

Emigrant's Companion

*The Emigrant's Pocket Companion
Containing,
What Emigration is, Who Should be Emigrants,
Where Emigrants Should Go ;
A Description of British North America
Especially The Canadas ;
And Full Instructions To Intending Emigrants.*

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Means and Mode of Emigrating.

IN a former chapter, an attempt was made to point out the classes of persons to whom emigration has every chance of being advantageous, if it be conducted in the proper manner ; and in the intermediate chapters, a similar attempt has been made to show that the British colonies in North America, the Canadas especially, and of the Canadas the districts on the Ottawa, and Upper Canada, are the places to which, in preference to any others, an emigrant from the British islands ought to turn his attention. As many particulars respecting Canada have also been noticed, as may, if carefully studied, give the emigrant all the knowledge of that country, which is absolutely necessary previous to his arrival in it. It therefore now remains to point out the mode in which the emigrant may most conveniently get there, and be most at home and ready to begin his operations when he arrives. The objects are, that the voyage should be made in the way that shall combine, in the greatest proportion, the three requisites of cheapness, expedition, and comfort ; that the emigrant shall know where he has to go, and how he is to go, the moment that he lands, in order that he may not waste his time and his resources in a place where he is a stranger, and where, from the number of mis-directed, or irresolute emigrants that are constantly hovering listlessly about, the people cannot be supposed to pay much attention to him or his concerns ; and that he should have with him, or know with certainty where he can obtain, every information, and every resource that is necessary, not only for his mere settlement, but for his subsistence, and the carrying on of his operations, until the fruits of his labour in the new country have become a certain means of support to himself, and to all whom he may have taken out with him.

These are the plain principles which common sense dictates ; but it is not easy so to modify them for practice as that they will suit the case of each individual. So that, after all the instructions that can be given, the emigrant must be counsellor and judge for himself. He must have the information given him, but the decision, and the putting of that decision in execution must be his own. Having made up his mind he must abide resolutely by it, in spite of every adverse circumstance that may arise. He must be firm as a rock ; for an irresolute emigrant is certain never to succeed. He must be careful too, not to ask the advice of all persons promiscuously, but to find out those who are as much interested in giving him right information, as he is in receiving it.

The following extract from Mr. A. C. Buchanan's " Emigration practically Considered," contains many useful hints.

" The following practical hints," says Mr. Buchanan, " may prove useful to emigrants proceeding to North America.

“ Persons intending to emigrate to North America, who have no friends there before them, should consider well the place to which they ought to proceed.

“ The rate of passage, exclusive of provisions, to the United States, is from 5*l.* to 6*l.* per adult, and from any of our colonies from 2*l.* to 3*l.* ; a child under seven years old pays one-third, and over seven and under fourteen one-half. A voyage to New York from the United Kingdom in the months of April, May, June, and October, (in which the shortest passages are generally made), is performed in from thirty to thirty-five days. To Quebec, in the month of April or May, from thirty to forty-five days. Halifax and St. John’s, New Brunswick, from twenty-five to thirty-five days.

“ Persons proceeding to any part of the State of Pennsylvania, and not immediately to Lake Erie, should embark for Philadelphia ; if to the back part of Virginia, or any part of Maryland, or Kentucky, take shipping for Baltimore ; if for Jersey, or the State of New York, embark for New York, from whence, in fact, you will find facilities to every part of the continent. If you are destined to any part of the Canadas (unless the district of Gaspé) take shipping for Quebec. If for the district of Gaspé or Chaleurs, go direct, if you can meet with a conveyance ; if not, Miramichi, or Prince Edward’s Island, will be the most convenient ports to embark for. Steam-boats ply daily from Quebec to and from Montreal, which will be found the best route to any part of Upper Canada, and the western States bordering on the Lakes or River St. Lawrence. If you have friends before you, and you are going to New Brunswick, take shipping for St. John’s, St. Andrew’s, or Miramichi, as your advices may direct.

“ If you have no fixed place in view, or friends before you, if labour and farming be your object, and you have a family, bend your course to the Canadas ; for there you will find the widest field for your exertions, and the greatest demand for labour.

“ In almost every part of the middle States of America, you are subject to fever and ague, as also in some parts of Upper Canada. Lower Canada, New Brunswick, and Nova Scotia, are exempt in this respect.

“ I would particularly recommend the months of April and May for going out, as you may then expect a favourable passage ; on no account go in July or August, as, from the prevalence of south-west winds, you will have a tedious passage. Make your bargain for your passage with the owner of the ship, or some well-known respectable broker, or ship master ; avoid, by all means, those crimps that are generally found about the docks and quays, near where ships are taking in passengers. Be sure that the ship is going to the port you contract for, as much deception has been practised in this respect. It is important to select a well-known captain and a fast-sailing ship, even at a higher rate.

“ When you arrive at the port you sail for, proceed immediately in the prosecution of your objects, and do not loiter about, or suffer yourself to be advised by designing people, who too often give their opinion unsolicited. If you want advice, and there is no official person at the port you may land at, go to some respectable person, or chief magistrate, and be guided by his advice.

“ Let your baggage be put up in as small a compass as possible ; get a strong deal chest of convenient size ; let it be the shape of a sailor’s box, broader at bottom than top, so that it will be more steady on board ship ; good strong linen or sacking-bags will be found very useful. Pack your oat-meal, or flour, in a strong barrel or flax-seed cask, (which you can purchase cheap in the spring of the year). I would advise, in addition to the usual wood hoops, two iron

ones on each cask, with strong lid and good hinge, a padlock, &c. Baskets or sacks are better adapted for potatoes than casks.

“ The following supply will be sufficient for a family of five persons for a voyage to North America, viz.—48 stone of potatoes, (if in season, say not after the first of June) ; 2½ cwt. of oatmeal or flour ; ½ cwt. of biscuits ; 20 lbs. of butter in a keg ; 1 gallon of molasses ; 20 lbs. of bacon ; 50 lbs. of fish (herrings) in a small keg ; 1 gallon of spirits ; and a little vinegar.— When you contract with the captain for your passage, do not forget to insure a sufficient supply of good water. An adult will require five pints per day—children in proportion.

“ The foregoing will be found a sufficient supply for an emigrant’s family of five persons, for sixty or seventy days, and will cost about 5*l.* in Ireland or Scotland ; in England 6*l.* or 7*l.* If the emigrant has the means, let him purchase besides, 1 lb. of tea and 14 lbs. of sugar for his wife.

“ The preceding statement contains the principal articles of food required, which may be varied as the taste and circumstances of the emigrant may best suit. In parting with your household furniture, &c. reserve a pot, a tea-kettle, frying-pan, feather-bed (the Irish peasantry generally possess a feather-bed), as much coarse linen as you can, and strong woollen stockings ; all these will be found very useful on board ship, and at your settlement, and are not difficult to carry. Take your spade and reaping-hook with you, and as many mechanical tools as you can, such as augers, planes, hammers, chisels, &c. ; thread, pins, needles, and a strong pair of shoes for winter. In summer, in Canada, very little clothing is required for six months, only a coarse shirt and linen trowsers ; and you will get cheap mocassins (Indian shoes) ; you will also get cheap straw hats in the Canadas which are better for summer than wool hats, and in winter you will require a fur or Scotch woollen cap. Take a little purgative medicine with you, and if you have young children, suitable medicine for them. Keep yourselves clean on board ship, eat such food as you have been generally accustomed to (but in moderation), keep no dirty clothes about your berths, nor filth of any kind. Keep on deck, and air your bedding daily when the weather will permit ; take a mug of salt water occasionally, in the morning. By attending to these observations I will ensure your landing in good health, and better-looking than when you embarked.

“ From the great disparity of male over female population in the Canadas, I would have every young farmer or labourer going out (who can pay for the passage of two), to take an active young wife with him.

“ In Lower Canada and New Brunswick winter begins about the end of November, and the snow is seldom clear from the ground till the beginning of April. In Nova Scotia and Prince Edward’s Island, from their insulated situation, the winters are milder than in New Brunswick or Lower Canada ; and in Upper Canada they are pretty similar to the back part of the State of New York.

“ The risk of a bad harvest or hay-time is rarely felt in Canada, and consequently farming is not attended with so much anxiety or labour as in the United Kingdom. The winters are cold, but dry and bracing. I have seen men in the woods, in winter, felling trees, with their coats off, and otherwise lightly clothed. The summers are extremely hot, particularly in July and August.

“ The new settler must consult the seasons in all his undertakings, and leave nothing to chance or to be done another day. The farmers of Lower Canada are worthy of remark in those respects.

“ In conclusion, I beseech you, if you have any party-feeling at home, if you wish to promote your own prosperity, and that of your family,—wash your hands clean of it, ere you embark. Such characters are looked upon with suspicion in the colonies ; and you could not possibly take with you a worse recommendation.

“ Prices of living, house rent, labour, &c. in the principal towns of Canada, with the expense of travelling on the great leading routes.—In Quebec and Montreal, excellent board and lodging in the principal hotels and boarding houses, 20*s.* to 30*s.* per week. Second rate ditto, from 15*s.* to 20*s.* per week. Board and lodging for a mechanic or labourer, 7*s.* to 9*s.* 6*d.* per week, for which he will get tea or coffee, with meat for breakfast, a good dinner, and supper at night.

“ Rate of wages, without food, generally in the Canadas.—Ship-carpenters, joiners, &c. from 5*s.* to 7*s.* 6*d.* per day. Bricklayers or stonemasons, from 5*s.* to 7*s.* 6*d.* per day. Labourers, 2*s.* 6*d.* to 4*s.* per day. Labourers in the country, 40*s.* per month, and fed. All handicraft tradesmen, from 5*s.* to 7*s.* 6*d.* per day. House servants, men, from 26*s.* to 36*s.* per month, with food. Females, 20*s.* to 30*s.* per month, with food.

“ House rent in Quebec or Montreal.—A first-rate private dwelling-house from 100*l.* to 150*l.* per year, unfurnished. Shops, according to situation, from 30*l.* to 100*l.* Tradesmen’s dwellings, from 20*l.* to 30*l.* Inferior class, 10*l.* to 15*l.* A farm of 100 acres, with twenty or thirty acres clear, may be purchased in the Canadas for, from 150*l.* to 300*l.*, according to the situation.

“ Passage from Quebec to Montreal, 180 miles, by steam-boats, one of which leaves each place daily, commencing the end of April, and ending the latter end of November.—Cabin, including board, &c. which is very luxurious and abundant, from 20*s.* to 30*s.* Steerage, without board, from 5*s.* to 7*s.* 6*d.* Nearly a similar rate maybe considered an average data, in proportion to distance, in travelling by steam, in all the great lakes and rivers in North America. Time, in going from Quebec to Montreal, thirty hours. Ditto, in returning, twenty-four hours. From Montreal to York, Upper Canada, two to three days. If by Durham boats, which are cheapest for emigrants, the total expense to York, including provisions for family, about 3*l.* 15*s.* To Prescott or Ogdensburg, including food, about 2*l.* From Buffalaw, or Niagara, there are numerous conveyances, either by steam-boats or sailing-vessels to the Talbot settlement, and every where about Lake Erie ; and cheap conveyances to the states of Ohio, back parts of Pennsylvania, Illinois, Michigan, Mississippi Territory, Kentucky, Tennessee, and the adjacent country. Steam-boats and coaches ply daily from Montreal towards New York ; also to Upper Canada, and up the Ottawa ; and, in fact, during the summer months, conveyances in every direction from Montreal are to be found daily ; and, when winter sets in, travelling is good and expeditious by sledging, or caryoling upon the snow or ice, which generally commences about Christmas, and continues till the end of March.

“ Route for an Englishman's family wishing to proceed from New York to settle in Upper Canada.—From New York to Albany the expense will be for 160 miles, 4*s.* 6*d.* per head. Albany to Rochester, 13*s.* 6*d.* Rochester to Young’s Town in Upper Canada, 4*s.* 6*d.* Children, under twelve years, half price. Infants, gratis. Baggage, when exceeding a moderate quantity, from New York to Upper Canada, 4*s.* 6*d.* per cwt.

“ Distances.—New York to Albany by the Hudson River, 160 miles. Albany to Utica by the canal, 109 miles. Utica to Rochester by the canal, 160 miles. Rochester to Niagara River in Upper Canada, by steam-boat, 80 miles. Total distance from New York to Niagara, 509 miles.

“ Price of provisions at Montreal and Quebec.—Beef (winter), $2\frac{1}{2}d.$ per lb. Ditto (summer), $3\frac{1}{2}d.$ to $4d.$ per lb. Mutton (winter), $2\frac{1}{2}d.$ per lb. Ditto (summer), $5d.$ to $6d.$ per lb. Veal (summer), $6d.$ to $7d.$ per lb. Ditto (winter), $2\frac{1}{2}d.$ to $3d.$ per lb. Butter, $6d.$ to $9d.$ per lb. Flour, $20s.$ to $26s.$ per 196 lb. Hams, $5d.$ to $7d.$ per lb. Cheese, $3d.$ to $6d.$ per lb.

“ The rates in the country parts are much lower than the above.

“ Wheat, in the Canadas, according to distance from the part of export, $3s.$ to $5s.$ per bushel. Oats, $1s. 4d.$ to $2s.$ per bushel. Potatoes, $1s.$ to $2s.$ per bushel. A good goose or turkey, $1s.$ to $1s. 6d.$ A pair of barn-door fowls, $10d.$ to $1s. 2d.$

“ Vegetables in every part remarkably good and cheap ; and also fish in great abundance.

“ Coals, at Quebec or Montreal, $30s.$ to $35s.$ per chaldron, but wood chiefly burnt.

“ Rum, $4s.$ to $5s.$, Cognac Brandy, $6s.$ to $6s. 6d.$, Whiskey, $2s. 6d.$ to $2s. 8d.$ per gallon. Sugar, $6s.$ to $7d.$ per lb., Hyson tea, $3s. 6d.$ to $5s.$ per lb., Congou, $2s. 6d.$ to $3s. 6d.$ per lb., Bohea, $2s.$ per lb. Madeira wine, $24s.$ to $40s.$, Port, $20s.$ to $24s.$, Claret, $20s.$ to $30s.$, Champagne, $40s.$ to $60s.$, all per dozen.”

The remaining part of the chapter may be rendered plainer by a division into sections ; because, in that case only one subject will have to be considered at a time.

Section I. — Preparation for the Voyage.

Besides the mere means of departure, there are other preparations which the emigrant must make if he is to emigrate comfortably and successfully ; and it needs not be added that, if he is not comfortable he can hardly be successful.

The first thing that the emigrant should prepare, is his mind, for that must be a principal means of supporting him at all times, and his only support when every thing else fails : therefore, the resolution to emigrate must not be hastily taken. It must be well weighed, and the emigrant must convince himself that it is the very best step that he can take. He must do that, not upon any false hope—any golden dream of good luck, but upon the plain and straightforward principle that, if he work harder in the country to which he is going, he shall win more. He may look forward to future ease in that country ; but he must bear in mind, that he must work first—that if he is indolent there, he must be a beggar still, and a beggar starving to death in the wilderness, without any one to relieve him.

He must forget every thing behind, that is, he must never look back for any assistance ; but bear in mind that, as he is to have all the reward, he must make all the exertion. Nothing must bend him from his purpose ; and though he ought to make every effort for preventing such a result, he must be prepared to perish in the attempt rather than turn back. When the mind is thus prepared, the victory is half won, and all the rest is mere matter of detail and arrangement.

If the emigrant is a family man, he may have some trouble with his family. Children, indeed, will go any where for novelty ; but even the best meaning of wives may occasion a good deal of trouble, and the man may be justified in persuading his wife into the measure, by arguments that would be neither safe nor wise in his own case. The woman is more a creature of the moment than the man, and therefore it is more difficult to break her from the feeling of the moment. It must be done, however, firmly though temperately ; and if no other argument will prevail, the ultimate, “ I’ll go without you,” if persevered in without any

wavering, seldom fails. Once departed from, however, it destroys all others, and becomes useless itself ; and therefore it must not be resorted to except in cases of extremity.

When the emigrant and his family are prepared, the next thing is to “ See their way to the ship.” There must be no hankering after favourite articles, unless they are so small that they can be carried about the person in a wild forest. Every consideration must be one of economy ; and if the land-journey to the port is long, it will be a question whether articles that would be useful on the voyage, or after landing, should not be sold and replaced at the port. The port, too, should be the nearest, for the most expensive and the least profitable part of an emigrant’s journey, is that overland in the country which he is leaving. There are many cases in which single men who have not money to spare, can work themselves to the port by stages. Married men may in many instances do the same, and leave their families to follow them by the coach or the waggon, when matters are properly prepared for them. It is a good general rule, never to put women and children in motion until it be absolutely necessary, because their motions backwards and forwards, are more fatiguing to themselves, proportionally more costly, and less useful than those of men. Families and homes are so closely associated, that, unless in cases where there is money to squander, a family should always be at home when there is one, and in the case of a change, they should shift from home to home by the shortest and most expeditious route possible.

Nothing makes a sea voyage, however short,—and the shortest feels long enough to those who have never been at sea before,—more agreeable than confidence in the goodness or seaworthiness of the ship, and the skill of the captain. The good ship, and the captain in whom people can have confidence, cost no more than those which are doubtful, and therefore they should be looked out for.

Ships that are constructed expressly for the conveyance of passengers, are unquestionably the best ; and it is also best to go with captains who are well acquainted with the voyage,—with all its chances and dangers, and all the places at which it may be necessary to take shelter in cases of emergency. The cheapest passages may generally be made in vessels that resort to St. John’s, Pictou, or Miramichi, for cargoes of timber ; and there are now steam-boats, from Miramichi to Quebec ; but as those vessels which are employed in the timber trade, and go out in ballast, or with only part freights for the purpose of bringing home cargoes of timber, are generally of an inferior class, they often make longer, and generally more disagreeable passages than the others. So that, when the inferiority of the vessel, the trouble and expense of the steam-boat, and the delay that often takes place before an emigrant can get his family and appointments re-shipped, are taken into the account, it will be found that upon the whole the passage either for the Ottawa district of Lower Canada, or for Upper Canada, had better be taken to Quebec at once. The emigrant is to consider that every day by which his passage is prolonged is a day lost to him, not only in the keep of himself and his family, but in his labour ; and if he shall linger a week by the way, any where or from any cause, he thereby throws away the time, and consumes the provisions that would go a good way toward the erecting of a temporary house, in which he could spend the first winter upon his allotment of land. If an emigrant for the interior is obliged to spend a few days, he should spend them at Quebec or at Montreal, in preference to any place farther down the St. Lawrence ; because these are the chief points at which he can get that local information which is to be most useful to him.

The general rule in looking out for a vessel, is to find one whose voyage is from the port nearest to the place which he leaves, directly, without any intermediate stoppage, to the port nearest the place where he is to settle.

The furnishings for the voyage, vary of course with its expected length ; and also with the condition and ability of the emigrant. In all cases there should be plenty ; but in every case the store should be used with great economy. It should also be borne in mind, that where there is no sea-sickness, or after the sea-sickness is over, a ship is a hungry habitation, and people actually eat more than they do on shore. The plainer the sea stock is the better ; because, as the emigrant must make luxuries for himself before he can have any in the wilderness, without paying an extravagantly high price, the sooner he accustoms himself to the sober and substantial fare of the new country the better. Where there is a family, too, it is all the better that there should be a little labour in the getting ready of the meals. Hasty puddings, gruels, and plain soups, are much better than even common biscuits ; because the latter would be costly, if they had to be carried for several hundred miles through the woods. To those who can afford the expense, a bag of grain and a small steel mill are very useful on the voyage ; the latter is a most convenient domestic implement in a new settlement. The grain, which may be wheat, or any other single kind, or a mixture of wheat and rye, keeps better than flour ; and if it is dried in an iron pot, a utensil of great service in an emigrant's family, it will furnish very fresh meal, either for puddings or plain cakes. A small portion of the husk, though it makes the meal darker, makes it more wholesome, than when it is perfectly clean ; and a common hair scarce, does quite well for bolting. The few dishes and bowls that are used are most serviceable when of timber ; they are less liable to be broken, and the keeping of them clean is an occupation. It is desirable that the whole family should be busy at something or other when on board ship. That is the best preventive, both of sickness and fear, and it prevents idle habits from being contracted by those who are going to a situation where idleness is the greatest evil that can befall them. Hooped dishes are the best ones, as they are not liable to split, and it is no bad exercise for the emigrant and his sons, if he has any old enough, to practice the making of such vessels out of a few bits of stick by the way ; and the more rude the tools with which that is done the better. Very good and even handsome domestic articles have been made before now, with no other tool than an axe and pocket knife, with an awl or gimlet, when holes and pegs are necessary.

Another very useful preparation is the materials of a mimic log-house. A bundle of sticks may be had for a few pence. When the emigrants are on board, the men, and especially the boys, will find something more than amusement in cutting them of the proper lengths for sides and ends, notching them when they cross the corners, piling them up, making a roof, and so finishing a miniature habitation. Plain models of houses, and of the more necessary implements used in the settlements, would make excellent additions in every emigrant's ship ; because by the assistance of them, a clever emigrant might have all his new trades half learned before he landed ; and time which otherwise is absolutely lost, would thus be applied to the most useful of all purposes. Even a gnarly piece of wood, to exercise the axe upon, is good for keeping the hand employed ; and the notion of a Scotchman having always a knife and stick in his fingers, which is ridiculed in English company, is far from a bad one among emigrants.

What the emigrant is to take with him, must in so far depend upon his means ; but the general maxim is, that he should take as much as he can in the shape of money, not in his pocket, but in drafts, payable on demand, for which he will get a profit of from six to nine per cent, by the exchange. Some people have an idea that hard cash in their pockets, is the securest way of carrying money, but this is wrong. It is liable to be lost ; and if they have been pinched in the former part of their lives, they are under a constant temptation to spend it. A man's money is very often in more danger from himself than from any body else. A draft is safe from that danger ; and though it is destroyed by accident, the property is not lost, as the worst that can happen is a little delay, and the profit mentioned is a clear gain.

In taking out other matters, there is of course no need for taking any thing of wood, carrying wood to Canada would be worse than the old story of carrying coals to Newcastle ; because if the land which the emigrant chooses is worth cultivating, his first and severest labour is the destruction of wood. Clothes are among the most advantageous things ; and as the settlers must scramble about in all weathers, hot and cold, wet and dry, stout flannels, and coarse cloths of the twilled kinds, with thick threads which are not easily torn, are by far the best. Emigrants must not mind fashion ; the best coat and breeches in Canada, are those that can come farthest through the brush with fewest holes in them ; and probably there is not a better article for the purpose than Scotch blanket, or what is in that country called “ plaiding.”

After articles of clothing, those of metal are the most serviceable, especially tools ; but the emigrant should inform himself of the kinds that are to be the most useful, before he makes purchases ; and, indeed, as metal articles are carried chiefly to St. Lawrence in those vessels that go for cargoes of wood and potash, they may generally be purchased at the nearest town to the emigrant’s location, for very little more than they can be purchased in England,—for less, certainly, than the emigrant who pays his freight can purchase them in Britain and carry them there ; because they are done in the general way of trade, when quantity lessens the expense on the individual article ; and at the same time the emigrant is saved all the trouble of taking care of them by the way. It is doubtful even whether there be any saving in taking out blankets and articles of that description, in any greater number than are absolutely necessary on the voyage. They are kicked about, soiled, and destroyed at sea, and when the land journey comes they are a burden ; and with all the provisions in formation, that even sensible emigrants can obtain, they often find that what they take with them does not turn out to be that which is most useful. Buchanan’s general directions, quoted in the early part of this chapter, are probably sufficient.

There is one thing which the emigrant must be careful not to mistake, and that is, not to fancy that he is a migrant, and changing merely his place, and not his country. The migrant wishes to follow as nearly as he can the customs to which he has been habituated, and he accordingly takes an outfit with him to serve him for years ; but were the emigrant to do so he would be merely throwing an obstacle in his own way, and protracting and rendering more difficult and more disagreeable his perfect naturalization in the country to which he goes. All his work, and all the materials of his work, are to be found in that new country; and all that is wanted of him is capability, as little clogged by old recollections as possible.

Though it is apt to be overlooked in the common estimates, the most valuable commodity that the emigrant can carry with him is knowledge,—plain, well-grounded knowledge of everyday matters,—and especially knowledge of the country to which he is going. Though reading and writing may appear to be of less immediate necessity and use than bodily strength and activity, they are almost equally indispensable ; and if some of the family are not capable of them, the whole will be in a most lonely and deplorable state. It is especially necessary that emigrants should have some religious knowledge ; and that, before any parent endeavours to procure and prepare a freehold dwelling for his family in this world, he should be capable of communicating to them the great points of information which are most essential for their wellbeing in the world to come. That is especially necessary, not only with a view to that future world, but with a view to their proper conduct in the present life. In such a country, the moral restraints of law and public opinion operate lightly, because in so scattered a population, faults are easily concealed ; and the ministers of justice are so far away, that chastisement almost ceases to have the proper effect before the fault is discovered.

There is a farther consideration of this branch of the subject, which, though people are very apt to lose sight of it, is yet of very great importance to the happiness of the individual,

and to the value of the society which is forming in the new country. Where the means of religion are everywhere, and access to them is easy to all, those very circumstances have at least a good deal of the effect of religion itself upon the careless ; and though the fear is not so strong, people who live in the neglect of religion have still considerable and habitual fears of offending against the religion of others. The wholesome effect of those fears is far from being an argument for the neglect of religion ; but it is a strong proof of the goodness of religion itself, which thus preserves in the ways of decency and duty those by whom it is almost purposely neglected. By religion here, is not meant church-going, or ceremony of any kind whatever ; for there may be a great deal of these where there is very little religion, or there may be a great deal of religion where there is very little of these. The religion which is meant is that which is shown by the conduct of people, and which restrains their bad passions in those important moments of life when neither the eye of the law nor that of society is upon them. If that religion is wanting, no very large number of persons can exist without finding a substitute for it ; and therefore if a colony is formed of persons ignorant of the true religion, they are certain to frame a superstition ; and a superstition formed in the gloom of a Canadian winter, and the depths of the Canadian forests, would be a dreadful one, as was proved by the conduct of the natives of North America before they had any intercourse with Europeans. In such a country, men without the knowledge of God, almost as a matter of course, imagine to themselves as many separate gods as there are little knots or parties ; and half the business of such people becomes a warfare of men and gods upon each other. That is the true reason why savages are so pugnacious ; and that again is the reason why they never become civilized. In a colony to which all are invited, religion should be free in its forms, but it should be as powerful and as pure as possible in its spirit. We are apt not to think of it; but to be placed alone in a wilderness, and know nothing of the protection of God, is certainly the most dreadful state of destitution to which a human being can be reduced.

After religious knowledge, the knowledge of the new country is most important ; and after that, again, a general knowledge of the productions and appearances of Nature. A man who goes to the wilds without any counsellor should be prepared never to stand in stupid wonder at any novelty he may see, but should be at once capable of determining to what useful purpose it can be turned. The first steps of that knowledge are not to be obtained without some books ; but after all it is not book-learning that is wanted. The mere appetite for reading is never much of a virtue—very generally it is vice ; and it often happens that they who read the most have the least information. A few good things to harmonize with knowledge got by observation, and to set that actively to work, are all that is essential ; and to carry a fashionable library into a Canadian forest would be about as absurd as it would be to carry thither the furnishings necessary for a fashionable party in the metropolis. A fashionable novel would be just as unserviceable an article as Paganini, or even his fiddle,—indeed, much more so, for in the pauses of the bull-frog music, the fiddle might have some chance of being heard, and wild animals have some feeling of music, but none of novels.

Section- II. — The Voyage.

Many of the particulars of the voyage have been anticipated in the former section ; and those that remain may be stated somewhat briefly. It has been said that the port should be the nearest one to the residence of the intended emigrant, and that he should not linger idly by the way, or after he gets there. He must be careful not to be too late and miss the ship ; because that is a great loss in the meantime, and a great damper afterwards. There is just as much harm in being too soon. Idle habits are acquired, and money wasted by that means. In all the steps of his progress the emigrant's thoughts should always be in a state of the greatest activity, should be cool and reflective ; for if he allows himself to get into a bustle he is almost certain of forgetting something ; and as he cannot return to amend it, it will disturb him as much as if it were a matter of the very highest importance.

When the sides of the country are accessible with nearly equal ease, the west side, whether of Britain or of Ireland, should be preferred in going to Canada. The voyage is shorter and also much less hazardous in bad weather ; for when the south-west of Ireland, or the north-west points of the Scottish Isles are cleared, the voyage across the Atlantic is nearly half performed.

The early part of the season is beyond all calculation the best for departure ; and to have the most certain chance of a short and comfortable voyage, the departure should be about the first of April. That is favourable in every way. The winds, both on the south end and on the north end of Britain, are more steady from the east than at any other season ; and thus the ship gets much sooner clear of the land. The Atlantic is also less stormy at that season, and the east winds extend nearer to the shore. The bay of St. Lawrence has a greater chance of being free from icebergs, and the ship arrives in Canada not only at the best time for the emigrants, but also for getting a cargo homeward ; and therefore, those early summer trips are cheaper as well as better than if they were undertaken at any other time of the year.

If the voyages are delayed till Midsummer, or even till after the first of June, they are much longer and more disastrous than those undertaken in the early part of the season. If there be many emigrants, room between decks is a vast advantage, whether that room consists of length or of height. Length gives more room for berthage ; and height makes the berths more airy and healthy. An unincumbered deck and secure nettings are also of much advantage in fine weather. A ship will not indeed carry a great number of passengers with much comfort, unless it has been partially constructed on purpose. Cleanliness is of the utmost consequence ; and a fast sailing vessel with a skilful captain, is worth a few shillings more in freight even to the poorest emigrant, as it is saved in provisions, and in health and strength on landing. Nor are those considerations less worthy the attention of those who contract for the sending out of emigrants, than they are of persons who emigrate on their own account. Upon such contracting parties the obligation to obtain the very best accommodation is indeed stronger, inasmuch as they who take upon them the management of others are morally pledged to a greater responsibility than they who manage for themselves.

After the land is cleared, if it is favourable weather, there seldom occurs any thing particular in crossing the Atlantic, until the great fishing-banks of Newfoundland are approached. In this part of the passage all that the emigrant has got to do is, to cook his victuals, read his books on Canada, if he has got any, and practise the little domestic arts that have been already mentioned. In taking exercise upon the deck, he should be careful not to be in the way of the sailors, or to teaze them with idle questions, while at their work. There is seldom much useful information for an emigrant to be got from the common sailors on board a ship, who are generally not only the worst informants of all persons respecting matters on land, but the most erroneous and prejudiced in the little information that they have. The emigrant should be civil in all cases where it is necessary to have intercourse with them, but the less of that intercourse the better. In all their intercourse with passengers of any description, the chief object of the common sailors is to get grog ; and if the passengers make themselves too familiar with them, they will *yaw* the ship in order to splash them with seas, and play a variety of other unpleasant tricks, in order to accomplish that object.

It is essential, however, that passengers on board a ship should not be peevish, but treat one another with the utmost civility and good-humour ; and properly improved, the voyage makes a much better preparation for the life which the emigrant is to enter upon, than if there were no voyage in the case. Females, though probably a little more inclined to be sick than men, are still very handy at sea, and perhaps accommodate themselves more speedily and

completely to the circumstances than the other sex. Generally speaking, they can be managed by a little attention, and a few words bordering upon flattery.

When the banks of Newfoundland are approached, more especially in the early part of the season, thick fogs are often encountered. If those are apprehended, they should be provided against by thick woollen clothes, as they are attended with very severe cold in the atmosphere. These fogs are often so close that it is difficult to see the one end of the ship from the other ; and it is too dark for reading, even at mid-day without candles. Fog-horns are blown at short intervals on board every ship day and night while the fog continues ; and on shore, in Newfoundland, and sometimes in the moored vessels on the fishing-bank, fog-bells are tolled. Lights are comparatively of little use, as they cannot be seen at any distance. Icebergs are occasionally met with, floating or grounded on the banks. The tops of these sometimes rise 150 or 200 feet, and they occasion a great increase of the cold. Vessels, however, generally avoid the thick of the fogs, so that the emigrant has not much to apprehend in the way of annoyance, and nothing whatever in that of danger from those gloomy states of the atmosphere.

Vessels are also sometimes overtaken by fogs, in the Gulf of St. Lawrence, which though they last a shorter time, are rather more hazardous than those on the banks, as during their continuance there is some difficulty in finding the channels, and the set of the currents is apt to carry a vessel too far northward. When there is no fog, or after the fog has cleared away, the voyage up the St. Lawrence is rather agreeable, from the bold character of the shores—consisting of wild rocks alternating with trees, and from the number of islands in the estuary. As Quebec is approached, those islands begin to exhibit signs of cultivation, but the soil is not very good, or the crops luxuriant, more especially those of wheat.

From the western parts of Ireland, the voyage is sometimes made in five or six weeks ; and eight weeks may be considered as about the fair average ; so that vessels departing about the middle of April, may be expected to reach Quebec early in June. Some delay always take place in consequence of the custom-house regulations, but the best plan for emigrants who have but limited funds, is to remain quietly in the ship until all these matters are settled. The appearance of the people at Quebec seems singular to English eyes, and their language is anything but harmony to English ears. The great bulk of the people are of French extraction, and of course the frame work of their language is French ; but it is diversified by so many words of other languages, that it has degenerated, or been changed into a sort of *patois*. As there are natives of very many countries, or at least their descendants in Quebec, the whole language is a singular confusion ; and it would be in vain for a plain Englishman to ask for information in the streets. Casual information obtained in that way is not very valuable any where ; and it is perhaps less attainable in Quebec than in most other places. Perhaps that is an advantage to the emigrant ; as he has little inducement to linger there, and of course pushes on to his ultimate destination, as soon as ever he can.

The emigrant's pocket companion : containing, what emigration is, who should be emigrants, where emigrants should go ; a description of British North America, especially the Canadas ; and full instructions to intending emigrants (1832)

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