PROGRESS" ENGRAVING BUREAU

MARITIME CANADIANS IN THE NEW

Their Departure and Journey, Arrival and Work Afterwards Aptly Described and Illustrated by a Maritime Canadian on a Great poston Daily.

There is one important phase of the Canadian question that has failed to attract the public notice it deserves. While statesmen and politicians on this side of the border are descanting upon annexation and commercial union between the two sections of our common country, and while philosophers and writers are drawing eloquent word pictures of future united greatness, a certain portion of the people on the



A MODERN EVANGELINE.

other side of the border are putting the annexation idea to a more practical and important test.

This they have been doing, too, for many a day; in fact, for years. Day after day and month after month for a decade and a half, a continual stream of people, whose circumstances of birth or residence have made them known as prolandwards with steady and increasing outward evidence of a better condition of but few of either in that section.

From the rock-bound, sea-washed environs of Nova Scotia-the land of fishermen, of farmers and of sturdy mechanicsfrom the green fields of Prince Edward Island and from the forest-covered, lakedotted province of New Brunswick, have been coming for fifteen years and more by steamer, train and sailing vessel, a vast and eager army of men and women and children, seeking a new existence and prosperity at this great eastern gateway of the United States. They have come not because of oppressive laws, not because their own birthplaces are not fertile or beautiful -for they are both-but simply because of that restive spirit that takes possession of man's soul when he finds, or thinks he finds, that other people are progressing taster and acquiring more material wealth than he-the same spirit, in truth, that sends across the ocean in every foreign ship that points its bows toward these shores a great colony of people who are tired of the unsatisfactory lot that has fallen to them in their native land, and have turned their faces toward a country of better promise for comfort and independence.

As the native New England farmer and mechanic have turned their faces toward the setting sun and gone out to found a new New England in the far West, the provincial army of rugged and ambitious men and women have marched in to occupy their places, until now, in almost every city, town and village in the New England states have settled down from 10 to 10,000 of them.

Are these immigrants of a kindred race and tongue welcome among us? They would scarcely continue to come in such great numbers, nor would they stay here when they do come, if they were not. They may not bring much wealth of money or goods, but they do bring with them industry, honesty and ambition. This is their passport, and of course they are welcome. Thousands of those who have settled here have become naturalized citizens, others are in process of becoming such, while others still have tried in vain to reconcile their own staid and conservative natures with the unwonted whirl and pressure of American life, and have gone back to their native heath content to stay there.

Among those who have remained have grown up politicians and solid business and professional men, who are an honor alike to themselves and the country of their adoption, and all of the number have been sought after by employers, until "Nova Scotia help," a collective term embracing beauties of the quiet, sea-girt outposts of to either side. Home knit mats and socks, the other provincialists also, has come to the Queen's dominion have been voiced jars of preserves and choice samples of be a standard in our business life.

At the outset of the immigration one seven steamers making two or more trips a was the Mecca. Soon the stream began to increase in volume. Husbands who had pecting," sent on for their wives and families. Then letters went "down home" from these families to friends and relatives, students of human nature. couched in alluring terms, and sometimes. Sam Slick, who by his writings brought freight.

PROVINCIALS ABROAD. perhaps, colored as highly as the strict the province into such public prominence, bounds of veracity would allow. These missives did their work well, and carpenters packed up their tools, laborers and small farmers sold their possessions for enough to carry them to the land of promise, and rosy-cheeked country girls dropped the churn handle, threw aside their very becoming sunbonnets, and kissing the old folks, took the shortest route to "the states," there to go into "service," or enter noisy shops and factories and stores.

> When the transportation companies saw what was coming, they of course increased their facilities, and in time there were more competing lines and a correspondingly large number of people to patronize them. From 1875 to 1887 the tide was at its highest, and so high was it indeed that the provincial press and politicians began to grow alarmed, for it looked as though they | them. would both soon be without constituents. It was interesting to see the political effect the "exodus," as it was generally known, occasioned. The policy of the party then in power was of course alleged to be the cause of drawing the people away by the "outs," while the former, curiously enough, could find no trace of an exodus, even with the finest microscopes. The brain and brawn of the provinces were rapidly putting the salt sea between themselves and | Bluenose fishermen are taking the bread the land of their birth.

Steamers were so filled with passengers that their ordinary berth accommodations could not begin to be sufficient for the throng, and whole families made uncomfortable journeys from Halifax, Charlottetown, Yarmouth and St. John, with nothing but hard mattrasses or cabin floors for their beds. Besides these, great throngs came by rail, and not a few in coasting schooners, owned by relatives or friends. People of all occupations, and of none, were numbered in the crowds.

In the last two seasons there has been a noticeable falling off in the influx, at any rate in comparison with 1880-85.

The provinces, especially Nova Scotia, which holds the most prominent place in this transaction, have been "looking up a little." "Times are terribly hard," used things. The Nova Scotians seem to be awakening to their possibilities.

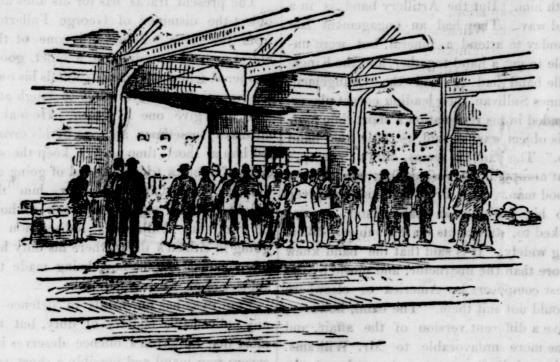
says of its typical representative: "Just look at Bluenose and see what a woppin', great, big, two-fisted crittur he is; you wont find such a made man nowhere a'most." And in reply to a British snob, who sought to underrate everything except that which was directly British, said: "If to have to undergo the vaccination process Bluenose is a leetle soft like, a leetle under- at quarantine as regularly as do those from baked or so, it's no great wonder, consid- Europe, but it is only when small-pox or erin' the stock he comes of." While Mr. Slick's homely description is to a certain law is strictly enforced. At such times extent warranted, one might look over a whole steamer-load of these provincial immigrants and fail to find either a giant or a palpable "hayseed," yet men of large stature and men of little experience in worldly matters are not uncommon in those parts, and as to the latter, Maine, Vermont and New Hampshire are every whit as prolific in

The travel is mainly confined to the warm season, for it is neither pleasant nor profitable in winter. Its harbingers are the fishermen who come along in the early spring and ship on the "bankers," sometimes in technical violation, at least, of the alien contract labor law. Most of these go home again when the fishery season is over, and live through the winter on what they have made. The cry often goes up that the out of the mouths of the native fishers, leaving nothing in return. This is only partly true, for there are few natives who care to go a fishing for a living. They prefer to confine their piscatorial operations to sport. Later in the season come the farm laborers, whose services are much utility men. sought after by the agriculturists, who raise staples for the Boston market and prize cabbages and turnips for the Massachusetts Horticultural Society's exhibit. After these come the mechanics—chiefly carpenters who are likewise much in demand, and receive good wages.

About 5,000 of this class, so the officials claim, come and return each year.

Last year about 150 were sent back by the alien commissioners, of which about 40 were fishermen. The pauper and criminal classes arriving from the provinces are only a vincialists, has been flowing New Eng- to be the cry, but now there is at least an cipher, for the very reason that there are

Boston there is always a bigger crowd on tered through the gateway of Boston in Some who have gained a little Yankee | the wharf waiting to welcome them, in pro-



WAITING FOR THEIR FRIENDS

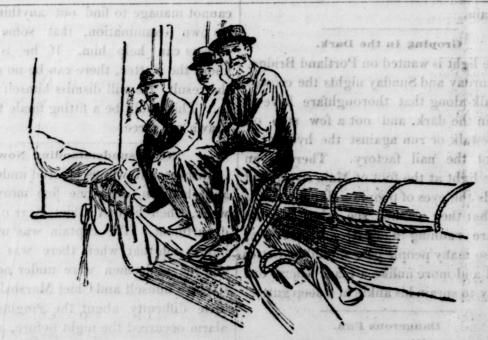
experience here have gone back to stiffen up their fellow-countrymen a little, and turn their experience to personal advan-

While the influx of the provincialists has received a perceptible check, the loss has been fully balanced by the remarkable increase of excursion travel from this end of the map.

To such proportions has this grown that out. this year's pilgrimage of tourists from Boston to the three provinces will equalize the number of mechanics, laborers and fishermen coming here from them. And the tendency is to increase the travel to even

portion to the size of her passenger list, than in the case of a Cunarder. There is always great bustle and excitement when the steamer begins to discharge her passengers. Outside the closed warehouse a clamorous crowd surges at the guarded door, and vainly seeks admittance. If they cannot give the name of an expected friend they must satisfy their curiosity from with-

Such an overhauling of trunks and grips by the officials goes on inside. Everybody wants to get away at once, and as there are 25 trunks to one inspector, and half the keys of the 25 are missing when most greater proportions. The great natural needed, the result is anything but soothing



through the land, and great steamer loads go out of Boston weekly bound for Yarsteamer a week was sufficient to accommo- mouth, Digby, Halifax, Baddeck, Chardate the traffic that now requires six or lottetown, St. Andrews, or some other charming resort where good fishing, good week. Better wages, steadier work and air and good and cheap living abound. more activity than their own slow-going This means money for the provincialists, country could afford them were the incen- and as the vacationists are fully satisfied tives that drew them hither, and Boston with their investment, everybody ought to be happy.

gathered up their savings and gone "pros- cialists affords a curious and interesting study. The landing scenes at the wharves contain in themselves rich material for the

early rose potatoes get mixed up with Sunday dresses and shaving mugs; somebody's trunk lid falls out, and reduces its contents to a sort of "grab-bag" condition; determined-looking women protest against the "mussing" of their newly-starched summer costumes, and retiring-looking youths in homespun suits, whose first experience in metropolitan life this is, open their gripsacks with trembling hands, and wonder This constant migration of the Provin- how many years of solitary confinement they will get for bringing those little knickknacks that mother made for the sister whom they have gone to see. In an hour the steamer has been emptied of its living

The trials of the provincial passenger begin long before he reaches port. First it is seasickness, then the inquisitional purser, and next, if in time of epidemic, the quarantine inspection. Sometimes the

two first fill his cup of bitterness at once. Passengers from provincial points used some other epidemic is prevalent that the there is a monotonous delay of several hours in the lower harbor, and the passengers have to march past the port physician in single file and receive a lancing on the arm if they have not been previously vacci-

Where do all these people drift to when they arrive? Not all of them stay in Boston, of course, else Boston would be another Canadian province ere this. Many of them have friends either here or in surrounding towns and cities, upon whom they can count for advice and assistance in procuring positions. Others drift around until they can procure employment. Several employment offices make a specialty of provincial help, and through each of these mediums from 1,000 to 3,500 secure positions annually. These are about equally divided between men and women. The women are mostly employed as domestics, or as waiters in restaurants and hotels, and at this season of the year many go to the seashore and mountain hostelries. The men who get work in this way are mostly farmers, lumbermen, teamsters or general

The provincialists are such a sober and industrious class of people as a rule that they are much sought after and well paid, and they fit into positions, honorable enough in themselves, which their Yankee cousins, who have higher asperations, dis-

The total number of these people coming here for employment will average 10,000 or 12,000 a year. Between Sept. 30, 1887, and Sept. 30, 1888, 17,000 aliens arrived here from the Maritime provinces, by water alone, which includes those who went home for a summer vacation and returned.

If 10,000 be taken for the annual average When a provincial steamer arrives in then 150,000 Provincialists must have enthe past 15 years. Probably of this number 80,000 have remained in Massachuetts and 10,000 or 15,000 have gone to other parts of the country and the remainder have re-

It is not alone this human movement that makes our New England provincial relations of interest and importance. There is a business side to it that makes it appeal strongly to the Yankee sense of thrift.

The maritime provinces might well be styled the New England annex .- Thomas F. Anderson in the Boston Globe.

NOVELTIES

M. R. & A. have opened to-day a very Choice Selection of French DRESS GOODS, including all the Latest Novelties in Robes and Costumes.

FLANNEL TEA GOWNS, FLANNEL WRAPPER PATTERNS,

New Dress Goods Room.

ROBERTSON & ALLISON. MANCHESTER.

OF EVERY DESCRIPTION.

WE have them in many styles; all sizes, and at right prices. If in need of a STOVE of any kind, for any purpose, it will pay to call and see The well-known "HORICON," as repre-

> --- ALSO ----The Eureka, The Peri; The New and Old Silver Moons; The Radiant, The Vendome; The Tidy, The Berkeley;

sented herewith, is to the front as

usual. Three Sizes.

and many others, including Box and Cylinder Stoves for wood, and Elevated Oven Cooks in all patterns. THE CHARTER OAK! The King of Cook Stoves, still leads.

EMERSON & FISHER, 75 to 79 Prince Wm. St. 94 KING STREET.

China Tea Sets.

I have just received and am now showing the FINEST assortment of CHINA TEA SETS ever offered in this City.

Prices as Low as ever.

C. MASTERS.

Pictures Framed

GORBELL ART STORE, 207 Union Street. Finest English and American Studies Rented at reasonable rates. Mantel Mirrors and Fire Screens made at short notice.

THE BARLOW POLICY.

-ISSUED BY-

The Mutual Life Insurance Company of New York,

J. HERBERT WRIGHT, General Agent, 99 PRINCE WILLIAM STREEET, SAINT JOHN, N. B.

YEARS before the Company developed its present popular Twenty Year Distribution Policy, the advantages of reserved dividends were known to and appreciated by our policy-holders. The value of the plan is admirably shown under Policy No. 13,531, reported in our last Weekly Statement. On August 18, 1854, Mr. S. L. M. Barlow of New York city, took out a life policy for \$10,000, semi-annual premium \$110.40. That eminent lawyer died in the past month, and on the 14th ult. the Company paid the amount of the claim as follows:-

> Original amount insured.....\$10,000 00 Dividend additions...... 12,630 00

Impressed with the advantage of building up his policy into an investment as well as holding it as a security, Mr. Barlow paid the premiums in full for the entire period of the insurance, amounting in all to \$7,728 on which his estate realized a net profit of \$14,902. The persistent and continuous payments of the full cash premiums resulted in steadily increasing cas's and insurance values to the policy.

Analyzed as under the workings of the present Twenty Year Distribution Plan, this policy presents actual results tabulated as follows:-

control of the state of the sta	Total Premiums Paid.	Reserve at Four per cent.	Total Cash Dividends.	Total Cash Value.	Percentage of Total Cash Value to Total Premiums Paid.	Total Additions to Policy.	Total Insurance in Force.
1st Dividend period, 20 years	\$4,416 00	\$2,232 18	\$2,993 94	\$5,226 12	118.	\$7,429 42	\$17,429 42
2d " " 5 "	5,520 00	3,035 10	3,995 57	7,030 67	127.	9,368 00	19,368 00
3d " " 5 "	6,624 00	3,908 57	5,068 91	8,977 48	136.	11,158 00	21,158 00
4th " " 5 "	7,728 00	4,818 50	6,090 48	10,908 98	141.	12,630 00	22,630 00

It is noticeable that at the time of Mr. Barlow's death, the reserve and cash dividends together (10,908.98) amounted to more than the face of his original policy, thus making of a whole life policy an endowment to the full amount with even an additional surplus. The insurance then actually in force and paid by the Company, exceeded two hundred and ninety per cent. of the total premiums paid during thirty-five years. Under the workings of an actual Twenty Year Distribution Contract, the cash values would be vastly larger as the dividends would be compounded at yearly interest and would not be used to increase the death losses during the first twenty years. The results of this policy produced five and four-tenths per cent. compound interest on the premiums paid. This is better than a savings bank.

The Twenty Year Distribution Policy of the Mutnal is the very best, safest and most profitable insurance investment in the civilized world.

To the insuring public no better text book can be presented for their study than the foregoing facts and figures which furnish in the briefest space a liberal education on the subject of the great work of this great Company.

the harman and some the