

Railway system connects as well with that of the Western States as of the Eastern and Middle States; and the same remark applies to the system of canal and lake navigation.

The distance from Liverpool to Quebec by the Straits of Belle-Isle is 446 miles less than that from Liverpool to New York. The shortest sailing circle across the North Atlantic is from Liverpool to Quebec, *via* the Straits of Belle-Isle.

The comparative distances between Liverpool and Quebec and New York and Boston may be stated as follows:

	Miles.
Liverpool to Quebec <i>via</i> the Straits of Belle-Isle	2649
Ditto by Cape Race	2808
Liverpool to New York	3095
“ to Boston	2895

The regular route of the Allan steamers is by the Straits of Belle-Isle. By this route it is further to be remarked there are only 1823 miles of ocean navigation. The remainder of the distance, 825 miles is inland or river navigation, which very much enhances the interest as well as the smoothness of the voyage, an important consideration for those who suffer from sea sickness. The St. Lawrence scenery is very beautiful.

These facts account for the large number of emigrants who go to the United States by way of the St. Lawrence; and it is certain that the number of these will increase as the advantages of the route become more and more known in Europe.

The Allan line of steamers which ply weekly between the St. Lawrence and Liverpool are among the finest in the world, and they make the shortest time across the Atlantic.

A very large portion of all the immigrants by the St. Lawrence come by steamships. The Minister of Agriculture states that out of 44,473 immigrants who landed at Quebec during the year 1870, 31,747 came by the regular lines of steamships. He adds that the employment of steamships in conveying immigrants from the United Kingdom to North America has greatly increased during the last few years. In 1863, the proportion of those who took passage in steamships to Canada was only 45.85 per cent; in 1865 it rose to 73.50 per cent; in 1867, to 93.16 per cent; in 1869 it still further rose to 94.99 per cent; and in 1870 it was 90.51 per cent.

The advantage to immigrants of coming in steamships is very great. They have better accommodation on board; and they come in shorter time and in much better condition, being on the average only 9 or 11 days on the voyage. Diseases and deaths among immigrants occur in very much larger proportions among those who come by sailing ships. But the cost to the immigrant by steamship is much higher; the rates being by the steamships about £6 6s. stg., and by sailing ships £4 10s. stg. for adults. Young children are only charged half price.

The Minister of Agriculture classes the nationalities of those who came by the St. Lawrence route in 1870, as follow:

English	20,934
Irish	2,858
Scotch	3,279
German	595
Scandinavian	16,780
Other Origins	29
	44,475

The trades and callings of the adult males of these immigrants are classified as follow;

Farmers	4,144
Laborers	12,248
Mechanics	1,717
Clerks & Traders	146
Professional men	10

The number of deaths which occurred among immigrants during the voyage out in 1870 is stated in the Minister's report to have been only 60; of these 52 were children and infants. The number of deaths in steamers out of 33,154 passengers was only 11, or 0.3 per cent, which is the lowest average mortality on record. The deaths in quarantine were also much below the ordinary rate, having been only 6.

There is a capitation tax of \$1.00 per head upon immigrants entering the Dominion by the St. Lawrence or the ports of Halifax and St. John. The amount collected in 1870 was as follows:

	\$
Quebec	41,746
Halifax, N. S.	457
St. John, N. B.,	170
	42,373

But against this there was a total expenditure on immigration account during the year of \$73,440.23. This expenditure is distributed as follows:

	\$
Quebec Agency	31,000 30
Montreal	2,839 42
Ottawa	1,144 73
Kingston	888 23
Toronto	2,584 63
Hamilton	1,152 91
Halifax, N. S.	1,509 62
St. John, N. B.	1,055 25
Miramichi, N. B.	478 44
European Agencies	13,594 55
Grosse Isle Quarantine	8,781 36
Halifax	2,328 56
St. John, N. B.	3,182 22
Ins. Physicians, Quebec	2,600 00
	73,440 23

In addition to this expenditure by the Dominion Government for immigration purposes the Province of Ontario in 1870 spent \$24,382; and the Province of Quebec \$16,351.

It will thus be seen that the expenditure of the Dominion and Provinces for immigration very much exceeds the capitation tax; while in the state of New York the capitation tax is made to cover every possible expense, and is much higher than in Canada. It has hitherto been \$2.50 per head, but it appears from the annual report of New York Emigration Commissioners that it is this year reduced to \$1.50 per head, against \$1.00 per head in Canada. So rigorous is the charge upon the capitation tax in New York, that even after immigrants are distributed in the interior, any costs that may be incurred on their account by charitable institutions, hospitals, &c., are refunded from this tax, which produces a very large revenue. No public moneys whatever are spent, in caring for immigrants in the U. States.

A considerable number of the immigrants who arrived in 1870 were assisted by various associations in England. The Minister of Agriculture gives the following list of arrivals of this class of immigrants: