

EMIGRATION TO CANADA.

C A N A D A :

A BRIEF OUTLINE OF HER

GEOGRAPHICAL POSITION,

PRODUCTIONS, CLIMATE, CAPABILITIES,

Education and Municipal Institutions,

FISHERIES, RAILROADS, &c. &c. &c.

SECOND EDITION.

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This Pamphlet has received the approval of this Department, and is intended for extensive circulation in Great Britain and Ireland, and the Continent of Europe, in the hope that "Canada," as a distinct and important portion of "North America" may thus become better known.— Any further, and more detailed, information on the subject of Canada, will be cheerfully afforded (personally or by letter) by WILLIAM HUTTON, Esquire, Secretary.

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INTRODUCTION.

1. Canadians can well understand the expression of mingled wonder and regret which rose to the lips of Count Jaubert, when surveying the magnificent display of Agricultural Products from Canada, at the Paris Universal Exhibition : — “ Now we can form an estimate of the value of those few acres of SNOW, ceded to England with such culpable carelessness by the government of Louis XV. ; ” * for they know, from hard experience, that a name conveys no idea of the real wealth of a country, until that name becomes openly associated with the industry of its inhabitants and the triumphs they have won.

During centuries Canada has been spoken of as a distant and unprofitable waste, and not until the wonderful pageants of London and Paris, in 1851 and 1855, did she take her place among the producing nations of the Earth, and acquire the richly deserved descriptive title of “ a land of hope not likely to be disappointed. Active, intelligent, enterprising beyond all other distinct nations, which equally abound in the elements of industrial production, she claims and demands our attention.” †

In Europe it is usual to speak of “ America and Americans ” when any part of the Northern half of that great continent is referred to, while the existence of “ Canada,” as a distinct country, is ignored or unknown. The shadow of the great nation of “ The United States of America ” obscures it. Europeans too often think only of the latter when they give a thought at all to the North American Continent. Let it be our place to undeceive them and to shew that Canada is a country totally distinct from the United States — free from the blight of slavery, and free, too, from many of the faults which have crept into the social and political relations of our Republican neighbours. A glance at a Map will shew the relative position of Canada and the United States.

* La Botanique à l'Exposition Universelle de 1855.

† M. Tresca.—A visit to the (Paris) Exhibition.

THE GEOGRAPHICAL POSITION AND EXTENT OF CANADA.

2. If an area be traced in Europe, corresponding generally to that occupied by Canada in America, and the meridian of the most southern part of Canada be supposed to lie upon the meridian of Greenwich, in England; the south of France, at the base of the Pyrenees, will represent the south frontier of Canada; the south-eastern boundary of this area will stretch through France, Switzerland, Bavaria, and Austria, to a point in the south of Poland, and a line drawn northward to Warsaw will delineate the mouth of the Gulf of St. Lawrence. The north-western boundary of this area will extend from the south of France, in a northerly direction, towards and beyond Brest; and a line drawn from near Brest to the British Channel, thence through England, Belgium, and Germany, to Warsaw again, will establish the position of a European area corresponding to Canada in America. The inhabited and highly fertile portion of Canada is represented in this area by those regions which lie in the south, centre, and south-east of France, and in those parts of Switzerland, Bavaria, and Austria included within its boundary. The other portion, although of vast extent, and not so well fitted for extended agricultural operations, is highly valuable on account of its timber and minerals.

The Province of Canada embraces about 350,000 square miles of territory, independently of its North-Western possessions, not yet open for settlement; it is consequently more than one-third larger than France, nearly three times as large as Great Britain and Ireland, and more than three times as large as Prussia. The inhabited or settled portion covers at least 40,000 square miles, and is nearly twice as large as Denmark, three times as large as Switzerland, a third greater than Scotland, and more than a third the size of Prussia; but such is the rapid progress of settlement through immigration, that, in ten years time, the settled parts of Canada will be equal in area to Great Britain or Prussia.

Prior to the year 1840, Canada was divided into two distinct Provinces, known as Upper and Lower Canada, possessing separate Legislative bodies or Parliaments for the local government of each. In 1840, these Provinces were united, although for some purposes the old territorial divisions still exist. Upper Canada is that part of the now United Provinces which lies to the South and West of the River Ottawa; Lower Canada embraces the country to the North and East of that River.

This extensive Province is bounded on the north by the British possessions, at present in the occupation or guardianship of the Hudson's Bay Company; on the south and east by the States of the American

Union and the British Province of New Brunswick. The western boundary of Canada, west of Lake Winnipeg, is yet undefined. The River St. Lawrence, and Lakes Ontario, Erie, St. Clair, Huron, and Superior, with their connecting rivers, form a wonderful natural barrier between Canada and the States of the Union, and a means of communication of surprising extent, and unsurpassed excellence.

THE NATURAL ADVANTAGES AND RESOURCES OF CANADA.

3. In all new countries means of communication may be styled the pioneers of permanent improvement and expansion. Canada is especially fortunate in this respect; she possesses, without exception, the most magnificent system of natural and artificial water highways, in direct communication with the sea, to be found in either hemisphere. A ship sails from Liverpool, London, Bremen, Havre, Hamburg, Stockholm, or any other European Port, and arrives at the mouth of the St. Lawrence, the great marine outlet of the commerce of Canada, and of the Far West. Let us ascend the St. Lawrence with her, and, without changing our vessel, unravel this water-system from the ocean to the Prairies of the Far West, through Canadian rivers, canals, and lakes.

Three hundred miles from the vast outlet of the river St. Lawrence we pass the mouth of the Saguenay, a deep and noble river, navigable for the largest vessels 70 miles from its outlet. Four hundred and ten miles sailing from the ocean and we reach Quebec, the great sea port of Canada, with a large and increasing foreign commerce. Five hundred miles sailing finds us at the limit of tide-water, and we now begin in reality to ascend the stream of the St. Lawrence; 590 miles brings us to Montreal, near where the Ottawa, or Grand River of the North, mingles its red waters with those of the St. Lawrence, after draining a valley of 80,000 square miles in area, lying to the north-west, and thus commanding the inexhaustible treasures of the magnificent forests of a part of Canada, more than twice the size of Bavaria, or the Sardinian States, and six times the superficial limits of Holland.

It is at Montreal that those lasting monuments of enterprise, courage and art begin to develop the secret of Canadian inland navigation. We have reached the St. Lawrence canals, seven in number, constructed for the purpose of overcoming the obstacles to continuous navigation presented by the rapids. These canals, of different lengths, and great capacity, fitted for sea-going vessels, enable us to ascend 116 miles of

river in actual horizontal distance, overcoming a fall of 225 feet above the level of tide water. Fifty-two miles of sailing, 168 miles above Montreal, and we are in Lake Ontario, 756 miles from the Sea and 234 feet above it. Lake Ontario is 180 miles long, from 50 to 60 miles wide, and 500 feet deep, and has an area of 6,600 square miles. Swiftly traversing its expanse, in sight, probably, of hundreds of other vessels and steamers, we reach the outlet of the Welland Canal, through which, by means of 27 locks, we rise 330 feet to the waters of Lake Erie, 1041 miles from the sea and 564 feet above its level. Our progress is still on through Lake Erie, until we arrive at the Detroit river, 1280 miles from the sea. We pass by the city of Detroit, in the State of Michigan, through Lake St. Clair and the St. Clair River into Lake Huron, 1355 miles from our starting point, and 573 feet above the ocean. We may now sail on to St. Mary's river, and passing through a short but gigantic canal, constructed by the people of the United States, enter Lake Superior, with a fresh water sea, as large as Ireland, before us, and enabling us to attain a distance of 2000 miles from the mouth of the St. Lawrence. Or, we may sail southward into Lake Michigan, and land at that wonderful creation of the Great West, Chicago. Choosing this latter terminus to our inland voyage, we find at our feet a network of railways spreading over the States and Territories of the valleys of the Ohio, Mississippi, and Missouri.

Canadian vessels not unfrequently trace out this varied navigation of lake, river, and canal we have been unravelling, but in a contrary direction, and proceed to Europe, selling their cargoes and ships. In 1856 the American vessel, *Dean Richmond*, laden with produce at Chicago, passed the Canadian canals and waters and excited unbounded astonishment at Liverpool; but the year previous the Canadian vessel, *Reindeer*, built at the same water-level, and traversing the same route, excited no further curiosity at London than a hopeless enquiry of "where is Lake Huron?" Since the Paris Exhibition however, all is changed. Canada begins to be known and "demands attention," and men who formerly affected ignorance of her political or commercial existence, are studying the future of that "land of hope which is not to be disappointed." In 1859 twelve vessels sailed from Chicago to Great Britain.

The natural advantages conferred upon Canada by the St. Lawrence River and the Great Lakes are not merely immense, they are incalculable. Immediate and direct water communication with the sea for 2000 miles of inland coast, without any reference to the nearly equal extent of coast

belonging to the States of the Union, or the vast affluents which feed the St. Lawrence and the Lakes, striking deep into the heart of the country, appears in itself sufficient to mark out Canada for a distinguished future; but when the influence which her vast inland seas exercise upon climate, vegetation, health, and internal commerce, is understood, the character of that future may be partially foretold, even in the youth of Canadian history, and before her enterprise and capabilities have become fully known and appreciated.

Water power, that mighty engine of industry, is everywhere abundant, and just where it is required, in the midst of magnificent forests of valuable lumber, for which an inexhaustible market is springing up in the Far West Prairie region of the American Union, as well as in France and England, where, too, a demand is growing (almost too rapidly for the means of supply,) for the more valuable kinds of cabinet-work woods, with which Canadian Forests abound.

There are now 1876 miles of Railway in operation in Canada, independent of the Grand Trunk extension to Portland, which, 164 miles in length—though running through the United States, to secure an Ocean Port in Winter—is really a Canadian Road. It is worthy of remark that Canada has now more miles of Railway open than Ireland or Scotland, or any one of the New England States—more than the three Atlantic States of New Jersey, Delaware, and Maryland; or the two Carolinas, North and South;—and more, in proportion to its population, than any other Country in the World. The opening of the Victoria Bridge, and the section between St. Mary's and Detroit, have brought the Grand Trunk into unbroken operation, and it will now be able to transport passengers and goods, from the Atlantic to the Mississippi, with but one transshipment, and a saving, it is alleged, of five days over all other routes.

THE RAILWAY ROUTES THROUGH CANADA ARE OVER THE FOLLOWING
ROADS:—

	MILES.
1. <i>The Grand Trunk</i> , (in Canada,) including St. Mary's to Sarnia, 70 miles; St. Thomas to Rivière du Loup, 78 miles; and Junction at Victoria Bridge, 6 miles—opened in 1859	870
2. <i>The Great Western</i> and its branches.....	357
	1227
<i>Carried over</i>	1227

	MILES:
<i>Brought over</i>	1227
3. <i>The Northern</i>	95
4. <i>The Buffalo and Lake Huron</i>	159
5. <i>The London and Port Stanley</i>	24
6. <i>The Erie and Ontario</i>	17
7. <i>The Cobourg and Peterborough</i>	28
8. <i>The Prescott and Ottawa</i>	54
9. <i>The Montreal and Champlain (in Canada)</i>	81
10. <i>The Grenville and Carillon</i>	13
11. <i>The St. Lawrence and Industrie</i>	12
12. <i>The Port Hope and Lindsay and Beaverton — with Millbrook and Peterborough Branches</i>	56
13. <i>The Brockville and Ottawa—to Perth and Land Point</i>	56
14. <i>The Stanstead, Shefford, and Chambly—St. Johns to Granby</i>	29
15. <i>The Welland</i>	25
16. <i>The Hamilton</i>.....17 miles (not open).....	...
Total.....	1876

MINERALS.

The triumph obtained by Canada, at the Paris Exhibition, for her splendid display of Minerals of all descriptions, tells its own tale. The grand Medal of Honour, awarded to Sir William Logan, the Canadian Provincial Geologist, by the Jurors of the Paris Exhibition, will do more in calling the attention of European capitalists to the vast mineral wealth of the country, than the most elaborate description of its distribution and extent. It was a prize won in a strife where all were strong, and tells of rare industry and success in bringing to light the hidden wealth of Canadian rocks.

The principal Economic Minerals of Canada, are stated by Sir W. Logan, to be :—

METALS AND THEIR ORES.

Magnetic Iron Ore; Specular Iron Ore; Limonite (Bog Ore); Titaniferous Iron; Sulphuret of Zinc (Blende); Sulphuret of Lead (Galena); Copper, Native, Sulphuret of, variegated; Copper Pyrites; Argentiferous do., and containing Gold; Nickel; Silver, with Native Copper and Sulphuret of Silver; Gold.



11

NON-METALLIC MINERALS.

Uranium ; Chromium ; Cobalt ; Manganese ; Iron Pyrites ; Graphite ; Dolomite ; Carbonate of Magnesia ; Sulphate of Barytes ; Iron Ochres ; Stextile ; Lithographic Stone ; Agates ; Jasper ; Felspar ; Aventurine ; Hyacinthe ; Coramdam ; Amethyst ; Jet ; Quartzose ; Sandstone ; Retinite and Basalt ; Gypsum ; Shell Marl ; Phosphate of Lime ; Millstones ; Grindstones ; Whetstones ; Tripoli.

BUILDING MATERIALS.

Granites ; Sandstone ; Calcareous Sandstone ; Limestones ; Hydraulic Limestones ; Roofing Slates ; Flagging Stones ; Clays ; Moulding Sand ; Fuller's Earth ;

Marbles—white, black, red, brown, yellow and black, grey and variegated, green.

COMBUSTIBLES.

Peat ; Petroleum ; Asphaltum.

Many of the Mines are now being actually worked, and the "raw material" only waits the application of capital and skilled labour, to reward enterprise and industry.

FISHERIES.

The Fisheries belonging to the Province are attracting much attention, and will no doubt prove a productive source of wealth. They are inexhaustible, and are now subjected to a regular system of licensing. Inspectors have been recently appointed, and every endeavour is being made to preserve them, and encourage their increase. They are, but as yet, in their infancy, and a brief statement of them is here given, shewing their extent and their value even in the very limited use of them now made.

FISHERIES, L.C.

Lower Canada possesses, in the River and Gulf of St. Lawrence, an extent of coast of 1000 miles, where the Cod, Herring, Mackerel, Salmon and other fisheries are carried on successfully.

Whale fishing is also carried on by vessels fitted out from the Port of Gaspé. Average season value of whale oil has been about \$27,000.

The Cod fishing is carried on along the whole shore of Canada. The Herring fishing principally at the Magdalen Islands, in the Bay of Chaleur, and on the coast of Labrador. The Mackerel fishing at the Magdalen Islands, along the coast of Gaspé, and in the lower part of the River St. Lawrence.

There are above 70 Salmon Fishery Rivers in Lower Canada, which the Government are now fostering, with a view to enhance the commerce in this valuable fish. The latest annual catch is 3,750 barrels. The Bay of Chaleurs alone formerly exported 10,000 barrels.

The number of boats belonging to Canada, fishing on the Canadian shores, is from 1,200 to 1,500.

Nearly 100 Canadian vessels are employed in the fisheries of Canada.

The number of fishing vessels from Nova Scotia and the other Lower Provinces, fishing on our shores, is from 250 to 300.

The number of fishing vessels, from the United States, frequenting our shores, principally for the Cod and Mackerel fishing, is from 200 to 300.

Quantity of dried and smoked fish yearly exported

from Canada	846,567 Quintals.
Quantity of pickled fish exported from Canada...	118,257 Barrels.
Consumed in Canada, above kinds	75,000 Quintals.
Quantity of fish oil exported from Canada	100,218 Gallons.
Number of Seal Skins do.	12,000
Quantity of Salmon taken in the Rivers of Canada,	3,750 Barrels.
Quantity of Trout and Halibut taken in Canada,	900 Barrels.

Total fish productions, valued at \$942,528.

NOTE.—The take by vessels, other than Canadian, is not computed in this table.

Square and manufactured Timber is exported in large quantities from the different ports of the coast of Gaspé. There is also found an abundance of wood of the best quality for ship-building purposes. The lands in the District of Gaspé are composed of a light but fertile soil, producing all kinds of grain and vegetables. There are millions of acres of those lands which are still in the wild state and covered by beautiful forests.

The population of the District of Gaspé and of the north coast of the River and Gulf of St. Lawrence is 32,000 souls.

The District of Gaspé alone could contain and support a population of more than 100,000.

The Inland Lakes and Rivers abound in fish.

FISHERIES, U.C.

The merchantable fish products derived from the Lakes and Rivers of Upper Canada consist chiefly of White Fish, Salmon, Salmon-Trout, Herring, Lake-Trout, Speckled-Trout, Sturgeon, Pickarel, Bass, Masca-

longe, &c. Inferior kinds also abound in the smaller lakes, tributaries and streams.

The extensive area, great depth, clear cold waters, abundant feeding banks, shoals and spawning grounds, of the principal Upper Canadian Lakes, render the fish found therein numerous, of good quality and large size.

The annual take of the different species of fish is carefully estimated at \$380,000 value.

This produce is variously disposed of, by export, fresh and cured, to the neighbouring United States, and for domestic sale and consumption.

Ready markets are found, both at home and abroad, for any seasonable catch.

Tracts of arable land, bordering on the great Lakes, are still at the disposal of the government for sale and settlement.

HER FORM OF GOVERNMENT AND CONNECTION WITH GREAT BRITAIN.

4. Canada is a colony of Great Britain, but is as free and unfettered as an Independent Nation. The wisdom of the Mother Country has entrusted to Canadians the management of their own affairs. The Governor of Canada, who is also Governor General of British North America, is appointed by the British Crown, and is its representative in the colony. He nominates an Executive Council, who are his advisers on all matters. There are two Legislative Bodies, called the House of Assembly, and the Legislative Council, the members of which are elected by the people. The Legislative Council was formerly filled by nominees of the Crown.

The system of government is that of legislative majorities, and responsibility to electors, in imitation of, and as similar as possible to that which exists in Great Britain. All public offices and seats in the Legislature are open to any candidate possessing the confidence of the people, and holding a certain limited amount of property, and being at the time a British subject. The elective franchise is nearly universal. Every man paying an annual household rental of 30 dollars (£6 stg.), in the cities and towns, and 20 dollars (£4 stg.), in the rural districts, is entitled to vote.

Aliens or Foreigners can acquire and hold lands; and when naturalized, which takes place under the easy conditions of three years' residence and taking the oath of allegiance, they enjoy the full privileges of natural born British subjects, in electoral and all other matters.

The British Government maintains a small force in Canada and the neighbouring Provinces for protection against foreign invasion, and for the maintenance and preservation of the fortifications of Quebec, Kingston, and other places, in the event of a foreign war. While, therefore, the connection of Canada with Great Britain secures her against all foreign aggression, she enjoys the largest measure of political liberty possessed by any people, and exercises entire control over her internal commerce, laws, municipal institutions, taxation, religion and education. All her internal relations between government and people are those of a distinct and independent Nationality; her external relations are in a measure controlled by the mother country; but, as an instance of the liberality which distinguishes the latter, Canada has been allowed to make her own arrangements with foreign governments, in Europe and America, for the conveyance of mails and postal matters between and over the continents, thus enabling her to assume, even in her foreign relations, the character of a Nation. Such is the connection which exists between the Imperial Government and her Colonial Offspring. It may now be said that it is the earnest wish, and even the aspiration, of every true Canadian, that this connection may grow to a more intimate union in all commercial relations with the people of Great Britain and Ireland, and in all sympathies which can draw fast and sure the bonds of friendship between distant nations of the same origin, government and blood.

THE CHARACTER OF THE POPULATION OF CANADA.—HER CITIES AND TOWNS.

5. Canada was once a French colony, and until it was ceded to the British, possessed, exclusively a French population. In that part of the Province which lies to the north and east of the Ottawa river, and which is called Lower Canada, the people are chiefly of French extraction. West of the Ottawa, or Upper Canada, they are, for the most part, British. The population of the Province is now about 3,000,000. In several parts of the Province there are large colonies of Germans and Dutch, and some Norwegians; and it is probable that not less than 40,000 of these nations are already settled here. They are highly prosperous.

The rise and progress of cities and towns in Canada afford a curious and most instructive illustration of the expansion of the country, the development of its resources, the increase of its wealth, and the activity

and energy of its people. Montreal is the largest city in Canada, and contains about 80,000 inhabitants; Quebec ranks next, with about 65,000; Toronto, third, with 50,000. In 1831, Montreal and Quebec contained a population of about 27,000 each. The history of Toronto foreshadows the history of other towns in Canada. In 1842, a period so recent that most will remember it, Toronto contained 13,000 inhabitants, in 1852, 30,763, and in 1856, 42,000. Toronto is situated on Lake Ontario, and may be considered as the type of a thriving commercial Canadian Port on one of the great Lakes. One more example will suffice, and that one is taken from the centre of a fine agricultural district:—London, in Upper Canada, contained, in 1850, 5,124 inhabitants; its population in 1856, exceeded 15,000, a nearly threefold increase in 6 years.

These startling instances of sudden growth, are by no means exceptions to the rule; other towns and cities are not deprived of their population to swell that of more favored and prosperous communities, nor is the country drained to feed the towns. On the contrary, the progress is general; increase is the rule throughout, both in cities and rural districts.

Every where postal communication is complete; the most distant hamlet has its post-office, and the number of offices in Canada is now about 1,650. The electric telegraph passes through every town and almost every village in the Province, and the number of miles in operation at this time is 4,046. The approach and arrival of a steamer or sailing vessel at Quebec is known very nearly at the same moment in every town of the Lower and Upper portions of the Province. All improvements in the Arts or Sciences affecting the commercial or industrial interests of her people are quickly introduced into Canada, and, with numerous elements of adaptation and progress within her reach, she eagerly avails herself of the practice and enterprise of other countries.

The great and unfailing source of this steady growth, this quiet but irresistible onward movement of Canada, has been IMMIGRATION; the infusion of new blood, the adoption of a new and prosperous home by tens of thousands from across the seas and beyond the frontiers; a home which, with all its immunities, privileges, and hopes, is offered, requiring no other return than a strong arm, a willing heart, and a confident self-relying trust in the future, and in the happiness and prosperity of your adopted country. This invitation, though feebly proffered hitherto, because not coupled with the positive advantages which Canada now enjoys,

has succeeded in winning to her shores and fortunes, within the past twelve years, a full half million of stout and trusting hearts.

THE LAWS AND MUNICIPAL INSTITUTIONS OF CANADA.

6. It is no exaggeration to say, that the Canadas enjoy more thorough rational freedom than any country in the world.

The Laws of England were introduced into Upper Canada in 1791, and prevail subject to the various alterations made from time to time by the local Parliament. The Laws of France, as they existed at the conquest of Canada, by Britain, prevail in Lower Canada, subject also to the alterations effected by the local Parliament. The Criminal and Commercial Laws of England prevail there, as in Upper Canada. The Parliament of Canada have, and exercise entire control over the Province; the Imperial Government never interfere now, unless (which scarcely ever occurs) some great national interest is involved.

The Municipal system of Canada is admirably adapted to the exigencies of a young and vigorous country; its success has been complete. In order to comprehend it, it is necessary to state that Upper Canada is divided into Counties, forty-two in number; each county is divided into Townships; so that, on an average, each township is about ten miles square. The inhabitants of a township elect five "Councillors," the Councillors elect out of this number a presiding officer, who is designated the "Town Reeve;" the Town Reeves of the different townships form the "County Council;" this Council elect their presiding officer, who is styled the "Warden." The Town Council and County Council are Municipal Corporations, possessing the power to raise money for Municipal purposes, such as making public improvements, opening and repairing roads and bridges. Repayment is secured by a tax on all the property in the township or county where the debt is incurred; but no by-law for raising money can be enforced, unless it has been previously submitted to the electors or people. Each corporation possesses the power of suing and is liable to be sued, and their by-laws, if illegal, are subject to be annulled by the Superior Courts of the Province, at the instance of any elector.

Each Township Council has the power to provide for the support of common schools under the provisions of the school law; to construct roads, bridges, watercourses, &c., to appoint path-masters or road-inspectors,

&c. The County Councils are charged with the construction and repairs of gaols and court-houses, roads and bridges, houses of correction, and grammar schools, under the provisions of the School Law; to grant moneys by loan to public works, tending to the improvement of the country, and to levy taxes for the redemption of the debts incurred, subject to the proviso before mentioned, namely, the vote of the people. Villages not having a population over 1,000 are governed by a board of police, and are styled Police Villages; possessing over 1,000 inhabitants, they become Incorporated Villages, and are governed by a Council of five, whose Reeve is a member of the County Council, *ex officio*; as soon as a village acquires a population exceeding three thousand, it becomes a town governed by a Mayor and Council, and is represented in the County Council by a Town Reeve and Deputy Town Reeve. When the number of inhabitants exceeds 10,000, it may be created a city, and is governed by a Mayor, Aldermen and Councilmen. All Town Reeves, Wardens, Mayors and Aldermen are, *ex officio*, Justices of the Peace.

In Lower Canada the same system prevails, and though it has not been as fully developed as in Upper Canada, it is in rapid progress.

EDUCATIONAL INSTITUTIONS IN CANADA.

7. Upper and Lower Canada enjoy separate School Laws adapted to the religious elements prevailing in either. Each Township in Upper Canada is divided into several School Sections, according to the requirements of its inhabitants. The Common Schools are supported partly by government, and partly by local, self-imposed taxation, and occasionally by the payment of a small monthly fee from each scholar. The total amount expended on common schools in Upper Canada during 1858 exceeded £208,627 stg. In long settled rural districts each school section is now distinguished by a handsome brick school-house, furnished with maps, authorized school books, and elementary philosophical apparatus. The salaries of teachers vary from £130 stg. to £40 stg. in country parts, and from £280 stg. to £75 stg. in cities and towns. All common school teachers must pass an examination before a County Board of Education, or receive a license from the Provincial Normal School, empowering them to teach, before they can claim the government allowance.

The Provincial Normal School for Upper Canada is a highly effective and useful Institution for the training of teachers, and annually sends forth from 100 to 150 young men and women, who, having been uniformly

instructed in the art of conducting a school, and communicating knowledge, are gradually establishing in Upper Canada a system of common school education of great promise.

In 1842 the number of common schools in Upper Canada was 1721, attended by 65,978 children; in 1858 the number of schools was 3,866 attended by 293,683 children, and the average time during which the schools were open was 10 months and 6 days. This astonishing increase in so short a period speaks volumes for the condition and progress of elementary education in Upper Canada. Each school section is governed by an elective corporation, styled School Trustees, and is supplied, partly at government expense, with a small Library of selected literature. The number of volumes which have already been distributed for this purpose amounts to 532,893.

The Free School system is gaining ground in many parts of Canada; the principal it involves implies the support of common schools, open to all, by a general tax, and the non-exaction of fees. Any school section may adopt it by the vote of the majority of its inhabitants. Separate Schools for Roman Catholics are sanctioned under certain regulations.

The Grammar Schools and Academies are 121 in number, with 5,530 pupils. They are intended to form a connecting link between the Common Schools and the Universities. Teachers must be graduates of some University; they receive an allowance from government in addition to fees. The amount raised for grammar-school purposes in 1858 was £15,123 sterling.

Besides a richly endowed Provincial University, supplied with a complete staff of highly competent Professors and Lecturers, there are several other Universities and Colleges in Upper Canada in connection with different religious denominations. The standard of education adopted in some of the Canadian Universities assimilates as closely as possible to that established in the time-honoured Institutions of Great Britain and Ireland, and the ranks of the professorial staffs are generally supplied from the same unfailling sources. All the expences of a full University course in Toronto, need not exceed £60 sterling per annum, board and tuition included. To the Provincial University, and to the University of Trinity College, in connection with the Church of England, scholarships are attached, which vary in value from £18 stg. to £40 stg., per annum. These are awarded [at annual examinations] to successful candidates competing for them.

The educational statistics of Upper Canada may be thus summed up :— in 1858 there were in actual operation 12 Universities and Colleges ; 121 Grammar Schools and Academies ; 255 Private Schools ; and 3,866 Common Schools ; making in the aggregate 4,254 educational institutions, teaching 306,626 pupils and students, and costing the country, in great part by self-imposed taxation, £303,200 sterling.

In Lower Canada a system of education in most respects similar to that which has just been described exists, and is rapidly obtaining favour among the people. The Superior Schools there are of a very high order, and many of the Seminaries attached to religious houses are well endowed and amply provided with efficient professors and teachers.

In addition to the Laval University and McGill College, the Educational Institutions in Lower Canada are thus classed in the Report of the Superintendent of Education for the year 1858 :—

Superior Schools.....	10 ;	No. of Pupils.....	438
Secondary do.	170 ;	No. of Pupils.....	25,224
Normal do.	3 ;	No. of Pupils.....	213
Special do.	2 ;	No. of Pupils.....	57
Primary do.	2800 ;	No. of Pupils.....	130,940
Total No. of Schools....	2985 ;	Total No. Pupils....	156,872
Total of Contributions.....		£91,879 Sterling.	

The increase in the number of pupils was, in 1858, 7,188 against 6,557 in 1857 ; and the increase in contributions since 1856 amounts to \$52,632. Every year will witness great extension. The cost of a full course of superior education in Lower Canada, is even less than in Upper Canada.

RELIGION IN CANADA.

8. Among Canadians there is perfect toleration in religious matters. While, however, all religions are respected by law and by the people, there are strict distinctions jealously preserved between churches of different denominations. The Lower Canadian French, are distinguished for social habits and quiet religious zeal ; and in no country, not even England or Scotland excepted, can there be found so uniform an observance of the Sabbath in accordance with strict Protestant views, as in Upper Canada.

The prevailing religious denominations may be thus classified according to the census of 1851, from which an idea may be formed of the present strength of each leading religious body :—Church of England, 268,592 ;

Church of Scotland, 75,587; Church of Rome, 914,561; Free Presbyterians, 93,385; other Presbyterians, 82,733; Wesleyan Methodists, 114,839; Episcopal Methodists, 49,443; all other Methodists, 52,449; Baptists, 49,846; Lutherans, 12,107, &c. &c. An addition of 50 per cent to the above numbers will give an approximation to the relative strength of each denomination at the present time, January, 1860. In Upper Canada the Roman Catholics form about one-sixth of the whole population, and in Lower Canada about five-sixths.

AGRICULTURAL CAPABILITIES OF THE SOIL.

9. A reference to the display of cereals and other agricultural productions made by Canada at the Exhibitions of London and Paris, might be considered sufficient to illustrate the remarkable adaptation of the soil to their growth and cultivation; but so limited a notice would leave the question of permanent fertility still unanswered. When, however, it is known that the area in which the astonishing crops of wheat are raised, for which Upper Canada is so justly distinguished, extends over three-fourths of the present inhabited parts of the country, and that the prevailing soils consist of rich clays of great depth, the question of permanent fertility resolves itself into that of husbandry.

In the valleys of some of the larger rivers of Upper Canada, wheat has been grown after wheat for twenty years; the first crops yielded an average of 40 bushels to the acre, but under the thoughtless system of husbandry then pursued, the yield diminished to 12 bushels to the acre, and compelled a change of system, which soon had the effect of restoring the land to its original fertility. This system of exhaustion has affected its own cure, and led to the introduction of a more rational method of cultivating the soil. Years ago, when roads were bad and facilities for communicating with markets few and far between, wheat was the only saleable produce of the farm, so that no effort was spared to cultivate that cereal to the utmost extent. Now, since railroads, macadamized roads and plank roads have opened up the country, and Agricultural Societies have succeeded in disseminating much useful instruction and information, husbandry has improved in all directions, and the natural fertility of the soil of the old settlements is in great part restored.

The average yield of wheat in some townships exceeds 22 bushels to the acre, and where an approach to good farming prevails the yield rises to thirty and often forty bushels to the acre. On new land fifty bushels

is not very uncommon; and it must not be forgotten that Canadian wheat, grown near the city of Toronto, won a first prize at the Paris Exhibition. It may truly be said that the soil of what may be termed the agricultural portion of Canada, which comprises four-fifths of the inhabited portion, and a vast area still in the hands of the government and now open to settlement, is unexceptionable; and when deterioration takes place, it is the fault of the farmer and not of the soil. In Canada the yield of wheat in 1859 considerably exceeded 25,000,000 bushels; and the quality of Canadian wheat is so superior, that the American millers buy it, for the purpose of mixing with grain grown in the United States, in order to improve the quality of their flour, and in some instances to render it fit for exportation.

VALUE OF LAND.—FREE GRANTS.

10. Australia excepted, no country can furnish such singular instances of the rise in value of Surveyed Lands, as the last seven years have witnessed in Canada. The cause, too, is so obvious, now that it is understood, that men wonder why the event had not been foreseen years before its occurrence. The reason is fully conveyed in the assertion that the country was not prepared for it. Eighteen hundred and fifty-two saw Canada without a Railway; Eighteen hundred and sixty sees her with 1876 miles completed, and many more in process of construction. The rise in the value of land is thus easily explained. Means of communication, of the highest order, have opened up the country, made available a vast amount of inert wealth, stimulated industry, and effected a complete revolution in farming economy within 20 miles on either side of the course they pursue.

The lines of railways are nothing more than a series of accessible markets for the country they serve. The natural consequence is that every portable product of the farm has acquired a certain money value, although, before the construction of the railway, it may have been absolutely valueless, and perhaps even an incumbrance. This suddenly increased rate of interest obtained for the same outlay of labour, has necessarily enhanced the value of the capital. Hence, land in old settlements, remote from Lake Ports, has doubled itself in value in seven years; while wild lands in new settlements, near to which a railway passes, have been trebled, and in some instances quadrupled in value during the same period.

Land adapted for farming purposes can seldom be obtained from land companies, speculators, or private individuals, under twenty shillings an acre. The Canadian Government being desirous of preventing the acquisition of large tracts of lands by private companies, or private individuals, for the purpose of speculation, have coupled the sale of the Government Lands with such conditions as to prevent undue or improper advantage being taken of their liberality in offering farming land at a low rate. Every purchaser must become an actual settler. This simple condition drives out of the field a host of speculators who hitherto enriched themselves at the expense of the country, retarding its progress, and leaving its resources undeveloped.

The Provincial Government have recently opened Seven Great Lines of Road in Upper Canada, and Five in Lower Canada, and laid out for settlement the lands through which these roads pass. The roads in Upper Canada are styled, 1st. "The Ottawa and Opeongo Road." This road runs East and West, and will eventually be 171 miles in length, and connect the Ottawa River with Lake Huron; about 62 miles are now finished, and 235 settlers already located thereon. 2nd. "The Addington Road," running North and South, 61 miles long, and starting from the settlements in the county of Addington until it intersects the Opeongo Road: the number of settlers on this road is 178. 3rd. "The Hastings Road," running nearly parallel to the Addington Road, 68 miles long, and connecting the county of Hastings with the Ottawa and Opeongo Road: there are 306 settlers on this road. 4th. "The Bobcaygeon Road," running, from Bobcaygeon, between the counties of Peterborough and Victoria, north, and intended to be continued to Lake Nipissing; 36 miles are already completed, and there are 168 settlers on the line; the number of the family of each settler, on the above roads, averages about 4. 5th. "The Frontenac and Madawaska Road," of which 33 miles are completed. 6th. "The Muskoka Road," of which 21 miles are completed; this road runs from the head of the navigation of Lake Couchiching to the Grand Falls of Muskoka, where it will intersect the road called Peterson's Line, which will eventually meet the Ottawa and Opeongo Road now gradually opening westwardly, and by it the intending settler, arriving at Toronto, can, in one day's journey from that city, reach the very centre of the country. 7th "The Sault Ste. Marie Road," intended to run from Sault Ste. Marie to Goulais Bay, and of which 4 miles are already completed.

The Five Roads in Lower Canada are:—

The Elgin Road, in the County of L'Islet, about 35 miles long, from St. Jean Port Joli to the Provincial line ;

The Matane and Cap Chat ;

The Taché Road, from Buckland, in the County of Bellechasse, to Kempt Road, in Rimouski—about 200 miles ;

The Temiscouata Road, from River du Loup to Lake Temiscouata ;
and

The Kempt Road, from Metis to Restigouche.

In order to facilitate the settlement of these parts of Canada, the Government has authorised FREE GRANTS of land along these roads, — not exceeding, in each case, 100 acres, and obtainable upon the following conditions :—

1st.—That the Settler be Eighteen years of age.

2nd.—That he take possession of the land allotted to him within one month.

3rd.—That he put into a state of cultivation 12 acres of land in the course of four years.

4th.—That he build a log-house, 20 by 18 feet, and reside on the lot until the foregoing conditions are fulfilled.

Families may reside on a single lot, and the several members having land allotted to them will be exempt from building and residence upon each individual lot. The non-fulfilment of those conditions will cause the immediate loss of the land, which will be sold or given to another. The lands thus opened up, and gratuitously offered by the Government for settlement, are chiefly of excellent quality, and well adapted, in respect of soil and climate, to all the purposes of husbandry.

The Reports of the resident agents on these roads for the past year convey the most favorable accounts of the prosperity of the Settlers thereon, and of the large amount of produce they have raised on the newly-cleared lands.

In addition to the Free Grants along the lines of road which are before described, the Government have at their disposal several million acres, which may be purchased by persons intending to become actual settlers, at prices varying from One Shilling to Five Shilling per acre. — (10d. to 4s. sterling.) — It may also be stated here, that other lines of road, have been made, or are in course of construction, in different parts of the Province viz :—

In Upper Canada:—

The Collingwood and Meaford Road.....	20 miles.
“ Elzivir and Kaladar Road.....	14
“ Elma Road.....	7 $\frac{1}{2}$
“ Elma and Mornington Road	11 $\frac{3}{4}$
“ Peterson’s Line	31
“ Addington and Renfrew Road.....	17 $\frac{3}{4}$
“ Victoria Road.....	6
“ Bobcaygeon and Emily.....	3

In Lower Canada:—

- Fort Coulonge Road, from the Township of Low, in the County of Ottawa, to Fort Coulonge, in Pontiac ;
 The River Desert Road, from Hull to the Township of Madawaska ;
 The Kenogami Road, from Chicoutimi to Lake St. John, Saguenay ;
 The Rivière Noire Road, from Callières to Escoumins ;
 The Megantic Road, in the County of Wolfe ;
 The Lambton Road, in Beauce County ;
 The Glenlloyd Road, in the Counties of Beauce and Megantic.

In the Eastern Townships:—

There remains a large tract, nearly 2,000,000 of acres of land, yet for sale. It is intended to open it up, and render it available to settlers, by Colonization Roads. This district is well-known for its agricultural capabilities of all kinds, and especially as a grazing and dairy country ; it is also abundantly provided with water-power for manufacturing purposes. The population consists, more than any other portion of equal extent in Lower Canada, of English, Scotch, and Irish—and a large and thriving settlement of Norwegians has recently been formed therein. The mineral riches of the Townships, especially in copper, are well ascertained, and several mines are now being profitably worked.

The whole district is accessible, all the year round, by railway or steam-boat accommodation, and has ready communication with the markets of Quebec, Montreal, Portland, Boston, and New York.

 THE CLIMATE OF CANADA.

11. The most erroneous opinions have prevailed abroad respecting the climate of Canada. The so-called rigour of Canadian winters is often advanced as a serious objection to the country by many who have not the courage to encounter them, who prefer sleet and fog to brilliant skies and

bracing cold, and who have yet to learn the value and extent of the blessings conferred upon Canada by her world-renowned "snows."

It will scarcely be believed by many who shudder at the idea of the thermometer falling to zero, that the gradual annual diminution in the fall of snow, in certain localities, is a subject of lamentation to the farmer in Western Canada. Their desire is for the old-fashioned winters, with sleighing for four months, and spring bursting upon them with marvellous beauty at the beginning of April. A bountiful fall of snow, with hard frost, is equivalent to the construction of the best macadamized roads all over the country. The absence of a sufficient quantity of snow in winter for sleighing, is a calamity as much to be feared and deplored as the want of rain in spring. Happily neither of these deprivations is of frequent occurrence.

The climate of Canada is in some measure exceptional, especially that of the Peninsular portion. The influence of the great Lakes is very strikingly felt in the elevation of winter temperatures and in the reduction of summer heats. East and West of Canada, beyond the influence of the Lakes, as in the middle of the states of New York and Iowa, the greatest extremes prevail,—intense cold in winter, intense heat in summer, and to these features may be added their usual attendant, drought.

Perhaps the popular standard of the adaptation of climate to the purposes of agriculture is more suitable for the present occasion than a reference to monthly and annual means of temperature. Much information is conveyed in the simple narration of facts bearing upon fruit culture. From the head of Lake Ontario, round by the Niagara frontier, and all along the Canadian shores of Lake Erie, the grape and peach grow with luxuriance, and ripen to perfection in the open air, without the slightest artificial aid. The island of Montreal is distinguished everywhere for the fine quality of its apples, and the island of Orleans, below Quebec, is equally celebrated for its plums. Over the whole of Canada the melon and tomato acquire large dimensions, and ripen fully in the open air, the seeds being planted in the soil towards the latter end of April, and the fruit gathered in September. Pumpkins and squashes attain gigantic dimensions; they have exceeded 300 pounds in weight in the neighbourhood of Toronto. Indian corn, hops, and tobacco, are common crops and yield fair returns. Hemp and flax are indigenous plants, and can be cultivated to any extent in many parts of the Province. With a proper expenditure of capital, England could be made quite independent of Russia, or any other country, for her supply of these valuable products.

The most striking illustration of the influence of the great Lakes in ameliorating the climate of Canada, especially of the western peninsula, is to be found in the natural limits to which certain trees are restricted by climate. That valuable wood, the black walnut, for which Canada is so celebrated, ceases to grow north of latitude 41° on the Atlantic coast, but under the influence of the comparatively mild Lake-climate of Peninsular Canada it is found in the greatest profusion, and of the largest dimensions, as far north as latitude 43° .

TABLE of Mean Monthly and Annual Temperature at Toronto, Canada West, from 1840 to 1859, taken from the Records of the Provincial Magnetic Observatory, by Professor Kingston.

		MONTHS.												Mean Annual.
		Jan.	Feb.	March.	April.	May.	June.	July.	August.	Sep.	October.	Nov.	Dec.	
1840 } 1859 }		○ 23.72	○ 22.83	○ 30.07	○ 41.00	○ 51.38	○ 61.27	○ 67.06	○ 66.12	○ 57.98	○ 45.27	○ 36.65	○ 25.97	○ 44.11

MEAN Monthly and Annual Fall of Rain at Toronto, from 1840 to 1859.

		MONTHS.												Mean Annual.
		Jan.	Feb.	March.	April.	May.	June.	July.	August.	Sep.	October.	Nov.	Dec.	
		In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.
1840 } 1859 }		1.480	1.043	1.553	2.492	3.305	3.198	3.400	2.927	4.099	2.557	3.109	1.606	30.859

Dr. Lillie, in his Essay on Canada, remarks, that "Professor Hind holds the climate of Canada West to be superior to those portions of the United States lying north of the 41st parallel of latitude, in mildness—in adaptation to the growth of cereals—in the uniformity of the distribution of rain over the agricultural months—in the humidity of the atmosphere—in comparative indemnity from spring frosts and summer droughts—in a very favorable distribution of clear and cloudy days for the purposes of agriculture—and in the distribution of rain over many days—as, also, in its salubrity. In the following points he regards it as differing favorably from that of Great Britain and Ireland, viz:—in high summer means of temperature—in its comparative dryness—and in the serenity of the sky."

ROUTES THROUGH THE PROVINCE TO ANY PART OF CANADA AND
THE NORTHERN STATES OF THE AMERICAN UNION.

12. The following brief enumeration of the means of communication between Liverpool and Quebec, and between Quebec and any part of Canada, or the Northern, Middle, and Western States of the American Union, will serve to convey some idea of the combined facilities which the completion of the Grand Trunk Railway of Canada, the Great Western Railway, and the unequalled system of Canadian Ship Canals, confer upon Emigrants in their progress through and in the northern part of the American Continent.

An emigrant starts in a sailing vessel or a steamer, from Liverpool or any other European port for Quebec. In a fortnight or a month, according to the mode of conveyance he adopts, he lands in Quebec. He may then proceed by railroad or steamer to Toronto in Upper Canada, or to any intermediate locality; from Toronto he may pass northward, a distance of ninety-four miles, by the Northern Railway to Collingwood, on Lake Huron, and then by steamer to Chicago and the Far West; or he may go by the Grand Trunk Railway or the Great Western Railway of Canada to Detroit, in the State of Michigan, and thence by rail to any part of the Western Union; or he may proceed by rail, or by rail and steamer, from Toronto to Goderich, or from Toronto to Buffalo, and thence by rail to any part of the Eastern or Southern States, or by steamer and rail to Ohio and contiguous States, or west by steamer or rail to Chicago and the Far West. A Table of routes and distances is given at the end of this Pamphlet.

In cases where expedition is required, the traveller may proceed from Portland, in the State of Maine, where the *Great Eastern* steamer is to land her cargoes, and where, for the present, is seated the Atlantic Terminus of the Grand Trunk Railway of Canada, and reach Toronto, in Upper Canada, by rail through Montreal, in twenty-five to twenty-six hours. And now that the wonder of the world, the Victoria Bridge across the St. Lawrence, is completed, the distance between the Atlantic at Portland, and Toronto, in the heart of the Lake Country, a distance not less than 625 miles, is often accomplished in twenty-two hours. Once on the Lakes, magnificent steamers, unrivalled, even in Europe, for size, speed and equipment, traverse hourly these great inland waters; and the choice of routes, either by water or land, is almost everywhere now presented to the traveller. Such is the unparalleled system of railway and steam communication which brings, through Canadian waters or over

Canadian territory, the great Far-West of the United States within sixteen days' travel of Liverpool, London, Antwerp or Paris. The importance and value of these routes are best estimated by the fact, that over them, as preferable to all others, now pass the mails from Germany, Belgium, France, and Britain, and the United States, under arrangements with the Canadian government.

The Emigrant who desires speed, comfort and freedom from exactions, should endeavour to reach the Port of Quebec, wherever may be his destination in North America, whether it be in the United States of America or in Canada. The success of "the Canadian" steamers between Liverpool and Quebec, has established the superiority of this over every other route. Vessels sailing to Quebec are under rigid regulations for the protection and comfort of all passengers; and, once in Quebec, the emigrant, in his long journey westward over Canadian routes, is under the strong protection of the Canadian government, which saves him from extortion and pillage, and the cost of travelling long distances does not in any case exceed three farthings a mile in Canadian steamers or over Canadian railways. From Quebec, by one or other of the routes to which attention has been directed, he can with more speed, safety and comfort reach his future home in the United States or in Canada, than if he had landed in New York or in Boston, or any other part of the United States of America.

TRADE AND REVENUE.

13. The general Revenue of the Province is derived from customs, government land sales, revenue from public works and minor sources of income; government or provincial taxation never reaches the Canadian in a direct manner, and if he choose to limit his wants to the simple necessaries of life, and clothe himself, as tens of thousands do, in homespun, — the stamp of domestic industry and frugality — indirect taxation will only meet him in the articles of tea or coffee, each of which cost about one-half as much as they do in Britain. The only taxes he is called upon to pay he has the opportunity of voting for or against; his opinion, in other words, is taken as to whether the tax is just or necessary. Such taxes are for school purposes, road-making and bridge-building in the township in which he lives, and by which he benefits to a degree often one hundred-fold greater than the amount of money or labour he is required to contribute.

The Commerce of a producing country like Canada, drawing its wealth from its Agriculture, Forests, Mines and Seas, is fairly represented by statistical tables of exports and imports. The following tables, compiled from official returns, will show the direction in which the industry of the Province exerts itself. The exports for 1858 and 1859 are thus classified :—

	1858.	1859.
	<i>Currency.</i>	<i>Currency.</i>
Agricultural Products	£1,976,100	1,834,949
Produce of the Forest.....	2,361,932	2,415,990
Animals and their Products.....	615,691	947,376
Manufactures	81,344	121,808
Produce of the Sea.....	179,574	204,356
Produce of the Mine.....	78,706	117,128
Other Articles.....	28,134	27,683
	<hr/>	<hr/>
	£5,225,781	5,670,203
Estimated short returns from Inland Ports...	360,761	416,151
In addition to these items, we have the value of Ships built at Quebec, amounting to....	185,910	105,391
	<hr/>	<hr/>
Giving a Grand Total of Exports of.....	£5,772,452	6,191,745

The Tonnage employed in the transatlantic commerce of Canada, and with the Sister Provinces, amounted, in 1855, to 419,553 tons; and in 1859, to 641,652 inwards; and in 1855, to 451,241 tons; and in 1859, to 640,561 tons outwards

The following Statement shews the number and tonnage of Canadian and American vessels, distinguishing Steamers from Sailing craft, employed in the carrying trade, and passing through the canals of the Province :—

	<i>No.</i>	<i>Tons.</i>		<i>No.</i>	<i>Tons.</i>
Canadian Sail,.....	633	66,903	}	751	74,715
Canadian Steam,...	88	7,812			
American Sail,	553	98,753	}	588	106,844
American Steam,...	35	8,091			
				<hr/>	<hr/>
Total.....				1,339	181,559

The following is a Comparative Statistical View of the Commerce of Canada, exhibiting the Value of Exports to, and Imports from, Great Britain, her Colonies, and Foreign Countries, during the years 1858 and 1859 :—

	<i>Value of Exports.</i>		<i>Value of Imports.</i>	
	1858.	1859.	1858.	1859.
Great Britain.....	£2,224,653	1,994,189	3,073,872	3,696,521
North American Colonies	240,107	210,119	103,844	95,439
British West Indies.....	.....	1,756	.....	133
United States of America	2,982,523	3,480,579	3,908,895	4,398,229
Other Foreign Countries.	60,108	88,952	183,021	198,468
Total.....*	£5,507,391	5,778,095	7,269,632	8,388,790

CANADA AS A FIELD FOR REMUNERATIVE INDUSTRY.

14. The motto of the Capital of Canada is "Industry, Intelligence and Integrity," and her emblem is the Beaver. These three qualifications are required by all who desire to make speedy and honorable progress in life, and when possessed and exercised they can not fail, humanly speaking, to command success in Canada. There are no monopolies, exclusive privileges, or great and impassable gulfs between grades of society, such as exist in Britain, to check or arrest the progress of the honest and industrious man.

Many of the wealthy and respected people in Canada, landed in her territory without a friend to receive them, or a shilling to provide for the wants of the morrow; and there are thousands of new arrivals who throng the quays of Quebec during the spring and summer months, to whom the future seems doubtful and dark, but who will most assuredly find themselves a few years afterwards, enjoying the luxury of well-earned independence, with ample and increasing provision for declining years or a growing family.

Canada offers a market for the produce of the world; and, in the bold stride which she is making for greatness, she challenges competition and rivalry in its commerce. Every necessary and luxury of life, to be obtained in Europe or elsewhere, is procurable in the Province.

* Pounds Currency when multiplied by four are converted into American Dollars.

AVERAGE WAGES in CANADA, in Sterling, prepared to 1st February, 1860.

CALLING.	EASTERN LOWER CANADA.		WESTERN UPPER CANADA.		REMARKS.
	Per Day. Without Board.	Per Month. With Board.	Per Day. Without Board.	Per Month. With Board.	
Bookbinders and Printers	4s.	4s. 6d.	Compositors most commonly engaged by piece work.
Blacksmiths	4s.	5s. to 5s. 6d.	Generally engaged by the year, at the rate per month,
Bread and Biscuit Makers	4s.	40s. to 60s.	4s. to 6s. 3d.	40s. to 60s.	
Butchers	4s.	40s. to 60s.	4s. to 4s. 6d.	40s. to 60s.	Generally by contract per 1000.
Brickmakers	3s.	.....	3s. 6d. to 5s.	.....
Bricklayers and Masons	4s. 6d. to 5s. 6d.	6s.	Cabinetmakers, though requiring more skill than Carpenters, are not generally paid higher wages, because of the lesser demand for them.
Carpenters and Joiners	4s. to 4s. 6d.	.....	6s.	.....
Cabinetmakers	4s. to 4s. 6d.	.....	6s.	.....
Coopers	3s.	.....	5s.	.....
Carters, with Horse and Cart	7s. 6d. to 8s.	10s.	Only employed by the day on pressing occasions, when high wages prevail.
Coachmen and Grooms . . . . .	.....	30s. to 45s.	.....	50s. to 60s.
Cooks (Women) . . . . .	.....	15s. to 20s.	.....	20s. to 25s.
Dairy Women . . . . .	.....	12s. to 15s.	.....	15s. to 17s. 6d.
Dressmakers and Milliners	1s. 6d. with Board.	16s. to 17s. 6d.	2s. 6d. to 3s.	.....
Farm Laborers . . . . .	.....	40s. to 60s.	.....	32s. to 60s.
Common do.	2s. to 4s.	.....	2s. 6d. to 4s.	.....

AVERAGE WAGES in CANADA—Continued.

CALLING.	EASTERN LOWER CANADA.		WESTERN UPPER CANADA.		REMARKS.
	Per Day. Without Board.	Per Month. With Board.	Per Day. Without Board.	Per Month. With Board.	
Gardeners		40s. to 50s.	4s. to 5s.		Commonly remunerated with share of profits.
Millwrights and Machinists ..	6s.		5s. to 6s. 3d.		
Millers		60s. to 80s.	5s.	60s. to 90s.	
Painters and Glaziers	4s. 6d. to 5s. 6d.		5s. to 6s.		Commonly employed on piece work.
Plasterers	4s. 6d. to 5s. 6d.		5s. to 6s. 6d.		
Plumbers	5s. to 6s.		5s. to 6s.		
Quarrymen	3s. to 4s.		2s. 6d. to 3s. 6d.		
Ropemakers	3s. 9d. to 4s. 6d.		4s.		
Shoemakers	3s. 9d. to 4s. 6d.		4s. to 5s.		
Sawyers	4s.				
Shipwrights and Boatbuilders.	3s. 6d. to 4s. 6d.		4s. to 5s.		
Stone Cutters	5s. 6d.		5s. to 6s.		
Saddlers and Harnessmakers .					
Sailmakers	4s.		4s. to 5s.		Very little employment.
Servants, Male		35s. to 45s.		35s. to 45s.	
Do, Female		12s. 6d. to 16s.		12s. 6d. to 17s. 6d.	
Slaters and Shinglers	4s. 6d. to 5s. 6d.		4s. 6d. to 5s. 6d.		Very few employed.
Tanners and Curriers	3s. 6d. to 5s.		3s. 6d. to 5s.		
Tailors	3s. 6d. to 4s.		3s. 6d. to 4s. 6d.		
Tinsmiths, Braziers, &c.	5s. 6d.		4s. to 5s.		
Wheelwrights	3s. 6d. to 4s.		4s. to 5s.		
Whitesmiths	5s. to 5s. 6d.		5s. to 5s. 6d.		

It may however be remarked, that at present the country offers but little inducement to mechanics and labourers, unless possessed of sufficient means to establish themselves in the villages or country towns. The emigration to Canada should consist of persons desirous of settling on land.

LAND REGULATIONS.

In addition to the Free Grants, Government Lands are sold on the following terms:—

Lands are sold either *en bloc*, or in single lots, of 100 acres, to actual settlers.

Lands *en bloc* are sold in quantities varying from 40,000 to 60,000 acres, at 50 cents (about 2s. sterling) per acre, cash, in Upper Canada; and in Lower Canada, at from 18 cents and upwards, according to situation; on condition that the purchaser cause the block to be surveyed into lots of from 100 to 200 acres each, on a plan and in a manner to be approved by the Government; and that one-third of the block be settled upon within two years from the time of sale—one-third more within seven years—and the residue within 10 years from time of sale.

This requirement will be dispensed with as to any portion of the land which at the last-mentioned period, is found to be unfit for settlement.

The settlers must have resided on their lots for two years continuously, and have cleared and cultivated ten acres of every 100 acres occupied by them before they can get absolute titles.

Lands are surveyed by the Government into lots varying from 100 to 200 acres, and these are sold to actual settlers at 70 cents an acre (about 2s. 10½d. sterling,) cash, or one dollar, (about 4s. sterling,) in Upper Canada; and 10d. sterling, or twenty cents and upwards, in Lower Canada, according to situation; one-fifth being paid down, and the balances, by annual instalments with interest.

Absolute titles will be given to the purchaser on payment in full of the price, and on his having resided at least two years on his lot, and cleared and had under cultivation ten acres of every 100 acres occupied by him.

Free grants of 100 acres each are made on Government Roads to actual settlers. These Roads are marked on Maps, just issued by the government, in red.

Townships for sale *en bloc* are marked in deep red on the Government Map.

REQUIRED OUTFIT.

The following is a careful estimate of the quantity and cost of provisions required for 12 months, for a man and his wife, and three young children—and also a list of articles required by Settlers going into the Bush. The prices are attached at which they can be purchased at the Villages near the Settlements. The total capital required is about £58 currency or £47 sterling, although very many have succeeded, and are now independent who had not £10 in the world upon their first settlement.

PROVISIONS NECESSARY FOR A FAMILY OF FIVE, SAY FOR ONE YEAR.

8 barrels of Flour, at £1 15s. per barrel.....	£14	0	0
2 “ of Pork, at £3 15s. “	7	10	0
80 bushels of Potatoes, at 2s. per bushel.....	8	0	0
30 lbs. of Tea, at 2s. 6d. per lb.....	3	15	0
1 barrel of Herrings	2	0	0
$\frac{1}{2}$ “ of Salt	0	7	6
Cost of Provisions	£35	12	6

SEED.

20 bushels of Potatoes, at 2s. per bushel.....	£2	0	0
3 “ of Wheat, at 7s. 6d. “	1	2	6
10 “ of Oats, at 2s. “ “	1	0	0
Cost of Seed	£4	2	6

OTHER NECESSARIES.

1 Axe.....	£0	8	9
1 Grindstone	0	7	6
1 Shovel.....	0	1	10
2 Hoes, at 3s. 6d. each.....	0	7	0
3 Reaping-hooks, at 1s. 6d. each	0	4	6
1 Scythe.....	0	5	0
1 Inch Auger.....	0	5	0
1 Inch and a half Auger.....	0	7	6
1 Hand-Saw	0	7	6
2 Water Pails, at 1s. 6d. each	0	3	0
1 Window Sash, and Glazing	0	5	0
1 Bake-Oven	0	5	0
2 Pots, at 5s. each.....	0	10	0
1 Kettle.....	0	5	0
1 Fryingpan.....	0	3	0

Carried over.....£4 5 7

39 15 0

<i>Brought over</i>	£4	5	7	39	15	0
1 Teapot	0	2	6			
6 Small Tin Vessels, at 4d. each	0	2	0			
3 Large Tin Dishes, at 2s. 6d. each...	0	7	6			
6 Spoons, at 2d. each	0	1	0			
6 Knives and Forks	0	5	0			
3 Pairs of Blankets, at £1 5s. per pair .	3	15	0			
2 Rugs for Quilts, at 2s. 6d. each	0	5	0			
2 pairs of Sheets, at 3s. per pair	0	6	0			
1 Smoothing Iron	0	2	6			
1 Pig	0	15	0			
		£10	7	1		

Total	£50	2	1			
Add, one Cow	5	0	0			
Hay for do., 1st. year.....	3	0	0			
		£58	2	1	Currency.	
		Or £47	0	0	Sterling.	

1 8 5 9 .

ROUTES, DISTANCES and RATES of PASSAGES by RAILWAY and STEAMER, from Quebec to all parts of Canada and the United States. By Grand Trunk Railway, daily, from Point Levy, or by the Mail Steamer every afternoon at 4 o'clock, transhipping at Montreal to through line of Steamers to all Ports on the St. Lawrence and Lake Ontario.

PLACES.	Miles from Quebec.	FARE BY G. T. RAILWAY OR STEAMER.		REMARKS.
CANADA.		Stg.	\$ Cts.	
Barrie	565	26s. 8d.	6 50	By O. S. & H. R. from Toronto.
Belleville	388	14s. 4d.	3 50	" G. T. R. do. do.
Brockville.....	298	12s. 4d.	3 00	" do or steamer.
Brighton	410	16s. 6d.	4 00	" do. do.
Brampton	522	22s. 6d.	5 50	" do from Toronto.
Berlin	562	25s.	6 25	" do. do.
Bradford.....	544	24s.	6 00	" Railway do.

ROUTES, DISTANCES, AND RATES OF PASSAGES, &c. &c.—Continued.

PLACES.	Miles from Quebec.	FARE BY G. T. RAILWAY OR STEAMER.		REMARKS.
		Stg.	\$ Cts.	
CANADA.				
Bowmanville or Darling- ton.....	457	18s.	4 50	" G. T. R.
Chatham	679	28s.	7 00	" G. W. R. from Hamilton.
COBOURG.....	431	18s.	4 50	" G. T. R. or steamer.
COLLINGWOOD	593	28s.	7 00	" O. S. & H. R. from Toronto.
Cornwall	236	10s.	2 50	" G. T. R.
Colborne	417	17s.	4 25	" do.
Gananoque	323	14s.	3 50	" G. T. R. or steamer.
Guelph.....	550	24s.	6 00	" do. do.
Galt.....	570	23s.	5 75	From Hamilton by G. W. R., via Harrisburg.
HAMILTON.....	539	20s.	5 00	By steamer or G. T. R.
Hamburg	576	26s.	6 50	" G. T. R. from Toronto.
KINGSTON.....	340	15s.	3 75	" G. T. R. or steamer.
LONDON	615	27s.	6 75	" G. W. R. from Hamilton.
Lennoxville, E. T.....	123	11s. 3d.	2 75	" G. T. R. via Richmond, E. T.
MONTREAL.....	168	4s. 2d.	1 00	" do.
Niagara	537	22s.	5 50	From Toronto by steamer.
Napanee	367	16s.	4 00	By G. T. R.
Newmarket.....	542	24s.	6 00	" O. S. & H. R. from Toronto.
OTTAWA CITY, (Byt)	335	14s.	3 50	" P. & O. R. from Prescott.
Oshawa	467	18s.	4 50	" G. T. R. or steamer.
Owen Sound.....	636	29s.	7 25	" O. S. & H. R. from Toronto.
Oakville.....	518	20s.	5 00	" Steamer or G. T. R.
Prescott.....	281	12s.	3 00	" do. do.
Paris	565	23s.	5 75	" G. W. from Hamilton.
Perth	386	13s.	3 25	By Brockville & Ottawa, R. R.
PORT HOPE.....	437	18s.	4 50	" G. T. R. or steamer.
Peterborough.....	459	22s.	5 50	" C. & P. R. from Cobourg, or P. H. & L. R. from Port Hope.
Richmond, E. T.....	96	4s.	1 00	" G. T. R.
Sherbrooke, E. T.....	123	8s.	2 00	" do.
St. Catharines.....	560	22s.	5 50	From Hamilton by G. W. R.
Stratford.....	589	26s.	6 50	By G. T. from Toronto.
TORONTO.....	500	20s.	5 00	" G. T. R. or steamer.
Trenton	400	15s.	3 75	" G. T. R.
Whitby	471	19s.	4 75	" G. T. or steamer.
Woodstock	587	26s.	6 38	" G. W. R. from Hamilton.
Williamsburg	260	11s.	2 75	" G. T. R. or steamer.
Windsor	631	28s. 6d.	7 12½	" G. W. R. from Hamilton.
St. Andrews, N. Bruns..	629	36s.	9 00	{ G. T. R. to Portland & thence by steamer.
St. Johns, N. Bruns....	676	40s.	10 00	}

ROUTES, DISTANCES and RATES OF PASSAGES, &c., &c.—Continued

PLACES.	Miles from Quebec.	FARE BY G. T. RAILWAY OR STEAMER.		REMARKS.
		Stg.	\$ Cts.	
UNITED STATES.				
Albany (New York)	436	20s.	5 00	By R. and Steamer from Montreal.
Buffalo do.	573	24s.	6 00	" do. do. do.
Boston (Massachusetts) . .	423	26s.	6 50	" G. T. R.
Burlington (New York) . . .	270	12s.	3 00	" Railway from Montreal.
Cape Vincent do.	359	12s.	3 00	" Steamer from Kingston or Ogdensburg.
Chicago	1007	36s.	9 00	" G. T. R. from Hamilton.
Chicago	1247	34s.	8 50	Via Collingwood.
Cleveland (Ohio)	756	33s.	8 25	" Steamer and R. from Buffalo.
Cincinnati do.	1011	43s.	10 75	" Railway from Cleveland.
Columbus do.	891	40s.	10 00	" do. do.
Detroit (Michigan)	724	28s.	7 00	" do. Hamilton.
Galena (Illinois)	1179	52s.	13 00	" do. do. and Chicago.
Green Bay do.	1094	36s.	9 00	" Toronto and Collingwood.
Louisville (Kentucky)	1153	47s.	11 75	" R. from Cleveland & Cincinnati.
Lawrence (Mass.)	380	25s.	6 25	" Grand Trunk Railway.
Milwaukie	1092	40s.	10 25	" G. W. R. via Chicago.
Milwaukie (Wisconsin)	1162	34s.	8 50	" Toronto and Collingwood.
Manitowoc	1078	36s.	9 00	" do. do. do.
New York, City	576	24s.	6 00	" R. and Steamer from Montreal.
Ogdensburg (New York)	282	12s.	3 00	" Ferry-Boat from Prescott.
Oswego do.	456	16s.	4 00	" Steamer from Kingston or Ogdensburg.
Portland (Maine)	316	22s.	5 50	" G. T. R.
Pittsburg (Pennsylvania)	896	41s.	10 25	" Railway from Cleveland.
Rochester (New York)	491	19s.	4 75	" Steamer from Montreal or Ogdensburg or Kingston.
Sandusky (Ohio)	816	41s.	10 25	" do. from Buffalo.
Sheboygan (Wisconsin)	1100	36s.	9 00	" O. S. & H. R. and Steamer from Collingwood.
St. Louis (Missouri)	1292	51s.	12 75	" R. from Hamilton via Chicago.
Toledo (Ohio)	869	35s.	8 75	" Steamer from Buffalo.
Troy (New York)	430	20s.	5 00	" Railway from Montreal.

Throughout these passages, Children under twelve years of age are charged half-price, and those under three years are free.

The Emigrant Agents at Quebec, Montreal, Ottawa, Toronto and Hamilton, will furnish immigrants with the best information as to routes, distances, rates of conveyance, crown and other lands for sale; and also point out those localities which offer the best prospect of employment.

EXPLANATION OF THE REMARKS IN THE TARIFF.

- G. T. R.—Grand Trunk Railway; Quebec.
 O. S. & H. R.—Ontario, Simcoe, and Huron Railway; Toronto.
 G. W. R.—Great Western Railway; Toronto.
 C. & P. R.—Cobourg and Peterborough Railway; Cobourg.
 P. H. & L. R.—Port Hope and Lindsay Railway; Port Hope.
 P. & O. R.—Prescott and Ottawa Railway; Prescott.
 E. T.—Eastern Townships; Lower Canada.

Through Tickets can be obtained on application at this Office.

A. C. BUCHANAN,

H.M. Chief Emigration Officer.

GOVERNMENT EMIGRATION OFFICE,
 Quebec, March, 1860.

 VALUE OF ENGLISH COIN THROUGHOUT CANADA.

1 Sovereign	£1	4	4	.....	\$4.85
1 Crown	0	6	1	.....	1.20
1 Shilling	0	1	3	.....	0.24

 PROTECTION TO EMIGRANTS.

The Imperial and Provincial Passenger Acts provide, as far as possible, against frauds and imposition, any instance of which should at once be made known to the nearest Emigrant Agent. "The Colonization Circular," published, yearly, by Authority, at Park street, Westminster, contains the regulations, dietary scales, &c., required by the Imperial Passengers' Act.

The Provincial Passengers' Act provides that Emigrants may remain and keep their baggage on board forty-eight hours after the vessel's arrival in harbour, and imposes a penalty on the master who compels passengers to leave before—that they shall be landed free of expense, and at proper hours—that no person, without a license, shall influence passengers in favor of any particular steamboat, railroad, or tavern—that tavern-keepers

shall have posted, in some conspicuous place, a list of prices to be charged for board, lodging, &c., and they will not be allowed to have any lien upon the effects of a passenger, for board and lodging, beyond five dollars—about one pound, sterling.

The personal effects of Emigrants are not liable to duty.

N O T E .

Some very valuable details about the choice of a ship,—what articles of furniture, clothing, implements, &c., should, and should *not*, be brought by intending settlers,—preparations for the voyage,—outfit,—&c., &c.—Description of the Free Grants will be found in the “CANADIAN SETTLER’S GUIDE,”—a book also published under the sanction of the Bureau of Agriculture. The first part of this book may be purchased of all booksellers in Canada, and of STANFORD, 6, CHARING CROSS, LONDON. Price Two Shillings and Sixpence, post free. Part the second is more adapted for circulation in Canada.

LOVELL’S CANADA DIRECTORY.

A Local and Personal Directory of Canada ; containing a vast amount of valuable information as to Routes, Agricultural, Financial, and Educational Statistics, &c., &c.

It can be had at ALGAR & STREET’S, 11 Clement’s Lane, Lombard-street, London ; MILLER’S, Stationer, 122 Ingram street, corner of Hanover-street, Glasgow ; OLDHAM’S, Grafton-street, Dublin ; the CANADIAN GOVERNMENT EMIGRATION OFFICE, Weaver’s Buildings, Brunswick-street, Liverpool. The work contains a very valuable Map of the whole Province. Price : Ten Shillings.

CANADA and ILLINOIS!!

CAIRD’S

ERRONEOUS VIEWS OF CANADA,

ANSWERED AND REFUTED.

THIS Pamphlet may be had, gratuitously, upon personal application at the CANADA GOVERNMENT EMIGRATION OFFICE, Weaver’s Buildings, Brunswick-street, Liverpool ; or it will be sent by Post upon the receipt of the requisite number of stamps.