

Canada last year, the same number may be provided for annually. But it is here overlooked, that in the two preceding years there had been hardly any emigration, so that last year supplied the demand of three years, and several thousand labourers were embodied in the militia. Or, if we take the emigration of the three years together, it is about 33,000, giving an average of 11,000 a year instead of 23,000.—The committee assume, it is true, that more emigrants could have found employment last year than came. More of a certain class could: more good farm servants could have found ready employment; but of mere labourers there were more than could obtain work, and more of this class went to the United States than the committee suppose. It has come to our knowledge, that emigrants whose passages were paid to Hamilton by the Government, went from thence to work on the Erie Canal at Lockport. This was from no dislike to Canada, or preference of the States as a country, but simply because they could get work that suited them on the enlargement of the Erie Canal. Hence, although our government had paid their expenses from Quebec to Hamilton, it proved merely to benefit the United States by their labour. This shows that the system of free passages is somewhat of an expensive lottery, as it is very doubtful who shall reap the benefit eventually. Of the 12,350 emigrants who came into Upper Canada last year, only about 10,000 are accounted for in it; in other words, 2,350 went to the States at different points. How many of these had been assisted by the government, we have no means of knowing, but it is probable that one-half at least had, as one-half of the total number were assisted, and thus our government must have paid several hundred pounds last year to send men to the United States. This system must have some check. Had there been employment on public works in Canada, it is probable that these men would have remained in it, but until this is the case, this class of emigrants cannot be retained in the country.—Hence, although a free passage would benefit them and the districts from which they come, it would not benefit Canada at all, and therefore Canada cannot contribute to the expense of removing them hither, until there be a different system established, by which she may expect to retain them when they come.

Further, the Committee propose that "the whole of the proceeds arising from the sale of public lands shall be applied to the promotion of Emigration." From this proposition we entirely dissent. Important as emigration is, it is not every thing. Other things are as much required in order to render emigration itself a benefit. Good roads, especially, are as necessary as emigration, for without them the emigrant is cut off from communication with friends or markets, and the produce of his labour brings him but one-fourth of what it might do, if indeed he can sell it at all. In fact, so great is the difficulty on this account, that whole settlements have been abandoned after years of labour had been expended on them.—We knew a settlement in Lower Canada that was abandoned after 14 years of labour. Two families that had buried children there remained a year after the others had left, but their condition was so much worse that they also forsook the place. Charles Ranken, Esquire, Deputy Land Surveyor, in his evidence before Lord Durham's Commissioners on land and emigration, says that the difficulties from want of roads have been experienced to such an extent "as to occasion the abandonment of settlements that had been formed, as in the Township of Rama, where, after a trial of three years, the settlers were compelled to abandon their improvements. In the Township of St. Vincent almost all the most valuable settlers have left their farms from the same cause. There have been numerous instances in which, altho' the settlement has not been altogether abandoned, the most valuable settlers, after unavailing struggles of several years with the difficulties which I have described, have left their farms." And William B. Robinson, Esquire, gives similar evidence, saying—"The non-residence of many of the proprietors is attributable to the badness of the roads, many of those who had settled there having been compelled by this cause to abandon their locations." It would be no trivial cause that would make men throw away the labour of years, as well as all the capital they possessed; but they emigrated anew for the same reason that they emigrated at first—to escape from difficulties which they found to be intolerable. More examples of the same kind might be given, but these are sufficient to show that good roads are necessary to the success of emigration, and therefore, the