

## CANADA.

of these lands are represented to be of good quality, and some tracts even equal to those which, in other parts of the province, have so richly rewarded the toil and industry of the husbandman.

It may also be worthy of remark, that the efficient and speedy direct communication now so successfully established by steam, bringing the chief points of Western Canada within 15 days of England;—the completion of the Grand Trunk Railway from Quebec to Stratford, forming an extension of 600 miles, and offering an easy and rapid access through some of the wealthiest and most fertile portions of the province, thereby permitting a wider and more general developement of its resources;—these advantages, combined with a salubrious climate, productive soil, land cheap, and so easily attainable, that every industrious person may become a freeholder; unsurpassed means of internal communication, through its rivers, lakes, and railways; ample security for life and property; and, happily within the reach of all, the means of obtaining a cheap, sound, moral, and religious education for the rising generation, cannot assuredly fail of exercising a most important influence upon our future emigration; and I am of opinion that, during the ensuing season, we shall receive a large accession to our population, and with it a share of the wealth, intelligence, and industry of the mother country.

## St. Lawrence route.

The increased advantages, as well as the superiority of the route by the St. Lawrence to emigrants, whose destination may be either to Western Canada, or the more westerly States of the American Union, cannot, I may be permitted to observe, be too prominently brought before the notice of intending emigrants from the United Kingdom or continent of Europe. These facilities and advantages are now so great, that during the ensuing season the journey from Quebec to Chicago, the great emporium of the West, may be performed over the Grand Trunk Railway, in connexion with the Great Western and Michigan Central Railway, in 40 hours, and to Toronto or Hamilton in about 16 hours running time. The usual speed of the emigrant train will be somewhat slower than this, but they can always be sure of being carried through, either by steamboats or by railway, as they may desire, within a reasonable time, and at a moderate charge. The rates of 1856 do not vary from those of 1855, and may be stated as follows: from Quebec to Montreal 3 s., or 75 cents; Kingston 11 s., or 2 dollars 75 cents; Toronto or Hamilton 19 s., or 4 dollars 75 cents; Chicago, *via* Great Western Railway, 38 s., or 9 dollars 50 cents; if by the Collingwood route 32 s., or 8 dollars.

## Fares.

These rates include the free carriage of all luggage. The rates for 1857 will most likely undergo some slight modification, on such parts of the route as the steamboats are brought into competition with the railways, but the saving of time effected by the rail should always command the preference with the better class of emigrants, and more than compensate for the small increased rate of fare.

The Collingwood route will be found the best and most direct for emigrants proceeding to the great mineral districts on Lake Superior, or to any of the northern ports of Lake Michigan.

These circumstances duly appreciated, with the absence of imposition, which even the more experienced are subject to by the route of the Atlantic cities, points out the St. Lawrence as the best and most economical route to the great west. I would only further desire to impress upon the emigrants the importance and advantage of arriving in this country early in the spring, and they should, if possible, make such arrangements as not to retard it beyond the month of June.

Paper, No. 7,  
page 20.

At Paper No. 7 of the Appendix, I submit copy of the notes appended to the periodical reports made to your Excellency during the past season, in which I have had occasion to notice the condition and more immediate prospects of the emigrants as they arrived in the country, and to which I respectfully refer.

## Conclusion.

In conclusion, I may be permitted to remark that the prospects of employment for the working classes, or those who may be likely to arrive during the ensuing season, are, on the whole, favourable, more particularly in Western Canada; and I do not anticipate any difficulty in providing employment for all the