to him.

Regulations for the Sale of Lands of the Manitoba and North-Western Railway.

The lands within the grant to the Railway Company will be disposed of under the following regulations :—

Price. The price of land may be obtained from the Land Commissioner at Winnipeg (Mr. A. F. Eden), it varies from \$2.60 to \$6.00 per acre, the price being regulated by its location and the quality of the soil.

Terms of Payment. If paid for in full at the time of purchase a discount will be allowed, but the purchaser may pay one-sixth in cash and the balance in five annual instalments, with interest at 6 per cent. per annum.

* In every fifth township the Hudson Bay Company has the whole of Section 26.

GENERAL CONDITIONS.

All sales are subject to the following general conditions.

1. All improvements placed upon the land purchased to be maintained thereon until final payment has been made.

2. All taxes and assessments lawfully imposed upon the land or improvements to be paid by the purchaser.

3. The Company reserves the right to take, without remuneration, a strip or strips of land 100 feet wide, to be used for right of way of the Railway or any of its branches, wherever the same shall be located.

The lands of this company have been thoroughly examined by competent men who made accurate diagrams of each section, and also a written description as to surface, soil, &c.

These diagrams and written descriptions of all the Railway lands can be seen at the office of the Company, at Winnipeg.

North-Western Coal and Navigation Company's Lands.

This Company owns in the district of Alberta, in the North-West Territories, 400,000 acres of choice farming and grazing prairie lands. The lands have been selected by the Company's surveyor, with special reference to quality of soil and proximity to water, and are on the line of the Company's railway from Dunmore (where it joins the Canadian Pacific Railway) to Lethbridge, the site of the coal mines.

The Company have for sale blocks of land from 10,000 to 33,000 acres in extent, for grazing or colonization purposes, and are also willing to lease lands on favourable terms. Smaller farms, from 80 acres upwards, can also be obtained. Full information and plans may be obtained from the Company's offices at Winnipeg, Dunmore or Lethbridge.

BRITISH COLUMBIA.

BRITISH COLUMBIA (including Vancouver, Queen Charlotte, and other islands along the coast) is that portion of Canada which looks out on the Pacific Ocean. It is the only British territory on the western or Pacific Ocean side of the North American continent.

Minerals. The minerals of the province form at present its chief resource, but as land becomes cleared the soil is found in many places well adapted for agricultural purposes, and this industry is making rapid strides. The experience of miners, and the data collected during nine years by the geological officers of the Canadian Government, establish the existence of great mineral wealth in British Columbia. Gold, coal, silver, iron, copper, galena, mercury, platinum, antimony, bismuth, molybdenum, plumbago, mica, and other minerals have been discovered in different parts of the province; copper being very widely distributed.

Mining Laws. "Free miners" only can have right or interest in mining claims or ditches. A "free miner" must be over 16 years of age. His certificate may be for one year (\$5), or three

Free Miners. years (\$15), and is not transferable. Should the recorder be absent from his office when a certificate is called for, the applicant is entitled to a license or record on leaving the proper fee with the person in charge. He may enter and mine Crown lands, or, on making compensation, lands occupied for other than mining purposes. To recover wages, must have free miner's certificate.

Records, et of Claims

Claims must be recorded (\$2.50), and re-recorded (\$2.50). Time allowed for record is three days after location, if within ten miles of office—one additional day for every

additional ten milles or fraction thereof. In very remote places, miners, assembled in meeting may make valid rules temporarily. Transfers of claims or mining interests must be in writing and registered. Free miners may hold any number of claims by purchase, but only two by pre-emption, except in certain cases. Claims may be officially laid over, and leave of absence granted in certain cases, but the rule is that every full claim or full interest must be worked either by owner or agent. A free miner can, by record, get a fair share of water necessary to work claim. A claim is deemed open if unworked for 72 hours on working days, unless for sickness or other reasonable cause.

Mineral Claims. "Mineral claims" that is, claims containing, or supposed to contain, minerals, precious or base (other than coal), in lodes or veins, or rock in place—shall be 1,500 feet wide, and, as nearly as possible, in rectangular form. Must have three posts (or tree posts) at equal distances along centre line, with a notice on each. Only one claim on the same lode or vein can be held, except by purchase. Quartz claims are deemed to be mineral claims.

In order to get a Crown grant for a mineral claim lawfully held, it must be surveyed by a surveyor approved by the Land Office; notice of application for the grant must be posted conspicuously on the land and on the Government office of the district, also inserted for sixty days in the *Government Gazette*, and a newspaper, if any, circulating in the district; and proof must be given to the satisfaction of the Government officers that \$1,000 have been *bonâ fide* expended in money or labour upon the claim. Or a Crown grant may be got by paying \$50 per acre to the Government, in lieu of representation and expenditure on the claim.

General provisions for ordinary mining claims apply to mineral claims as far as possible.

The proper representation of a "mineral" claim requires that the sum of \$200, in money, labour, or improvements, shall be expended annually upon the claim, to the satisfaction of a Gold Commissioner, and that the owner shall have obtained a certificate from the Gold Commissioner to that effect within a year from the location of the claim, and thereafter annually, and shall have recorded the certificate immediately after its issue.

An annual tax of \$1 per acre, or fractional part of an acre, of every mineral claim is payable on the 31st December.

Leases of mining ground, ditch privileges, etc., may be issued.

Foreign Mining Companies.

Under the Foreign Mining Companies' Act, 1888, companies may acquire mining lands, operate and carry on milling, smelting, and reducing works.

Climate.

It may be remarked, in the first place, that the climate of British Columbia in general, though the occurrence of high ranges of mountains has its ordinary effect upon the climate of particular districts, is much more temperate than the climate of any part of Canada lying east of the Rocky Mountains. Behring's Straits, between America and Asia, are so narrow and shallow that not much of the icy Arctic current flows along the British Columbia coast. The Rocky Mountains, in British Columbia, trending north-westerly, keep off the cold north winds. Other causes of the temperate climate are the existence of a warm ocean current in the Pacific Ocean, which flows towards the coast; the fact that the prevalent warm south-westerly winds from that ocean, called chinooks, blow over the country; and also the north and south direction of the principal valleys in the province, up which warm air from the south is drawn.

Agricultural and Pastoral Areas, Vancouver Island.

On the west coast of Vancouver Island little arable land is found. The principal settlements are upon the south and east coasts, where the soil is exceedingly fertile and the climate enjoyable and favourable to agriculture and fruit growing. A margin of comparatively low land,

varying from two to ten miles in breadth, stretches between the foot of the mountain slopes and the southern and eastern coast lines. The northern end of the island also is low. The streams are bordered, in some instances, for considerable distances farther inland, by narrow flats. The above low land, which is chiefly along the eastern coast, south from Seymour Narrows, has a rolling surface, with no elevations rising to a greater height than 800 or 1,000 feet. In many parts it is comparatively level. The hills are craggy, but often present small areas of thin soil, covered with fine, short but thick grass, excellent for pasturage. The country is wooded, but with many grassy swamps of from a few perches in extent to many acres; and fern patches studded with clumps of trees, or with single trees, and frequently adorned with bosses of rock.

The soil varies considerably. The land capable of cultivation is chiefly that which is covered with drift deposits of clay and sand, and lies at no great elevation above the sea. The sandy gravels prevail on the higher levels, and produce large timber and coarse grass. The clay occurs generally as a retentive subsoil on the open undulating grounds, and in hollows and swampy bottoms. Over these sands, gravels and clays, sometimes graduating downwards to them, elsewhere separated by a rather sharp line from them, there is found, for the most part, a brownish black surface soil two feet to four feet in thickness, apparently containing a large proportion of vegetable matter. Rich loams occur in many places, particularly in the Cowichan, Comox, Alberni and Salmon River districts, in the neighbourhood of the limestone rocks. Alluvial deposits are not extensive in Vancouver Island, the streams being short water-courses.

**Mainland,
New
Westminster
District.**

The rich valley of the Lower Fraser, or New Westminster district, is the largest compact agricultural district in the province. It is on the mainland shore, opposite the south-eastern portion of Vancouver Island. The surface of the lower part of the valley is little above the sea level.

The New Westminster district is the only large mass of choice agricultural land, anywhere on the mainland of the North Pacific slope, that lies actually upon the ocean, with a shipping port in its midst. A navigable river cuts it through, which is sheltered at its mouth. The Canadian Pacific Railway, as already said, runs through the district. The river is full of salmon and other food fish, and the district abounds with game. The climate, though somewhat humid in parts, has neither the wetness of Western Oregon nor the withering dryness of some of the large Californian valleys. There is no ague. Some parts of the district are heavily wooded with Douglas fir, Menzies fir, giant cedar, western hemlock, red alder, balsam, poplar, birch, and large-leaved maple; but there are large areas of open land in different places, caused, perhaps, partly by the action of fires and the occurrence of floods in the past.

The New Westminster district probably rests over nearly its whole extent on soft tertiary formations. The soil in general, in the sea-shore municipalities, is composed of very modern delta deposit—deep black earth, with for the most part a clay subsoil. There are large tracts of alluvial soil farther up the Fraser, and along some of its more important tributaries, such as Pitt River, Sumass River, etc. Clay loams occur in parts, and also light sandy loams—the latter chiefly up river. These soils are almost uniformly fertile, though some of them, no doubt, would be more easily exhausted than others. The finest crops may be seen in all parts of the district.

The delta lands and the clay loams can hardly be equalled for strength and richness. Very great yields are realised with comparatively careless cultivation. Fruit grows well.

**Interior of
Mainland.**

The surface of the bunch-grass region of the interior is a combination of long narrow river-valleys, with terraces, knolls, hills, and slopes rising to mountains of considerable altitude.

The undulating surface and the rolling, lightly wooded hills, crossing and recrossing, make it a picturesque region.

The valleys are in general narrow, with here and there low flats. Back from the rivers are the benches or terraces, and numerous hills of all sizes rising above the extensive slopes. Scattered over these here and there, loving apparently the gravelly opens, and so far apart as in no way to interfere with the free travel in all directions, is the peculiar tree of the district, commonly called yellow pine—(*Pinus contorta*)—a tree well known to botanists, and which it is needless here to describe.

Over very considerable areas, far exceeding in the aggregate the arable areas of the coast region, the interior is, in parts, a farming country up to 2,500 or 3,000 feet, so far as the soil is concerned, and the soil has been proved to be as fertile as the best on the coast. The climate, however, is so dry in the summer that irrigation is necessary, except in a few favoured localities. Cultivation is restricted, as a rule, to the valleys and terraces. The soils consist commonly of mixtures of clay and sand, varying with the character of the local formation, and of white silty deposits. They everywhere yield extraordinary crops of all the cereals, vegetables, and roots, when favourably situated. The climate is much hotter in summer than the climate of the coast region. Tomatoes, melons, cucumbers, peaches, grapes, and all hardy and semi-hardy fruits thrive in the open air in many parts. Fruit growing, no doubt, as soon as there is an external market, will be one of the principal industries both in this and other parts of the province. The higher plateaux of the interior are cultivated in some districts, but there is danger of summer frosts, owing to their height.

As regards pasture, the interior, as a whole, is, in the opinion of experienced stock raisers, not only the most remarkable grass region on the Pacific slope, but probably is unequalled on the continent. Even the alpine pasturage is very nutritive in the summer months. The grass-fed beef and mutton are of the finest quality. Horses and all animals not only thrive, but have a peculiar vigour.

The portion of the southern interior in the Columbia and Kootenay region resembles in climate, and in many other respects, the portion of the more westerly southern interior between the Columbia and Fraser Rivers.

In the northern part of the interior plateau of British Columbia there is an extensive low country, which, from the resemblance of much of it to parts of Scotland, was called, formerly, New Caledonia by the Scotch officers of Hudson's Bay Company. It lies chiefly north of the 51st parallel and west of the Fraser River, in the basin of the Nechaco and other tributaries. The soil is almost uniformly good, but it is generally densely wooded with Western scrub pine and other trees. Until much of the timber is cleared off, the climate may not be found entirely suitable for arable purposes. Owing to its distance at present from communications, this region is not likely to be occupied for these purposes soon. The prevailing grasses are not of the bunch-grass species, but chiefly red top and blue joint, with pea-vine on the slopes of hills having a southern aspect.

East of the Rocky Mountains, but within the province, in its north-east angle, there is a valuable agricultural region, its general surface about 2,000 feet above the sea; the climate good; soil of rich, silty character. The characteristics are those of the Peace River country in general, with a more undulating surface than the portion of that region lying east of the British Columbia boundary. The valleys are wide depressions, with gentle slopes, and the plateau usually is a widely extended terrace level. The district is well watered. As a rule, the surface is wooded for the most part with second growth wood, which consists of poplar, birch and spruce, but much of the district can be easily cleared, and there are open spaces.

Peace River District of British Columbia. This considerable portion of what may be termed the agricultural land of British Columbia, lying east of the Rocky Mountains, is described with force and clearness in the evidence of Dr. Dawson, of the Geological Survey, whose words are quoted :—" The eastern boundary of British Columbia follows on the 120th meridian from the 60th parallel southward till that meridian strikes the Rocky Mountains, and a large triangular portion of British Columbia thus lies east of the Rocky Mountains. The part of the Peace River basin that is of considerable agricultural value, and is included in British Columbia, I estimated at between 5,000 and 6,000 square miles."

Under arrangements connected with the construction of the Canadian Pacific Railway, and other matters between the Provincial and Dominion Governments, Canada has acquired three and a half millions of acres of land in this district in one rectangular block.

Provincial Government Lands.

Pre-emption.

In this province any British subject who is the head of a family, a widow, or a single man over 18 years, may, by paying a fee of 8s. 4d., acquire the right, from the Provincial Government, to not more than 320 acres of Crown lands north and east of the Cascades, and 160 acres elsewhere. The price is 4s. 2d. an acre, payable by four annual instalments. The conditions are—(1) personal residence of the settler, or his family or agent ; (2) improvements to be made of the value of 10s. 6d. an acre. Lands from 160 to 640 acres may also be bought at 10s. 6d. an acre, without conditions of residence or improvements.

The Hon. John Robson, Premier, Provincial Secretary and Minister of Mines, says that the class of emigrants most likely to succeed in this province are sober, industrious, small farmers in the prime of life, or with stout growing sons, able and willing to undertake the rougher farm work of a new country. But even these should not come with less money than would carry them through the first year without any return for their labour. Female servants are very much wanted, and can readily command from ten to fifteen dollars a month, and even more according to experience and ability.

Railway Lands on Vancouver Island.

The Esquimalt and Nanaimo Railway Syndicate have not yet fully arranged the terms upon which they will dispose of their unoccupied lands. They own about 1,500,000 acres, but they are much broken up by rock and mountains.

Dominion Government Railway Lands along the Canadian Pacific Railway, within British Columbia.

This land grant begins near the sea-board, runs through the New Westminster district, and up the Fraser valley to Lytton ; thence it runs up the Thompson River valley, past Kamloops and through Eagle Pass, across the northern part of Kootenay district to the Eastern frontier of British Columbia. The country is laid out in townships in the same way as in Manitoba and the North-West Territories. The quarter-sections may be purchased at a price now fixed at \$2.50 (10s.) per acre, subject to change by Order in Council. They may be " homesteaded," by settlers who intend to reside on them. A registration fee of \$10 (£2) is charged at the time of application. Six months is allowed in which to take possession, and at the end of three years, on proof of residence and cultivation, he acquires a patent on payment of \$1 per acre for the land. If preferred, the homesteader can hold his land for the first two years after entry by cultivating from eight to fifteen acres (the former if the land is timbered, and the latter if it is not so encumbered). During the three years next thereafter he must reside upon it as well as cultivate it. Homestead grants of 160 acres (price \$1 per acre) can also be obtained for the culture of fruit. In case of illness, or of necessary absence

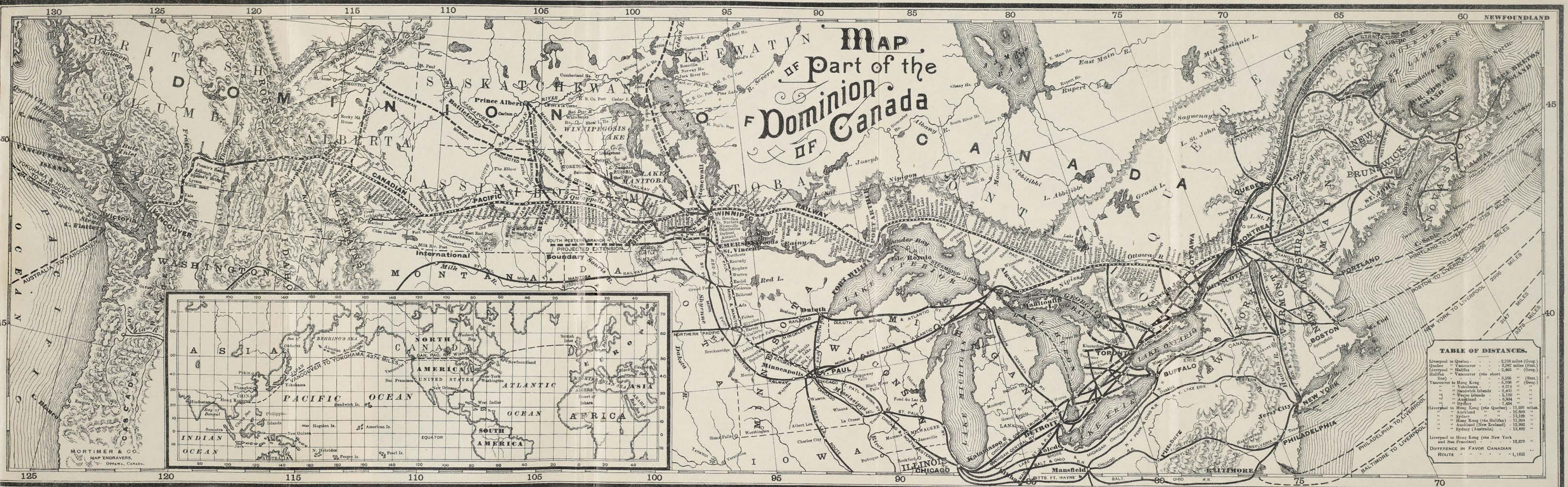
from the homestead during the three years, additional time will be granted to the settler to conform to the Government regulations. These conditions apply to agricultural lands. The Dominion Land Agent for British Columbia is Mr. H. B. W. Aikman, New Westminster.

Timber Licenses. Leases of unpre-empted lands may be granted, for a term not exceeding thirty years, upon payment of an annual rent of 10 cents per acre and a royalty of 50 cents per 1,000 feet on the scaled measurement of logs cut on the leased premises. The lessee must erect, in some part of the province, a lumber mill, cutting not less than 1,000 feet of lumber per day for every 400 acres of land included in such lease. Special licenses are also granted. The Crown Timber Agent for British Columbia is Mr. P. S. Higginson, New Westminster.

Forest Trees. There is no want of trees anywhere in British Columbia for the use of the settler, the miner, and for local purposes generally. The conifers cover the larger portion of the province.

Fisheries. The whole of the seas, gulfs, bays, rivers, and lakes of the province swarm with prodigious numbers of fine food fishes. Besides salmon and herrings, there are immense quantities of cod, including the common and the black cod, bass, flounder, skate, sole, halibut, sardines, smelts, and the delicious candle-fish, or oolachan. Salmon-packing is the chief industry in operation in connection with the fisheries of the province. There are 21 canneries in operation, 12 of them being on the Fraser River, and their annual output has reached some 200,000 cases, each case containing four dozen one-pound cans. Sturgeon, sometimes exceeding 1,000 lbs. in weight, are found at the entrance of rivers, also in their upper courses and in the larger lakes. The coast abounds with oysters, a very large and excellent crayfish, crabs, mussels, and other shell-fish, excepting, however, lobsters; while the thousand lakes with which the interior is studded possess trout, pike, perch, eels, and a very fine whitefish. Whales, also fishes of the shark species, yielding oil, are numerous. The capture of the valuable fur-seal is an important and growing industry. The catch of seals in 1887 was 33,800, valued at \$236,600, but owing to bad weather the catch in 1888 was only 24,790, valued at \$173,530.

Population and Cities. The population of the province is about 80,000. It is being rapidly increased. The capital city, Victoria, which is picturesquely situated on a lovely harbour in the south-east of Vancouver Island, has about 14,000 inhabitants. It has fine streets, stone and brick buildings, churches, schools, and every convenience and requirement possessed by the cities of other parts of Canada, or of England. The principal cities on the mainland are New Westminster (5,000), and Vancouver (12,000)—with its splendid harbour—the terminus of the Canadian Pacific Railway. Nanaimo (5,000) is a thriving coal-mining town and port on the east coast of Vancouver Island, and is connected by railway with Victoria. Wellington, seven miles from Nanaimo, is the present terminus of the Esquimalt and Nanaimo Railway, and the site of the Wellington Collieries.



MAP OF Part of the Dominion of Canada

TABLE OF DISTANCES.

Liverpool to Quebec	2,708 miles (Geog.)
Quebec to Vancouver	2,947 miles (Stat.)
Liverpool to Halifax	2,463 miles (Geog.)
Halifax to Vancouver (via short line)	3,256 miles (Stat.)
Vancouver to Hong Kong	5,598 miles (Geog.)
Yokohama to Vancouver	4,374 miles (Geog.)
Sandwich Islands	2,403 miles
Pelee Islands	5,100 miles
Auckland	9,804 miles
Sydney	7,484 miles
Liverpool to Hong Kong (via Quebec)	11,091 miles
Auckland	12,880 miles
Sydney	13,189 miles
Hong Kong (via Halifax)	11,994 miles
Auckland (New Zealand)	12,992 miles
Sydney (Australia)	13,492 miles
Liverpool to Hong Kong (via New York and San Francisco)	12,879 miles
Difference in Favor Canadian Route	1,188 miles

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