

ada, although they are some times so treated; the second are, immigrant settlers in Canada. We give the figures of both classes for the years above selected:

Years.	Im. Pass'gers for U.S.	Settlers in Can.
1868	58,683	12,765
1869	57,202	18,630
1870	44,413	24,706
1871	37,949	27,773
1872	52,608	36,578
1873	49,059	50,050
1874	40,649	39,373
1875	9,214	27,382

It will be observed, by comparison of these columns, that the decline in the immigrant passengers for the United States was very much greater than that in the immigrant settlers in Canada; the numbers of the former in 1875 not being one-fourth of those of 1874, and not one-sixth of those of 1868. On the other hand, while there has been considerable decline in the immigrant settlers in Canada within the two last years, the gain on a comparison of the whole columns has been both considerable and continuous. It is claimed by the Government that this may fairly be set down as the result of the vigorous immigration policy which has been pursued. At any rate, it is what we have to show for the considerable sums of money expended.

In noticing this question of decline of immigrants to Canada, it may be well to observe what the movement has been from Great Britain; and here we take the following figures from Mr. Valpy's Board of Trade Return:

Emigration from Great Britain in 1873..	310,612
" " " 1874..	241,014
" " " 1875..	173,809

There are specialties in the immigration to Canada of 1875 worth noticing. The arrivals at Quebec include 3,285 Mennonites, and the settlers on the west shore of Lake Winnipeg, 285 Icelanders. We are informed that during the coming season a considerable additional number of both these classes of special immigrants may be expected.

Of the immigrants brought out by the exertions of the Department of Agriculture the great bulk belong to the class of agricultural labourers and their families. The whole number of mechanics was only 977 during the year. We are informed, on official authority of the Report referred to, that the agricultural labourers found ready employment, and that the demand for this class in the Province of Ontario was not fully met. The small number of mechanics who came out, will show that there was not actually much room for the manifestations of trades jealousy which we saw during the year. We are further specially informed by the official report of the Department of Agriculture, that there has been little or no

suffering among its immigrants during this severe winter; the suffering which has taken place, having been among the residents in towns and the ordinary population.

A feature of the immigration of 1875 was that all the arrivals in Canada from beyond the sea came in steamships. There was an exception of a small number (562) of Scandinavians, who came by sailing vessels via the United States. The superior speed and comfort of the steamships more than counterbalance the additional expense. The contrast in the health of immigrants who now come under these superior conditions is marvellous when compared with the terrible sickness which prevailed with the crowds and long voyages by sailing vessels of former times. Four births and seven deaths of infants were recorded on the passage, during the year.

The amount of money ascertained and reported as having been brought into the country by the immigrants during the year was \$909,519, and the amount of settlers' effects entered \$435,054, making a total of \$1,344,573; but, of course, the amounts not reported would very considerably swell this sum.

The ocean immigrant fare appears to be fixed by a combination at £5 5s od sterling, but the Canadian Government afford passenger warrants for immigrants to Canada for \$4 5s od sterling, and a special class of warrants for a limited number of families of agricultural labourers and female domestic servants for £2 5s od sterling. The Ontario Government did, during the year, allow its bonus of \$6 to go in further reduction of the passage, and, in many cases, the labourers' unions subscribed the balance of the passage money. We are informed that without this assistance the great bulk of the families of agricultural labourers whom we received last year could not at all have come.

This brings us to the second part of our consideration, viz: the question of cost, and this appears to have run up steadily and continuously for the last last six years, as is shown by the following statements:

Years.	Immigration.	Quarantine.
1870.....	56,498	16,890
1871.....	63,796	21,525
1872.....	126,124	24,192
1873.....	234,000	27,514
1874.....	251,120	30,292
1875.....	296,692	25,530

The expenses for quarantine are not, strictly speaking, an immigration expenditure, as they would in any event have to be incurred, and immigration has not for some years past given quarantine much trouble. Permanent immigration establishments in Canada would also have to be maintained, quite apart from any exertions made to

promote immigration. We notice also that there have been considerable expenses incurred by the Provinces additional to those of the Dominion. They are as follows during the year:

Ontario	\$94,060
Quebec	39,420
New Brunswick	13,035
Nova Scotia.....	9,981
Total.....	\$156,496

We notice also that \$58,900 of the Mennonite loan of \$100,000 voted by Parliament last session was taken up during the year, and probably the remaining portion will be before the fiscal year expires. Mennonites of means in Ontario have given bonds for this advance, and it is to be repaid.

The expenditure of the Department of Agriculture for Mennonite transport, by the agreement under which they were induced to settle in Manitoba, was \$46,234, less a refund of \$8,430. This cost is considerable, but the Mennonite settlement appears to be satisfactory. In the aggregate, the Mennonites have brought with them a considerable sum of money. They are well adapted for prairie settlement, and their colony is thriving.

Among the special items of the bulk sum we have above given for immigration expenditure in 1875, is one of \$67,026 for general immigration contingencies, including passenger warrants, commissions, and immigration publications. Another is an item of \$109,998 for European agencies and travelling agents salaries and expenditures. This last item was considerably augmented by the expenses of the Agent-General's establishment in London. They have now, however, been cut down, and the Agent-Generalship abolished, a simple Canadian agency being substituted therefor, the expenses of which are not to exceed \$25,000 per annum; the expenses of agencies, etc., are also limited for the future to \$25,000. The Provinces pay a refund to the amount of \$9,000 in deduction of the \$25,000 for the London establishment, for the accommodation which they are specially afforded at it. Despite these sweeping deductions which took place at the close of the year, the Ministry have met with serious growls in Parliament at the amount of immigration expenditure, and these growls would probably have been much more serious if the ship had not been set in trim before the storm came.

—The annual meeting of the shareholders of the Northern Railway was held on Wednesday. We cannot make room for the report in this issue, but it will receive our attention next week.