

# NORTH AMERICAN SCREW STEAM SHIP COMPANY.

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the sum of 21 l. sterling; the second cabin the sum of 12l. 12s.; and the steerage passage the sum of 6l. 6s., and to be found in everything required. The rate of freight from Liverpool not to exceed 60 s. per ton measurement, nor the freight of produce to exceed the current rates demanded by sailing vessels.

It is believed that the establishment of this line of steamers from Liverpool will have the effect of diverting through the St. Lawrence a part of that vast stream of emigration destined for the Western States, which now pours into the Atlantic cities of the United States, and of turning public attention to the superior facilities now existing on the St. Lawrence for transport of freight and passengers. Upwards of 300,000 emigrants arrived in 1851 at the port of New York; these emigrants arrived in 2,211 vessels, measuring on the aggregate over 1,000,000 of tons. The return freight of these vessels to Great Britain consist chiefly of flour and grain, and the competition among so large a number has reduced the prices of freight to more than one-half of the average rates of former years. The rates of freight from Quebec to Great Britain are about 100 per cent. higher than from New York, which is to be accounted for by the fact that the great bulk of the ships coming to Quebec arrive in ballast, carrying no emigrants, and the home freight alone has to remunerate for two voyages. The influence, therefore, of emigration in reducing the expenses of transport of our great agricultural staples, and in promoting the interests of our railroads and canals, by which they will be brought to shipping ports, ought not to be overlooked; but, on the contrary, every means should be adopted to secure such vast advantages. The cheap, speedy, and commodious accommodation for passengers afforded by this line of steamers will do much to turn attention to the St. Lawrence route, where on the arrival of the ocean steamer or sailing vessel, the emigrant may be met by large and comfortable steam vessels, in which without transhipment he can be carried to any port, or any of the upper lakes. It is believed, however, that this line of steamers will only be a commencement of this trade, and that under a policy of freedom from all restriction in our navigation, the route by the St. Lawrence will annually grow in public favour.

Arrangements have also been made with the contractors for the circulation in Britain and in other parts of Europe of such books, pamphlets, or maps relating to Canada as the Government may see fit to send for that purpose, and also to have the same translated into any desired language, and distributed without any other charge than the cost of printing. Some such course as this is actually necessary, from the great ignorance prevalent abroad as to the mineral and agricultural resources of Canada, and of her progress and advantages as a place of settlement.

The contractor is also obliged to carry a mail and mail officer, free of all other charge than the sums already named.

The foregoing respectfully submitted.

(signed) *John Young,*  
Chief Commissioner of Public Works.

(signed) *Hamilton H. Killaly,*  
Assistant Commissioner of Public Works.

Department of Public Works, Quebec,  
August 1852.