

*Emigrant's Prospects*

Practical Hints and Directions To Intending Emigrants To

Canada And The United States.

EMIGRATION TO CANADA AND THE UNITED STATES

PRACTICAL HINTS AND DIRECTIONS.

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THE subjoined directions and remarks have been suggested by the inquiries frequently made by persons who wish to emigrate to the Dominion of Canada, or other parts of the American Continent.

Which is the best Field for Emigration ?

This is a question of vital importance to all who intend leaving the home of their youth to settle in a new and to them unknown land, as on a proper selection in respect to this their future success and happiness are mainly dependent.

THE DOMINION OF CANADA :

How it may be reached, and the Prospects of Emigrants.

The Dominion of Canada, even when in a comparatively disunited condition, has long been a favourite field for emigration among the industrious occupants of densely-peopled countries in different parts of Europe. The advantages there held out to emigrants have been immensely enhanced by the union of the whole of the Provinces into one great Federal Dominion, governed by one legislature, and having its public affairs administered on one regulated principle, by which the interests of all classes can be more thoroughly comprehended and cared for. The political aspect of the question, however, although by no means unimportant, is not that which most immediately concerns the emigrant, who is much more deeply interested in the natural and social condition of the country, as these must materially affect his prospects of immediate comfort and of future and ultimate success.

To afford some reliable information on these points, a delegate was sent out from Working Men's Societies in England. The delegate so sent, reports his observations and impressions in a letter dated from Ottawa in October, 1871. In this straightforward document, speaking of the working classes, he says : " How very few of them are aware that the British Possessions in North America contain 390,000 square miles—more than the entire area of the United States. It is true a large portion of it is sterile and unfit for human habitation ; but so is a great portion of the United States. After making due allowance, there is good land available for cultivation in British America, with varied resources, sufficient to sustain more than 150,000,000 of a population. This immense territory comprises the Colonies of Newfoundland, Prince Edward Island, and the Dominion of Canada, which includes Upper and Lower Canada, now called the Provinces of Ontario and Quebec ; the Provinces of New Brunswick and Nova Scotia ; the new Province of Manitoba, and the great North-west Territory, British Columbia, and Vancouver Island—thus extending from the Atlantic to the

Pacific Ocean, a distance of 3400 miles.” Thus presenting an area “big enough for all” for centuries to come.

The delegate referred to proceeds : “ The climate of this vast country is hotter in the summer and colder in the winter than Western Europe ; but it is healthy and favourable to the growth of a hardy and industrious population, which, although at present under four millions, has laid the foundation, under shelter of the British flag, of another great North American Confederation, where people, lightly taxed, live happily and contented on land which they can call their own, and under just and equal laws, honestly and fairly administered.”

He continues : “ The progress in wealth which these people have made in two or three generations is astonishing, when we bear in mind that they had vast forests to clear away, and nothing to commence with but stout hearts and willing hands. The soil, not long since covered with trees and brush, now annually yields about \$200,000,000 worth of agricultural produce ; and over \$30,000,000 worth of timber is yearly drawn from her immense forests. But her great mineral wealth of coal, iron, copper, lead, &c., is scarcely developed for want of capital and labour.”

All the advantages alluded to are fully and amply corroborated by official reports from the Central and Provincial Governments, all of which, and particularly those of Quebec, Ontario, and New Brunswick, hold out the greatest facilities and encouragement to new settlers, whose interests are attended to with the utmost care. The classes of emigrants most in request are farmers, mechanics of most descriptions, masons, carpenters and joiners, miners, bricklayers, shoemakers, agricultural, and indeed all kinds of labourers who are able and willing to work.

The question of how these desirable places of settlement may most easily, comfortably, and economically be reached, is one of deep importance to the intending emigrant, particularly to such emigrants as are accompanied by families. For the means of conveyance, no port in the Kingdom, or indeed in Europe, presents equal advantages with Liverpool. Twice, and indeed occasionally three times, every week, first-class steamers sail thence for the Dominion of Canada, despatched by the “ ALLAN ” Steamship Company, direct for Quebec in the summer, and for Portland during the winter.

#### Precautions to be observed on Arrival.

The emigrant on arrival at Quebec or Montreal, or at Halifax (N.S.), or at Miramichi (New Brunswick), should immediately consult with the Government Immigration Agents at those ports, who will give him the best advice as to his movements for settlement or obtaining employment in those Provinces. In every case, he should consult the Government Agent as to modes of travel. The Agent and Clerks are always in attendance at the Government Station, to attend to the wants of emigrants, who should take care not to listen to the opinions or advice of persons hanging about the places of lauding—the business of such parties being to make profit out of emigrants. Emigrants who go out to join friends or relations already settled in the country should go on at once. Farm Labourers will get plenty of work to do in the farming districts. The Agent will not assist any one who loses his time by staying about the city, unless when detained by sickness, or for some other good reason. It cannot be too frequently stated that the chief qualifications for an emigrant are sobriety, industry, and perseverance. Possessed of these, no one need despair of making a happy and comfortable home in the Dominion of Canada.

## Land Purchase.

Land can be purchased in Canada on very easy terms. Any person can buy vacant lands open for settlement from the Dominion Government in most of the Provinces, at the rate of about \$1 (4s. 2d. sterling) per acre. Any person of 21 years of age, being a British subject either by birth or naturalisation, may make an application to the Land Officer to be entered for a free grant of one-quarter of a section of 160 acres, or for any less quantity, for a homestead, and thereby a continuous residence thereon for three years, and not having alienated the same, or any part thereof, he will be entitled to a Crown Deed, upon receiving which the land becomes his absolute property in fee-simple.

### VIRGINIA & NORTH CAROLINA :

#### How they may be reached, and the Prospects of Emigrants.

Since the conclusion of the late disastrous war, which occasioned devastation in the States which formed the principal seat of conflict, the attention of the Government has been turned towards the best means of restoring and extending agriculture. With this view, encouragement is held out for the settlement of agriculturists of all classes, particularly for those with moderate capital and practical experience. In response to this encouragement, on the 29th of April last there were landed at the port of Norfolk, at the mouth of Chesapeake Bay, from the "ALLAN" Steamer "Moravian," a band of ninety-one individuals from Great Britain, seeking places of settlement in the Southern States. Of that number, fifty had determined to select Virginia for their place of settlement. The class of these settlers may be inferred from the fact that two-thirds of them were cabin passengers, and that their luggage in every case exceeded £100 in value, the limit allowed by law before customs duties are exacted. In reference to this emigration wave, the *Norfolk Journal* of the 1st of May, in a half-regretful style, says :— "But while this tide passes from the mother-country to her aforetime Colony through our port, cannot we stop some of the farmers for our immediate neighbourhood ? Cannot Lincolnshire send us some of those young men who, tired of rental and parish rates, find themselves at Christmas no better off than at Easter, although a summer has ended and a harvest has passed ? Accustomed to bog and fen, and ditching and dyking, they would be at home in our Princess Ann and Norfolk Counties, and with willing hands would make some of our old fields, now repining, smile with corn and oats." This is an indication of the class of settlers who will meet with an eager welcome in Virginia and North Carolina. The highlands of these States are said to combine, what is so much desired, the advantages of a mild winter and an exemption from exhausting heat in summer. Speaking of the district situated between the Blue Ridge and the Alleghany Mountains, the *Western Daily Express* says :—"It is surpassed by no country in point of salubrity ; for pure soft water, and for cool, exhilarating, summer air it is almost unrivalled. The soil is in most parts fertile, but the culture has generally been shallow ; clover thrives, so that by deep ploughing and clovering it, where exhausted by cultivation, it can easily be restored to its original fertility. The productions are corn, wheat, rye, oats, and buckwheat, which, together with the grasses, flourish everywhere. Tobacco, potatoes, cabbage, root crops, apples, peaches, grapes, berries, &c., are successfully cultivated. The Continent does not afford more favourable conditions for profitable cattle-farming, wool-growing, cheese and butter making." These are, unquestionably, alluring characteristics, and now that emigration to the Southern States has been started, there can be little doubt that it will continue and extend. To afford the means for carrying on this attractive trade, MESSRS. ALLAN BROTHERS & Co. have already commenced to run one of their

magnificent Steam-ships, with Mails for Norfolk and Baltimore, every alternate Tuesday ; and, if the requirements of the trade demand it, additional Steamers can readily be supplied out of the noble fleet belonging to the Montreal Ocean Steam-ship Company.

The Virginians feel that the time has come when England should be enlightened as to the advantages open to persons wishing to emigrate. With this view, there has been organised in Norfolk (Virginia), the “ Settlers’ and Emigrants’ Aid Society.” The object of this Society is to afford information, and, if need be, protection to Emigrants, which should be at once applied for on landing.

#### Steerage Passage.

The fares charged by this Company, and indeed by most if not all of the American Steam-ship Companies, are,

£6 6 0 for each adult.

3 3 0 ,, children under eight years.

1 1 0 ,, infants under twelve months.

These fares, it should be observed, include the whole charge for the voyage, and for a plentiful supply of provisions during its currency, which generally occupies from ten to twelve days.

#### Securing a Passage.

The Company referred to have Agents in nearly every town in the Kingdom and in many parts of the Continent. Any one of these will at all times be able and willing to afford information, as well as to grant passage-tickets to intending emigrants. If, however, the emigrant is unable or unwilling to make arrangements with a Local Agent, he should at once write to the Head Office in Liverpool, where his requirements will meet with immediate attention. Generally speaking, it is better to secure the ticket from the Local Agent, as he can at all times sell it at as low a price as it can be had for in Liverpool, and sometimes for even less, as it occasionally happens, particularly in the Spring and Autumn months, that there are large numbers at that Port desirous of obtaining a passage, which causes a rise in the fares there, while the Country Agents can issue tickets at the lowest rate. A ticket can be purchased by paying a deposit of £1 for each adult, and the balance can be paid at the Head Office at the Port of Embarkation the day before sailing ; or, if he prefers it, the emigrant can pay the whole of the passage-money to the Agent.

#### Luggage.

It is not advisable for the emigrant to send his luggage by goods train, as it may be delayed on the way, which might cause him to lose his passage. He should take his luggage with him, and take care that it is properly addressed. A bag is the most convenient thing in which to carry the clothing required during the voyage, as all heavy luggage is stowed away in the hold of the ship.

## Lodging-Houses.

The emigrant must present his ticket at the Office of the Company, at the Port of Embarkation, the day before sailing, which will necessitate him to remain there one night, as the embarkation generally takes place early on the day of sailing. If he has no friends with whom he can stay, the Agent from whom he has obtained his ticket may be able to direct him to a respectable place ; if not, let him write to ALLAN BROTHERS & Co., Liverpool, who will send him the address of a lodging-house, where he can be comfortable, and live moderately.

## Money.

If the emigrant has money which he wishes to take with him, he should not purchase American money in this country. He should take it in gold or Bank of England notes, for either of which he will get the highest rate of exchange in America ; or he can obtain a draft from the Steam-ship Company, which is less bulky, and is equally as good as gold or notes.

## The “Allan” Line of Steamers,

OR, AS THE COMPANY IS SOMETIMES CALLED,

The Montreal Ocean Steam-ship Company, Has its principal office in Alexandra Buildings, James Street, Liverpool. The fleet belonging to this Company consists at present of Twenty-two first-class Steamers, which are navigated by able and experienced commanders and highly competent officers. These Steamers nearly all carry Mails, and the *Canadian News* of the 23rd May, 1872, says :—“ The mail steamers have run during the year with exemplary regularity and expedition, the average length of voyage westward being 11 days 17 hours ; eastward, 10 days 15 hours. For the summer season, the average passage westward was 10 days 5 hours, and eastward 9 days 20 hours. We may mention that this average is to and from Liverpool, and not from the Port of Call in Ireland. Passengers arriving at Quebec or Portland are transferred with their baggage free to the railway trains, which come alongside the vessel at the wharf. The same regulations as to transfer of passengers and baggage are in operation at Halifax, Norfolk, and Baltimore, and thus passengers avoid the expenses and delays that are experienced at other ports. The Agent of the Montreal Ocean Steam-ship Company superintends the transference of passengers and baggage to the railway trains ; and thus ensures quick despatch, and protects passengers from the intrigues of designing lodging-housekeepers and others, who are ready to take advantage of the newly-arrived emigrant.

Intermediate Passengers are provided by the Company with Beds, Bedding, and all necessary utensils required for the voyage ; but Steerage Passengers have to provide themselves with a Plate, Mug, Knife, Fork, Spoon, and Water-can, and also with Bedding ; all of which can be purchased for a few shillings in Liverpool, Londonderry, or Queenstown.

Passengers must have their Bedding, and other necessaries which may be required on the voyage, out of their boxes before going on board, as they will have no opportunity of getting them after the Luggage has been stowed away in the ship’s hold.

## Intermediate and Steerage Stewardesses.

The Owners of the “ALLAN” Line, being desirous to promote as far as possible the comfort of their Passengers, have appointed

## Intermediate and Steerage Stewardesses

to each of their vessels, to attend to the wants of Female Passengers and Children during the voyage. This arrangement cannot fail to be appreciated by all who travel by this Line.

The Intermediate Passage is Three Guineas higher than the Steerage, and Bills of Fare can be obtained upon application to the Company, or any of their Agents.

### Steerage Bill of Fare.

Passengers will be supplied with as much food as they can eat, all of the best quality, and which has been examined and put on board under the special inspection of Her Majesty's Emigration Officers, *and cooked and served out by the Company's Servants.*

### Breakfast at Eight o'Clock.

Coffee, Sugar, and Fresh Bread; or Biscuit and Butter ; or Oatmeal Porridge and Molasses. Dinner at One o'Clock.

Beef or Pork and Soup, with Bread and Potatoes ; or Fish and Potatoes, according to the day of the week ; and on Sunday Pudding will be added.

### Supper at Six o'Clock.

Tea, Sugar, and Biscuit and Butter.

Intermediate and Steerage Passengers will be allowed Ten Cubic Feet for Luggage for each adult ; and Five Cubic Feet for each child paying Half-fare ; for all over that quantity a charge of 1s. per cubic foot will be made. Passengers must take charge of and see to the shipment of their own Luggage, as the Company do not hold themselves in any way responsible for it.

All Intermediate and Third Class Passengers embarking at Liverpool must be at the Office of the Company in Liverpool not later than Eight o'Clock. in the Evening of the day before the advertised date of sailing, before which time the balance of the Passage-money must be paid, or the deposit forfeited.

All Intermediate and Third Class Passengers embarking at Londonderry or Queenstown must be at the Office of the Agents at Londonderry or Queenstown not later than Eight o'Clock in the Evening of the day before sailing from that Port, when the balance of the Passage-money must be paid, or the deposit forfeited.

Passengers will have to strictly conform to the rules laid down by the Company.

Passengers booked through to all parts of Canada or the United States on very moderate terms.

Passages can be secured by sending a deposit of £1 on each berth to the undersigned, with particulars of name and age of each Passenger.

An experienced Surgeon is attached to each Steamer.

Drafts issued on Quebec, Montreal, or Chicago for £1 and upwards, free of charge.

“ALLAN” LINE OF MAIL STEAMERS,

Under Contract with the Government of Canada for the Conveyance of the

CANADIAN AND UNITED STATES MAILS,

Running in Connection with

GRAND TRUNK, BALTIMORE AND OHIO, AND OTHER RAILWAYS,

And forwarding Passengers on easy terms to all Stations in Canada, and the Western and Southern States.

S.S. SARMATIAN. S.S. SCANDINAVIAN.

S.S. PRUSSIAN. S.S. PERUVIAN.

S.S. NESTORIAN. S.S. HIBERNIAN.

S.S. AUSTRIAN. S.S. GERMANY.

S.S. MORAVIAN. S.S. NORWAY.

S.S. POLYNESIAN. S.S. CIRCASSIAN.

S.S. CORINTHIAN. S.S. N. AMERICAN.

S.S. CASPIAN. S.S. MANITOBAN.

S.S. ST. DAVID. S.S. SWEDEN. S.S.

S.S. ST. ANDREW. S.S. ST. PATRICK.

Sail From

LIVERPOOL TO QUEBEC,

EVERY TUESDAY AND THURSDAY,

Calling at LONDONDERRY to embark Mails and Passengers.

LIVERPOOL TO NORFOLK (Virginia) & BALTIMORE,

VIA HALIFAX, EVERY ALTERNATE TUESDAY,

Calling at QUEENSTOWN to embark Mails and Passengers.

CABIN FARE to above Ports, £18 18s. 0d, and £15 15s. 0d., according to position of State-room.

GLASGOW TO QUEBEC

EVERY TUESDAY, Calling at DUBLIN to embark Passengers.

CABIN FARE— £13 13s. 0d.

QUEBEC TO LIVERPOOL

EVERY SATURDAY, Calling at LONDONDERRY to land Mails and Passenger\*.

CABIN FARE— 80 Dollars and 70 Dollars.

BALTIMORE TO LIVERPOOL

EVERY ALTERNATE TUESDAY.

*RETURN TICKETS, available by either of above Routes, issued on very advantageous terms.*

The Steamers of this Line are well known for their rapid passages. The Saloon and Sleeping accommodation is unsurpassed for elegance and comfort, and the style of living is all that one could wish. Cabin fare, however, does not include Wines and Liquors, but they can be obtained on board on the usual terms.

THROUGH TICKETS can be issued to all parts of Canada and the United States.

BAGGAGE taken from the Ocean Steam-ships to the Railway Cars free of expense.

During the Winter Months—from the beginning of November until the first week in April—the Steamers go to Portland instead of Quebec, the same Railway facilities being in operation there for Through Booking to all parts of Canada and the States.

The route via Portland should specially commend itself to travellers to and from the EASTERN STATES ; that via Quebec to those going to the WEST; and that via Norfolk and Baltimore to those going SOUTH.

For further particulars apply to

ALLAN BROTHERS & CO.,

*Alexandra Buildings, James Street, Liverpool.*



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