

ALLAN LINE TO CANADA



HANDBOOK OF INFORMATION.
EVERY INTENDING EMIGRANT TO CANADA OR THE
UNITED STATES, SHOULD READ THIS BOOK.



"VICTORIAN" AND "VIRGINIAN" TURBINE TRIPLE-SCREW, 12,000 TONS EACH.

CANADA.

The Call of the West.



Some idea of the size of the Dominion of Canada may be obtained from the fact that it is about thirty times larger than the British Isles. It is greater than the United States, and its area is only a little less than the whole of Europe. From the Atlantic to the Pacific, and from the Great Lakes on the south to the Arctic Ocean on the north, spreads out this land of teeming opportunities, and though capable of sustaining 100,000,000 people, is inhabited, at present, by fewer than 6,000,000 souls, a population less than London. It is, therefore, possessed of unlimited potentialities, and only awaiting the labour of strong healthy Englishmen and Englishwomen to carve out for it a mighty future.

In the course of twelve months nearly 100,000 Britons entered this land of golden promise. Within the past few years the British immigration has grown nearly five-fold, a most significant piece of evidence of the favourable reports from those who have settled there.

Unlimited Resources.

There are millions of acres of arable land ; its forests, which extend over thousands of square miles, are the finest in the world. With coal fields and valuable minerals it is richly endowed ; whilst in its cheap inter-communication by water, Canada can scarcely be equalled.

Social Advances.

One of the noticeable features of the social life of Canada is that while there is no feudal nobility, those traditions which give the genial character to English society have been carefully preserved. The farmer and the agriculturist are their own masters, possessing their own farms, and at liberty to follow their desires. This holding of land produces a fine spirit of independence in the settler, which is not to be found in the older countries. In Canada, caste, or class distinction does not exist, and the fact that a man performs manual labour does not detract from his social dignity. Numerous societies, farmers' institutes and other organizations which bring people together exist in many parts of the country, so that there are ample opportunities for friendly gatherings and interchange of news and ideas. It is often thought that the settler in Canada, unless he is accompanied by others, is doomed to a solitary existence ; but this is by no means the case.

Splendid Climate.

Naturally, the climate of the country, owing to its vastness, is variable. Generally, Canadian summers are hotter than in Great Britain, and the winters colder. But neither the summer heat nor the winter cold are disadvantages to the inhabitants, or to the productiveness of the land. The warmth of the summer months extends the range of production, in grains from oats and barley to wheat and maize; in fruits, from apples and pears to peaches, grapes, melons, nectarines, and apricots; and in vegetables, from potatoes, turnips, carrots, and cabbages, to the egg plant and tomatoes.

For the most part of the winter season the sky is bright and clear, and the climatic conditions in every way enjoyable. Snow is looked upon by the farmer as beneficial, as it gives him facilities for conveying his produce to markets, and it protects the autumn-sown wheat from frost. The disagreeable damp fogs and raw easterly winds of Great Britain are never experienced in Canada, where a dry, clear, and bracing atmosphere generally prevails.

Shall I Emigrate?

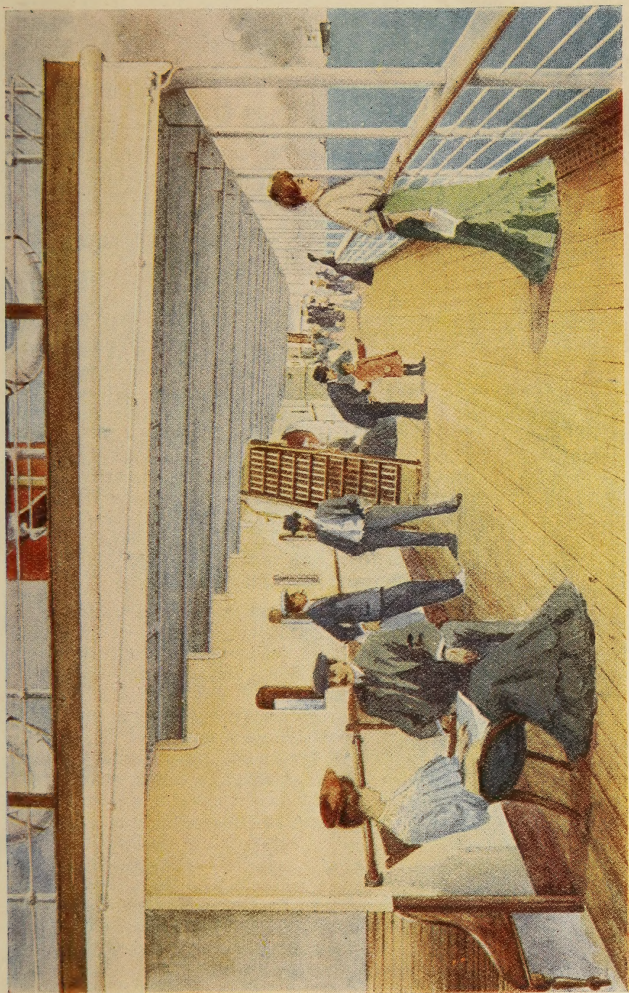
This is a question which is often heard. To those who can find little scope for their abilities in this country, and who perhaps have been crowded from their trade, Canada will be found to open out an immense range of employment. For those who possess capital, the Dominion has unlimited openings. They can either take up free grants of land and, with the aid of their capital, rapidly put the soil into good condition; or, they may purchase existing farms which are always to be found in excellent positions in every province. There are also the mining and manufacturing industries, which are carefully nurtured by the Government, and in these the man with money may use it with great advantage to himself. The country, too, has unbounded charm for those of independent means, and with a settled income an Englishman, who, with his family, takes up residence in any part of the Dominion, will rapidly feel the benefit of the fine bracing climate, and find countless miles of majestic scenery as well as unique opportunities for sport.

Free Land.

A great attraction of Canada lies in the fact that the Government makes Free Grants of fertile prairie land, 160 acres in area, to every head of a family, and every son of a settler on reaching eighteen years of age. Those who take up these grants must, of course, be prepared to go through a period of pioneer work, but if they have in them the Britisher's pluck, they need have no fear that the results of their toil will prove profitable. Once they have put their homestead into useful condition, their future prosperity may be said to be safely assured, and they will have the profound satisfaction of reaping a rich harvest as a reward for their industry.

Married Men's Prospects.

Married people, without children, rarely lack work, for the husband may obtain a position on a farm and his wife assist in the household duties. After a year or two he should have no difficulty, if he has been painstaking and eager to learn, in obtaining employment as



PROMENADE DECK.

manager on a farm. In such a case the owner either pays him a regular wage, or gives him a share of the crop, and with reasonable care he would be able to save sufficient money to take up land and start his homestead.

Learning to Farm. Although young men of some experience are the most sought after, those who are totally ignorant of farming, need not despair of success. The necessary experience can easily be acquired in a few years as a farm labourer, wages ranging from thirty shillings to £2 per month, including board and lodging. As his knowledge increases his wage-earning capacity becomes greater, and eventually he is able to command a good position; or, if he has set aside some of his money, he can take up land on his own account.

There is the alternative of a course at the Agricultural Ontario College, Guelph, where an entrance examination in elementary subjects has to be passed. Candidates must not be less than 16 years of age. There is also a School of Agriculture at Truro, Nova Scotia, with a farm in connection, where pupils can receive a good practical agricultural education.

THE GOVERNMENT EXPERIMENTAL FARMS.—Legislative authority was obtained in 1887 for the establishment of five Government experimental farms in various parts of the Dominion. One has been founded at Ottawa, for Ontario and Quebec; one at Nappan, Nova Scotia, for the Maritime Provinces; one at Brandon, for Manitoba; one at Indian Head, for the North-West Territories; and one at Agassiz, British Columbia; and they have already produced, and are confidently expected to produce still more valuable results for the farming community.

Household Helps and Domestic Servants. So quickly is the land being developed that everywhere there is an increasing demand for male and female farm servants. Women who have good health and are in the prime of life, are largely employed in many ways on most farms, and they can learn so much that is useful that when they marry they make truly real helpmates and their services are of the utmost value. There are, too, innumerable openings for men who understand cattle, horses and sheep, whilst the knowledge possessed by gardeners and market gardeners will be of great assistance to them when seeking work.

Throughout the length and breadth of Canada there is a cry for female help. Everywhere domestic servants are in demand. In farmers' homes several servants undertake the management of the household work, so that a young woman has constant companionship. Her wages vary from 25s. to £2 per month, and as she is treated as if she were one of the family, her life is made pleasant and happy. If she possesses references it is advisable that the applicant for a position should take them with her. Marriage with a neighbouring farmer in most cases quickly follows after a year or two of service. As female domestics are in request throughout the whole year, they can safely go out at any time, but as the situations they secure may be some distance inland they should be provided with sufficient money to cover the cost of travelling.

Work on Railway Construc- tion.

Thousands of miles of new railway are under construction within the region bounded roughly by Winnipeg, Prince Albert, Edmonton, Lethbridge, and Regina. This is being undertaken by the Grand Trunk Pacific, with new branches thrown out in every direction, and the Canadian Northern, which promises a third transprairie railway with many branches. In addition to these great enterprises, other lines are being extended, the whole representing an enormous expenditure. There will, therefore, be no lack of employment, and the settler will have his choice between the farm and the railway.

The Time to Emigrate.

Generally speaking, the best time for all classes to leave home is from the beginning of March, as they then arrive in Canada at the commencement of the spring, when there is a greater demand for labour than at any other season of the year. But, as previously stated, Female Domestic Servants may go out at any time, as they are always sure of employment. Persons with capital may also go out at any time with the certainty of finding profitable investments for their money.

How to Cross the Atlantic.

When the emigrant has decided to make his home in Canada or the United States, the first step is to find out the best way to get there. The "ALLAN ROYAL MAIL LINE," with its regular sailings to Quebec, Montreal, Halifax, St. John, N.B., Boston and Portland, Me., affords exceptional facilities and a splendid choice of route, and the emigrant should go at once to the nearest agent of the "ALLAN" LINE and procure a passage ticket. This can be done by a payment of £1 for each adult, and 10/- for each child, the balance to be paid before the passengers embark, or if desired, the passenger can pay the full amount of fare when securing the berth. If the intending passenger does not reside near an agent, he should send a Post Office Order to the Liverpool Office of the Company, at 19, James Street, or to their London Offices at 103, Leadenhall Street and 5½, Pall Mall. If embarking at Londonderry the remittance should be sent to the Office of the Company at 50, Foyle Street—the P.O. Orders should be made payable to Allan Bros. & Co. U.K. Limited. At the same time the passengers should send the name in full, age last birthday, the date of sailing, the class of berth required, and the destination. A ticket will then be sent by return of post. It is always best for passengers to purchase their tickets before leaving home, as by doing so they secure their berths, and are furnished with the address of a boarding-house Agent, authorised by the Company, who will meet them on arrival at the port of embarkation, provide board and lodging at a fixed moderate charge, attend to the shipment of their baggage, and take care of them generally until they are on board the steamer. The "ALLAN" LINE gives very careful attention to the treatment of emigrants while in Liverpool, and the boarding-house keepers, who are recommended, are responsible to the Company for the proper discharge of their functions.

The passage across the Atlantic to Quebec is the shortest, the average voyage, land to land, being not more than five days. The



SECOND CABIN DINING SALOON, "VICTORIAN."

distance from Liverpool to Quebec via Belle Isle is 2,620 miles, via Cape Race, 2,790 miles. Liverpool to Halifax, 2,454 miles, Liverpool to St. John, N.B., 2,800 miles.

The splendid steamers of the line naturally claim attention, because the history of the "ALLAN" LINE from its inception to the present time has been so closely identified with that of the Great Dominion; it is the link which from the first has maintained a regular and continuous service between the two countries. Commencing in 1822 with the brig "Jean," a volume could be written of the energy and enterprise that has characterised the founders and present owners of the line. About 1830, a large fleet of the clipper type kept up communication between Great Britain and Canada until the year 1853. In that year the Canadian Government concluded a contract with Messrs. Allan which stipulated that the latter should provide a fortnightly mail service between Liverpool, Quebec and Montreal in summer, and Liverpool and Portland, Maine, in winter. This service, supplemented by a large fleet of iron vessels of the highest class, continued for six years, when the contract was extended to make provision for weekly sailings, which have continued to the present day.

During this period knowledge and experience were gained, enabling the company to overcome what were almost insuperable difficulties incidental to the popularising of a pioneer service. For it must be remembered there were, in the now famous and beautiful St. Lawrence route, intricacies of navigation far exceeding those of any other North Atlantic port. But their indomitable perseverance, in the face of most discouraging experiences, successfully overcame all obstacles and enabled them to achieve and maintain the high position they now hold in the maritime world.

Another stage in their progress was reached when, in 1884, they constructed the first steamer—the "Parisian"—with bilge keels. The object of these side keels is to reduce to a minimum the tendency of a vessel to roll, and it is only of recent years that the practice of fitting them to passenger steamers has become general. A still further and important innovation which is now a necessary adjunct to ocean travel, was that of establishing the second saloon, which allows the traveller of moderate means to cross the Atlantic in surroundings equivalent to and generally surpassing the appointments of the better middle-class home, or family hotel.

Still further progress was marked in 1899 when the "Tunisian" was built—the first Canadian mail steamer fitted with twin-screws. She was followed by the "Ionian," and more recently by the "Corsican," "Grampian," and "Hesperian."

While it is certain that the turbine principle of propulsion is the coming maritime motive power, nothing can detract from the fact that the Allan Line were the first to adopt this system by its installation in the "Victorian" and "Virginian" (in 1905), both triple-screw steamers. This was a further proof of their far-seeing policy. They are not bound by any hard and fast traditions, but are always ready to give careful and critical

examination to fresh developments, and if after thorough tests they are found satisfactory, have the courage to adopt them.

The appointment of a Master Steward, with wide experience gained in London and on the Continent, to superintend the "table" on the Allan steamers is an assurance that the high quality, which has ever been a feature of the line, will be maintained. In the culinary department, chefs who have been carefully trained, prepare the various meals, all the latest appliances, such as electric open fire-roasters, silver grills and cold stores, being utilised.

The passenger steamers of the Line, including the "Victorian," "Virginian," "Corsican," "Tunisian," "Grampian" and "Hesperian," are fitted with Signor Marconi's system of wireless telegraphy, an invention which has done so much to add to the traveller's feeling of safety, particularly in foggy weather. By means of this apparatus communication can be made with the land, or with passing steamers, and messages may be received and sent. The "Victorian" and "Virginian" are provided with the long-distance wireless service, with which communication can be made with the ship during the whole of the voyage. These two steamers receive a daily service of the world's latest news, which is printed on board in the form of the "Allan Line Daily News."

The systems of heating and ventilation most conducive to health, have been established on the vessels, both of these having always been regarded as important factors in securing the maximum of comfort. For the same reason, as well as for its safety, electric light has been adopted throughout the fleet.

Luxury of Travel.

The fleet of the Allan Line is continually being strengthened. The two new turbine triple-screw steamers "Victorian" and "Virginian," are of 12,000 tons each, their length being 540 feet. If either of them could be placed in James Street, where the Liverpool Offices of the Line are situated, it would be found that at both ends of the thoroughfare the vessel would project about 50 feet. These steamers exceed in length even the longest portion of St. Paul's Cathedral. For speed they cannot be surpassed, whilst the voyager discovers, as the vessel steams into the broad Atlantic, that there is absolutely no vibration, and an entire absence of noise, two conditions very essential to the comfort of passengers. The twin-screw steamer "Corsican" has just been added to the mail service from Liverpool. She is 516 feet long, with a tonnage of 11,500. This vessel is a larger and faster duplicate of the mail steamer "Tunisian," previously referred to.

The Glasgow service has also been added to by the "Grampian" and "Hesperian," of 10,000 tons each, their length being 502 feet. These are the largest and fastest steamers from Glasgow to Canada, and in conjunction with the "Ionian" and "Pretorian" they maintain a weekly service from Glasgow. The "Grampian" and "Hesperian" carry the three classes of passengers, Saloon, Second Cabin and Steerage, while the "Ionian" and "Pretorian" carry only two classes, Second and Steerage. The Second Cabin in these latter vessels is situated in the best part of the vessel, and includes Promenade Decks, Smoking Rooms, Ladies' Rooms, etc. The



SECOND CABIN SMOKE ROOM.

passengers who occupy the accommodation in the central section are charged slightly higher rates than those in the ordinary accommodation, but all have the same privileges. This arrangement will meet the requirements of those who, while desiring the best the ship affords, are not inclined to pay the higher rates charged in steamers carrying two classes of cabin.

The interior of the vessels resembles, more than anything, a floating hotel of the highest class. The most minute care has been bestowed upon details and no trouble has been spared to make the vessels replete with comfort. The first-class passengers are provided for amidships, where are arranged perfectly heated and ventilated state rooms, furnished and fitted in a sumptuous style. There are elegant and spacious dining, music, and smoke rooms, combined lounge and café, and ladies' boudoir, all decorated in artistic fashion. Everything is thoroughly modern. The large dining room is a model of what such an apartment should be, and this high standard is maintained throughout in the smoke room and music saloon. Retiring and dressing rooms are attached to the bath rooms.

The Allan Line, which instituted the "Second Cabin," has always devoted unremitting attention to their accommodation. This has received innumerable tributes from passengers who have travelled in this class. The dining saloon is an apartment of large dimensions, in which the furniture, upholstery and panelling form a beautiful colour scheme, restful to the eye. In passing, it should be mentioned that the chairs in this saloon are of a most comfortable pattern. Special smoke and music rooms are embraced in the second class accommodation. The lounges and easy chairs, combined with the general arrangement of the rooms, make these apartments delightful. The state rooms are capacious, well-lighted, and ventilated, and fitted with elegant toilette appliances. The bath room facilities are of the most modern pattern.

The accommodation provided by the Allan Line for passengers in the third class favourably compares with that of the second class of some years ago. The Allan Line is famous for the splendid provision it makes for this class of passenger, and the intending settler in Canada, with limited means, may be confidently recommended to procure a ticket by this class. There are splendidly-arranged two, four, six, and eight-berthed rooms; decent lavatory and bath equipment; the smoke room is neat and comfortable; while the reading room is always largely used. From the Bill of Fare, which is shown on another page, it will be seen that there is a great variety in the food, which is of the very best quality, and passengers need not, as in former days, trouble themselves about the necessary bedding and table utensils; these are all provided on board.

What to Take.

The emigrant should take with him as good a supply of strong, warm clothing as he can. Woollen clothing and other kinds of wearing apparel, blankets, house linen, &c., are as a rule cheaper in Great Britain than in Canada. Generally all bedding should be taken and the covers or

ticks of the beds, but not the materials with which they are stuffed, as these would be too bulky and can readily be obtained on arrival. Boots and shoes can be purchased to better advantage in Canada, being better adapted to the climate; the British hob-nailed boots are altogether unsuitable in many parts of the country.

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

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

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

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

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

Luggage. ALL LUGGAGE should be plainly marked with the passenger's name, port of landing, and final destination; it should also be labelled for the class in which the passenger intends to travel. The Company supplies adhesive labels for this purpose, but it is recommended that on rough wood boxes the address should be inked or painted on the wood, while for canvas bags and such like, linen tie labels should be used.

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

On the Steamer the free luggage allowances are:—For First Class Passengers twenty cubic feet per adult, for Second Cabin Passengers twenty cubic feet per adult, and for Third Class Passengers ten cubic feet per adult; children half allowance. Ten cubic feet is equal to a box about 2 ft. 6 in. long, 2 ft. wide and 2 ft. deep. Five cubic feet is equal to 2 ft. 6 in. long and 2 ft. in width and 1 ft. in depth. Luggage in excess of the free allowance is charged at the rate of 1s. per cubic foot for Saloon, 9d. for Second Class, and 6d. Third Class.



SECOND CABIN TWO-BERTH ROOM.

Articles wanted on the voyage should be put into a bag or small box, not exceeding 14 inches in depth, which the passenger will take into the sleeping compartment. Packages required during the voyage should not in any case be more than 14 inches high.

Luggage not wanted on the voyage will be stored in the hold of the vessel. There is no fixed limit for the size of packages not wanted on the voyage, but it is desirable that no piece of luggage should exceed 250 lbs. in weight. Bicycles will be charged 10s. each to the port of landing, and they must be crated.

On the *Canadian and American Railways* the free allowance is 150 lbs. per adult, but the Canadian Pacific Railway Co. make an allowance of 300 lbs. of personal effects to colonist class passengers booking to Manitoba, Alberta, Saskatchewan and British Columbia. Rate for excess is 12 per cent. of the rail fare in Canada and 15 per cent. of the rail fare in United States, per 100 lbs.

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

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

Settlers' Effects viz.:—Wearing apparel, household furniture, books, implements, and tools of trade, occupation, or employment, guns, musical instruments, domestic sewing machines, typewriters, live stock, bicycles, carts and other vehicles, and agricultural implements in use by the settler for at least six months before his removal to Canada, not to include machinery or articles imported for use in any manufacturing establishment, or for sale; also books, pictures, family plate or furniture, personal effects, and heirlooms left by bequest; provided that any dutiable articles entered as settlers' effects may not be so entered unless brought with the settler on his first arrival, and shall not be sold or otherwise disposed of without payment of duty until after twelve months' actual use in Canada; provided also that under regulations made by the Controller of Customs, live stock, when imported into Manitoba or the North-West Territories by intending settlers, shall be free until otherwise ordered by the Governor-in-Council.

Passengers, to their cost, too often neglect the foregoing instructions.

During the Voyage. Passengers should make themselves acquainted with the rules of the ship as soon as possible after embarking. Copies of the rules are hung up in different parts of the ship. Every person is required to be well-behaved and keep himself clean, as this adds much to the

comfort and health of all. Any complaint a passenger has to make should be made to the Captain, who will, if possible, remedy the cause of grievance.

MATRONS ARE APPOINTED FOR THE SECOND CABIN AND THIRD CLASS to attend to the wants of Women and Children during the voyage.

An experienced and *fully qualified* Surgeon is attached to each Steamer, and in case of sickness of any description, medicine and medical attendance is furnished without charge.

The Landing Ports. The Government Authorities and the Railway Agents at Quebec are advised as soon as the Steamships pass Rimouski (about 160 miles from Quebec) and arrangements are made to receive the passengers. The same information is also telegraphed to the Government Agents at Toronto and other Depots in the interior, and by the time the passengers arrive these officials are prepared to give all necessary assistance.

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

Depots or stations for the reception of Emigrants are provided at Quebec, Montreal, Halifax, Toronto, Winnipeg, Brandon, Medicine Hat, Calgary, Vancouver, and Victoria, B.C.

The Allan Line employ SPECIAL CONDUCTORS who meet the Steamers on arrival at the Landing Ports, see that the wants of passengers are properly provided for, give them every assistance, and accompany them on the railway.

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

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

The Dominion Government have agencies at the following places:—Halifax, N.S., Quebec, Montreal, Winnipeg, Brandon, Minnedosa, Lake Dauphin, Yorkton, Regina, Estevan, Lethbridge, Calgary, Red Deer, Wetaskiwan, Edmonton, Battleford, Prince Albert, Kamloops and New Westminster. The officers at these points will furnish information as to the lands open for settlement for their respective districts, situations at liberty, and will afford the fullest advice and protection to Emigrants. An Employment Bureau under the management of the officer in charge is established at each Agency, the object aimed at being to facilitate communications between those seeking work and those who may have need of their services. No fees are charged either to the employer or those seeking work.



SECOND CABIN MUSIC ROOM.

EXCHANGE TABLE.

Sterling into Dollars and Cents.

	\$ cts.		\$ cts.
1d. Sterling is	0 01	1s. Sterling is	0 24
1d. " "	0 02	£1 " "	4 80

The sign (\$) is used to indicate the dollar. Passengers should beware of passenger-runners and exchange brokers accosting them on arrival. If they desire to exchange their money, they should either go to the Allan Line Offices and obtain a draft, or to the steamer where the pursers will exchange into Canadian currency on most advantageous terms. English gold and notes are accepted in Canada for full value.

DRAFTS.

Drafts are issued payable at Chief Offices in Quebec, Montreal, St. John, N.B., Toronto, Chicago and Winnipeg.

SPECIMEN BILL OF FARE (varied daily).

THIRD CLASS.

BREAKFAST.	DINNER.	TEA.	SUPPER, 8 P.M.
Porridge, with Milk or Syrup, Liver and Bacon, Fresh Rolls, Butter, Preserves, Cabin Biscuits, Tea or Coffee.	Barley Broth, Boiled Mutton and Onion Sauce, Potatoes, Green Peas, Plum Pudding and Sauce, Fresh Bread.	Cold Meat, Pickles, Fresh Bread, Butter, Jam, Marmalade, Tea.	Cabin Biscuits and Cheese, Gruel, Coffee.

SECOND CABIN.

BREAKFAST	LUNCHEON.	DINNER.
Oranges. Groatine with Milk or Syrup. Fresh Herrings. Calf's Liver and Bacon. Mutton Chop. Potato Chips. Fresh Rolls. Toast. Jam. Marmalade. Tea. Coffee.	Scotch Broth. Lamb Stew with Vegetables. Roast Beef. Yorkshire Pudding. Cold Cumberland Ham. Boiled Potatoes. Cabbage. Jam Roll Pudding. Stewed Apples. Cheese and Biscuits. Tea. Coffee.	Ox Tail Soup. Boiled Cod. Oyster Sauce. Fried Scallops of Veal, with Macaroni. Roast Turkey. Mashed Potatoes. Salad. Sago Pudding. Stewed Pears. Fruit. Tea. Coffee.

FACTS ABOUT THE PROVINCES.

Nova Scotia. Nearest of the Maritime Provinces to Great Britain. Possesses enormous mineral wealth. Produces over 70 per cent. of the coal mined in Canada. Has a great future in deep level gold mining. Agricultural and fruit-growing possibilities unlimited. Capital, Halifax.

New Brunswick. Coal, iron and antimony abound. Magnificent timber forests. Fisheries are very remunerative. Cereals and fruits largely grown. Exceptional market facilities. Capital, Fredericton; chief commercial centre, St. John.

Ontario. Contains the Dominion metropolis. Ottawa, the seat of Government. Land is particularly fertile, produces cereals, fruits, &c., in great abundance. Lumber trade is very important. Prosperity is increasing every year. Men wanted on farms even without agricultural experience. Many openings for investments. Capital, Toronto.

Manitoba and the North-West. Lies between the boundaries of Ontario, the northern boundary of the United States, and the eastern boundary of British Columbia. Although in the centre of the continent, it is, owing to the unexampled river and lake communications of Canada, within easy reach of water carriage. Soil yields abundantly, and is particularly suitable for growing wheat. Enormous numbers of horses, cattle, sheep, and swine raised. Abounds in coal, gold is worked in the east, and iron ore on the islands of Lake Winnipeg. Northern position is heavily timbered. Is capable of supplying the whole wheat demands of the British Isles. Needs millions of settlers. Capital of Manitoba, Winnipeg, 50 miles South from Lake Winnipeg.

British Columbia. Rich in minerals—gold, platinum, silver, coal and iron. Tinned Salmon is an important industry. Valuable timber and fruit-growing areas, Capital, Victoria.

WAGES.

DOMESTIC SERVANTS.—Eastern Canada:—From £1 13s. Od. to £1 16s. Od. per month. Western Canada:—From £2 to £4. Cooks receive from £2 10s. Od. to £4, except in hotels and restaurants, where they command higher wages. Housemaids from £1 13s. Od. to £2 10s. Od., nurses a similar amount. Laundresses from £3 5s. Od. to £4.

FEMALE FARM SERVANTS.—Manitoba and North-West, £1 8s. 6d. to £2 10s. Od. per month, with board and lodging. British Columbia, £2 10s. Od. to £3 13s. 6d.



THIRD CLASS FOUR-BERTH ROOM.

FACTORY HANDS (FEMALE).—There are cotton and woollen mills at Stormont, Cornwall, Valleyfield (Quebec), Hamilton, Toronto, Montreal, Halifax, Milltown, (New Brunswick). Wages—St. John, N.B., female spinners and weavers, 4s. 1d. per day. Ontario towns, mill hands, 16s. 4d. to £1 12s. 6d. per week. Montreal, women weavers, 18s. 4d. and upwards per week. Montreal, Ontario and Hamilton (clothing factories) average wage, 18s. 4d. per week, lowest 12s.; highest, £1 12s. 6d. Sewing machinists, fancy box-makers, book folders and sewers, steam laundresses, and umbrella hands, 12s. to £1 8s. 6d. per week.

FARM HANDS (MALE).—Manitoba, £4 to £5 2s. 0d. per month, with board and lodging, during summer; £1 to £3 during winter. North-West Territories, during summer, £4 to £5. British Columbia, £3 to £7. Ontario, £3 5s. 0d. to £5 per month, with board, £5 12s. 0d. per month, without board, during busy season of about seven or eight months. New Brunswick and Nova Scotia, £2 to £4 per month, with board, from about May to November. During harvest good men are paid in Manitoba and the North-West up to £8, with board; British Columbia, £6 2s. 6d. to £8 per month, with board; Ontario, £5 to £7 per month with board; for yearly engagements with board, £32 15s. 0d. to £40 16s. 6d. Manitoba, about £24 to £50; British Columbia, £48 to £70; New Brunswick, £24 to £36. Married couples (first-class farm hands) receive: Ontario, about £40 yearly, with, in some cases, house, small garden, board, and firewood free; in Manitoba, about £61 all found.

SHEPHERDS.—There is a small demand. Manitoba and North-West, £4 to £5, with board, per month.

STOCKMEN ON RANCHES.—North-West, £4 to £5 per month; foremen in North-West, £7 upwards (demand small). Married couples on ranches, up to £8 per month. Ranch hands near Okanagan Lake, B.C., £5, with board and lodging.

GARDENERS AND MARKET GARDENERS.—Winnipeg, Manitoba, 4s. to 5s. per day, with board. North-West Territory and British Columbia, £5 to £7 per month, with board (demand variable, but limited in spring). There are openings generally for market gardeners, with some capital, near Winnipeg and large cities in Eastern Canada. Ontario, 4s. to 7s. per day (good demand in spring only). New Brunswick and Quebec (Montreal) £2 10s. 0d. to £4 per month, with board; Nova Scotia, 4s. to 5s. per day, with board.

MECHANICS.—Demand is most general in spring and summer for men in building trades, especially carpenters. In the Eastern provinces, mechanics, per day, without board, 6s. to 10s.; Manitoba, 8s. to 12s.; North-West Territories, 8s. to £1; British Columbia, 12s. to 16s. 6d. Masons and bricklayers, 2s. to 4s. higher per day, in all cases. In Victoria, 18s. 6d. per day (eight hour day); plumbers, 16s. 6d.; carpenters, 1s. 8d. per hour. In Winnipeg (seven or eight month season): masons and bricklayers, 2s. 3d., carpenters, 1s. 5d. per hour. In Vancouver, B.C., carpenters, 1s. 8d. to 1s. 10d. per hour; bricklayers and plumbers, 2s. per hour (eight hour day); plasterers, £1 per day; Toronto, carpenters,

1s. 3d. to 1s. 5d. ; Quebec, 10d. ; Halifax, N.S., 11d. to 1s. per hour, and at Rossland, B.C., 14s. 5d. per day ; Ottawa and Montreal, bricklayers, 1s. 8d., Hamilton, 1s. 10d., Toronto, 1s. 10d. per hour.

PRINTERS.—Average per day, for hand compositors, Halifax, 7s. 5d. ; St. John, N.B., 6s. 4d. ; Montreal, 8s. ; Toronto, 10s. ; Winnipeg, 12s. 3d. to 13s. ; Edmonton (North-West Territory), 10s. ; Vancouver, B.C., 14s. 5d.

LUMBERMEN.—Axemen in Eastern Canada, with board, £5 14s. 0d. per month ; teamsters, £5 14s. 0d., woodcutters, £4 to £4 10s. 0d. log-cutters, in the woods, from £7 3s. 0d., with board, in British Columbia. Axemen and loggers, Manitoba, £5 6s. 0d. to £7 3s. 0d. per month, with board. Hewers, £7 3s. to £9 3s., with board. Sawyers in British Columbia, 10s. 3d. to £1 per day, without board. Other provinces, 6s. to 16s. 6d.

GENERAL LABOURERS AND NAVVIES.—Good demand, spring and summer. Eastern Canada, Manitoba, and the North-West, 5s. to 8s. per day, without board ; British Columbia, 6s. to 10s. ; wharf labourers at Vancouver, B.C., 10d. per hour. Montreal, 5s. to 8s. per day.

LONGSHOREMEN, *i.e.* STEVEDORES.—Halifax, 10d. per hour, by day ; 1s. per hour by night ; Montreal, 1s. per hour by day, for general cargo, and 1s. 3d. by night ; Vancouver, B.C., 1s. 8d. by day, and 2s. by night.

BAKERS, BARBERS AND BUTCHERS.—Average 5s. to 8s. per day.

COACHMEN AND GROOMS.—£2 to £3 10s. 0d. per month, with board, in large towns, Ottawa, Montreal, etc.

RAILWAY SERVANTS.—Demand is not large, and the supply on the spot is generally sufficient. Eastern Canada, conductors on passenger trains, 3s. to 11s. per day ; Manitoba and North-West, £25 10s. per 5,000 miles ; British Columbia, £18 18s. to £25 10s. per month. Locomotive engineers—Eastern Canada, 7s. to 13s. ; Manitoba, 13s. to 15s. ; British Columbia, 14s. to 18s. 6d. ; locomotive firemen—Eastern Canada, 5s. 6d. to 7s. ; Manitoba, 7s. to 10s. ; British Columbia, 8s. to 12s. Conductors and motormen on Toronto street railway, 9d. per hour first year, 10d. second year, with a further increase in the third year.

MINERS.—Little demand. Nova Scotia : loaders, 5s. to 6s. per day. Coal-cutters, 1s. 1d. per ton by machine, and 1s. 9d. to 2s. by hand ; Lethbridge, 6s. to 12s. per day ; Anthracite, Canmore, and Blairmore (Alberta), Estevan, Manitoba, and Nanaimo, B.C., miners, 12s. to £1, labourers, 8s. to 12s. per day ; boys, 4s. to 8s. per day. At Crow's Nest Pass, miners, 12s. to £1 4s. 6d. per day ; labourers, 8s. to 12s. Silver miners : Kootenay district, British Columbia, 13s. per day (eight hours). Gold miners : Nova Scotia, 9s. per day ; British Columbia, 12s. to 16s. per day. Mine labourers, 10s. to 12s. per day (eight hours underground, and nine to ten hours above). Yukon territory, 18s. to £1 4s. 6d. per day, with board, cost of living being high.



THIRD CLASS SMOKE ROOM

LIFE ON THE "CORSICAN."

The following letter from Mr. J. C. T. CROFTS, whose wife and two children were passengers on the Twin-screw Steamer "Corsican," from Montreal to Liverpool in May, was addressed to us from Winnipeg, June 3rd, 1908.

DEAR SIRS,

On May the 1st, my wife and two small children sailed in the S.S. "CORSICAN," from Montreal to Liverpool.

It may interest you to hear what she says—"I have never been on any ship as comfortable, second class, for all things; the cabins, lavatories, etc., were so beautifully clean and new; the stewardesses so neat and obliging, meals punctual, late dinner unusually good, and four o'clock tea unusually nice, 11 o'clock soup, and such nice salads and fruits. I only needed a few things, special things, that baby is used to. Then, too, having a whole deck of our own, we scarcely knew there was a first class." I may say that Mrs. Crofts has been five times to New Zealand from England and seven times across the Atlantic, so she knows. She speaks highly of the stewards also.

Yours truly,

(Signed) J. C. T. CROFTS.

A VARIED BILL OF FARE.

Moving among emigrants on the Allan Line Royal Mail Turbine Steamer "VIRGINIAN," which took them to Canada and carefully inspecting the emigrant-receiving arrangements of the Canadian Government at Quebec, Montreal, Toronto, Winnipeg, and other centres, a party of British journalists came to the conclusion that emigration has lost more than half its old terrors. When Lord Strathcona went to Canada as a lad, years ago, the passage often occupied three weeks, in a ship which in speed and comfort is to the best steamers now crossing the Atlantic from British to Canadian ports, as Stephenson's "Puffing Billy" is to the "Flying Scotchman" of to-day. The modern steamer crosses to Quebec in seven days, and the representative of the Bristol "WESTERN DAILY PRESS" (Mr. W. Redwood) is eloquent upon the treatment of the passenger. He says:—

"Throughout the voyage the comfort of the passengers was well looked after by the officers of the ship, and the catering gave general satisfaction. A few items from the list of the ship's stores and provisions for the round voyage of the "VIRGINIAN" (23 days) may not be without interest—1,688 lbs. of bacon, 18,700 eggs, 324 lbs. of tea, 502 lbs. coffee, 3,192 lbs. sugar, 16,506 lbs. English beef, 2,468 lbs. mutton, 2,036 lbs. Canterbury ditto, 745 lbs. English lamb, 309 lbs. Canterbury ditto, 888 lbs. veal, 1,128 lbs. pork, 314 chickens, 281 ducks, 409 fowls, 102 pigeons, 144 quails, 114

rabbits, 114 turkeys, 3,201 lbs. pressed beef, 4,688 lbs. corned beef, 1,309 lbs. cheese, 200 barrels of flour, 1,600 lbs. navy biscuits, 1,560 lbs. oatmeal, 1,520 lbs. rice, 1,556 lbs. peas, 314 cwt. potatoes, 2,876 lbs. of butter."

That such a cuisine should be provided testifies to two facts. Sea-sickness and consequent want of appetite are minimised on the best ships on the Canadian route, and even the third-class passenger of to-day lives on fare which the first-class passenger of thirty years ago would have envied.

PASSENGERS' TRIBUTES.

FINSBURY PARK. LONDON, 11th July, 1909.

DEAR SIR,

When I return to Canada I shall certainly book through your Company, as I had a very comfortable passage on the "Victorian," and I think, considering the comfort and the food we had aboard, the charge is very moderate. I might say after a three years' stay in Canada that I know your INFORMATION TO SETTLERS to be sound and very useful.—Yours sincerely,

(Signed) E. B. SANDERS.

R.M.S. "VIRGINIAN,"

July 16th.

A passenger writes—"This is my 17th crossing, and I can conscientiously say it was one of the most agreeable. I have been on nearly all lines, both first and second cabin, but all things concerned, as said before, this is one of the best. Everything is immaculately clean, service and attendance splendid. I have never been on a trip when the ship was so free from all kinds of odours as this one. I have also never seen service given as freely and pleasantly as in this steamer. The food is also good and well served, a thing you cannot say of all the English Lines, in the second cabin. If all the steamers of this line are like this one you certainly can recommend them very highly.—Cordially yours,

LOUIS J. H——

R.M.S. "VIRGINIAN,"

QUEBEC, 2nd July, 1909.

"We, the undersigned, being a steerage party of Welsh emigrants to Canada, per the R.M.S. "Virginian," hence Liverpool, 25th June, 1909, beg to tender our best thanks and appreciation to the ALLAN LINE CO., LIVERPOOL, for the splendid accommodation provided us, and for the plentiful and wholesome food supplied, and for the kind attention and interest taken in our behalf by the Purser and Chief Steward, and their assistants to ensure our comfort in every possible way. We can with confidence recommend the ALLAN LINE to one and all, and especially to our compatriots."

TWENTY SIGNATURES FOLLOWED.

R.M.S. "VIRGINIAN,"

16th July, 1909.

Mr. A. W. A. WALES writes :—" At the close of a very pleasant and comfortable voyage I desire to express my pleasure and satisfaction, which has been shared by all my friends on board, with every thing relating to the comfort of the passengers and particularly the cuisine and departments under your control. I am a fairly old traveller by the Allan Line boats, and have crossed several times by nearly all the other principal Lines both from Montreal and New York, and when I last returned home came home by the S.S. ——— but on no occasion have found anything better than on the "Virginian" this voyage. I accordingly pay the owners of the ship this tribute."

R.M.S. "VICTORIAN,"

15th July, 1909.

The R.M.S. "Victorian" is simply grand, and we have had a most delightful trip. The Captain is a prince of captains, and the Purser and Chief Steward have done everything possible for our comfort. Mrs. Bacon is delighted with the accommodation, and says she is very sorry to leave the ship, which we shall do at Quebec on Saturday.

(Signed) W. BACON.

WOMEN'S WORK AND WAGES.

In a letter which has come into the hands of the Allan Line, written by a waitress who emigrated to Canada, the writer gives an excellent idea of the sort of life that young women are able to enjoy in the Dominion.

Writing from Winnipeg, August 10th, 1908, she says :—" I am just going to give you my opinion of Winnipeg. I think this is a fine country, far different to England, and although I've been here only about a few months, I would not come back and live in the old country. For one thing, girls get a far better time out here—they are out every evening after 6-30. The Canadian meals are three a day: breakfast, dinner, and tea. They live splendidly here, having meat with every meal, owing to its being so cheap. You may emigrate as many single girls as you have a mind to, for there are plenty of young men in need of wives. I could have been married about fifty times, but am not tired of single life just yet.

" I enjoyed my passage coming here—it was quite a treat. The meals we had on the 'PARISIAN' were good enough for any lady or gentleman, although it was steerage. We had concerts on board pretty regularly.

"I am a waitress at a hotel, having my 25 dollars a month—that beats England. Although I was born there, and I don't care to run her down, she is really not in touch with Canada."

"This country seems more free and the work for girls is very easy"

SHORTEST ROUTE TO GREAT BRITAIN.

In the course of an article on the advantages of travelling between Great Britain and North America, via the St. Lawrence River, the "Journal of Commerce" says:—"Above all the St. Lawrence provides the shortest open ocean distance across the Atlantic, and it not infrequently happens that the traveller on business or holiday must, owing to the limited time at his disposal, select the speediest route to his destination. Leaving Montreal a day later than the vessels from New York, the Allan Line steamers are nevertheless able to land their passengers first, a consideration of the highest importance to those to whom time is an object. Here is an illustration of the point: the New York steamer which leaves on Thursday is followed on the next day by an Allan liner from Montreal, the latter arriving at Liverpool on Friday, with the New York boat some hours behind. It should be remembered, too, that via Montreal, two days are spent in the calm waters of the Gulf and River St. Lawrence, considerably shortening the actual open ocean distance when compared with the New York Route."

DISTANCES.

Liverpool to Montreal - 2,789 miles.

Liverpool to New York - 3,050 miles.

The actual open ocean distance by the Allan Line route is only 1,656 miles, as against 2,800 miles by the Liverpool to New York route. From Liverpool to Quebec across the Atlantic the passage is the shortest, the average time taken from land to land being about five days. The distances are:—Liverpool to Quebec, via Belle Isle, 2,620 miles; Cape Race, 2,792 miles; Liverpool to Halifax, 2,545 miles; Liverpool to St. John, N.B., 2,800 miles.

THE "ROYAL" ROUTE.

A Traveller writes:—

"I have crossed the Atlantic Ocean several times and never by any other route that compares in attraction with this. When going east one has, as prelude to the voyage, three days in the beautiful St. Lawrence River and Gulf. When westward bound these three days make a finale and give opportunity for recuperation from any unwise excesses in the line of seasickness."

