

land (the majority having generally originated from that country) during the last season, I may here reiterate my apprehensions that the same causes will operate on those, however strongly disposed to emigrate, in 1856.

With regard to our foreign emigration, it may be remarked that the numbers have also greatly diminished when compared with the years 1853-54. This, in my opinion, may be attributed to the existence of war, and in some measure to the shortness of time which has elapsed since the settlement of the emigrants of these years, and the prospective advantage which might, after a longer settlement, be held out to the great body of foreigners disposed to emigrate, and to accomplish which are now only waiting for information. I cannot, however, but entertain strong hopes that the termination of the war will be followed by a very considerable flow of emigration from Europe to this province.

On a further reference to this return, it will appear that the number of vessels engaged in the passenger trade from Europe was 188, measuring 101,673 tons, and navigated by 3,550 seamen; of this number, 99 vessels came under the regulation of the Passenger Act, and 89 vessels were exempt. The number from each country was as follows:—

COUNTRY.	Vessels under the Act.			Vessels not under the Act.		
	No.	Tonnage.	Passengers.	No.	Tonnage.	Passengers.
England - - -	23	15,644	5,960	33	32,958	850
Ireland - - -	24	11,904	3,854	16	6,399	256
Scotland - - -	26	13,616	4,527	20	10,525	342
Foreign Ports - -	26	10,627	4,891	—	—	—
	99	51,791	19,232	89	49,882	1,448

Of the whole number of ships, 11 brought exclusively cabin passengers; 37 had less than 100 adult passengers; 30 less than 200; 22 under 300; 7 under 400; 2 under 500; and but one vessel, the "James Nesmith," from Liverpool, brought equal to 500 adults; 626 souls.

28 of these vessels made two voyages during the season; viz., 10 from England, 8 from Ireland, and 10 from Scotland.

The whole number of adults which these vessels could have legally carried was 47,286, exclusive of their crews, and the number of adults actually brought out was but 16,761, being but little over one-third of their legal capacity.

The average length of the passage from the United Kingdom was 44 days, and from continental ports 47 days, which presents a more favourable view than that of last year, the average of which was 47, and 58 days.

Table No. 2, presents a return of the ships and passengers arrived from each port and country, with the deaths on the passage, and in quarantine.

Table No. 2.

The deaths during the passage were 97, equal to 0.45 per cent., and in quarantine 36, equal to 0.17 per cent.

The whole number of deaths among 6,821 persons from England, was 67, equal to 0.98 per cent.; 50 of which occurred among the emigration from the port of Liverpool, being equal to 1.29 per cent. on the number from that port; the deaths from all the other English ports were 17, or equal to 0.57 per cent. From Ireland the deaths were but 8, 4 adults, and 4 children, 3 of whom were infants. From Scotland the deaths were 19, equal to 0.38 per cent., 15 of whom died at sea, and 4 in quarantine. And among 3,627 from Germany, 30 deaths occurred, equal to 0.83 per cent.; from Norway among 1,276, 9, equal to 0.70 per cent. Of the 691 emigrants from the lower provinces, 417 came from Cape Breton; they were Scotch, or the descendants of Scotch emigrants, who had been many years settled in that province; and having sold their farms, have emigrated with the intention of settling in Western Canada. They have chiefly proceeded to the settlements on the borders of Lake Huron,

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