

The demand for agricultural labour and female domestic servants is very good, and in some sections of the province considerable difficulty is experienced in obtaining the necessary supply of labour.

For mechanics the inquiry is not so great, and the country appears generally sufficiently well supplied with emigrants of this class.

The number of emigrants assisted from the several ships included in this return were 301, viz., 173 adults, 99 children, and 29 under three years.

They were, from England	-	-	-	-	-	-	-	112
„ Ireland	-	-	-	-	-	-	-	98
„ Germany	-	-	-	-	-	-	-	78
„ Norway	-	-	-	-	-	-	-	13

RETURN No. 6.—From the 11th to the 18th of July.

THE arrivals during the week ending this date were 1,347, chiefly English and Scotch; they all landed in good health.

The emigrants per “Martin Luther” chiefly emigrated to join their relations. They had been upwards of three months on board this vessel, in consequence of her having been dismasted in the English Channel shortly after she sailed from Liverpool. The people were healthy, but many were without means, having spent all their small stock of cash during their detention in Plymouth to refit; 105 required assistance on their landing here, to enable them to reach their friends.

The passengers per “Wexford,” from Liverpool, and “S. D. Ryerson,” from Glasgow, were respectable farmers, labourers, and mechanics; they all appeared to have friends before them. By the “Wexford” were seven lads from the London Ragged School; they received 1*l.* sterling each, and all proceeded to Kingston, C. W., where they would find immediate employment.

By the “Envelope” and “Midlothian” were received the first portion of the Woolwich artisans sent out by the Wellington Emigration Society; they landed healthy. Those by the “Midlothian” received 10*s.* sterling each adult, which was paid to them on board the ship. They all had through tickets by the Grand Trunk Railway for Toronto; but as there was but little demand for their labour in that city, they were advised to proceed to the Ottawa, or to Belleville, Trenton, and Cobourg, where they would at once find steady employment.

RETURN No. 7.—From the 18th to the 31st July.

THE emigrants arrived between the 18th and 31st July number 1,612. They are from Liverpool, with the exception of 224 by one vessel from Hamburg.

On board the ship “Henry Cooke,” from Liverpool, were 277 passengers, Woolwich artisans, chiefly families sent out by the Wellington Emigration Association; they had been supplied with through tickets by railway to Toronto, and they received at this port, on landing, 10*s.* sterling each adult.

As there was at the time comparatively little demand for labour in the western section of the province, I furnished some of them with written recommendations for employment to some influential gentlemen residing at Trenton, and in the townships of Sydney and Seymour, in the county of Hastings; and I directed a large proportion of the others to the Government Emigration Agent at Ottawa, where labourers were much wanted, and where, consequently, these people were certain of finding immediate employment. Those who stopped at the Trenton Station, about 20 families, obtained employment at once on their arrival. The party destined for the Ottawa did not leave the Grand Trunk Line at Prescott according to the directions, but were carried on to Toronto; and I have reason to doubt whether they have been equally successful in finding places, and the means of support.

The system of securing their inland transport from Quebec to the western section of the province, which has been somewhat largely adopted this season by emigrants from the United Kingdom, has doubtless some advantages for those who have a fixed destination within the province, or proceed to North Western States. But to those whose course remains to be governed by circumstances, and particularly to those dependent on employment, it is objectionable. The field for labour is not always most promising in the same part of the country; indeed, if the entire emigration were led into any one district, it must be altogether overstocked with labour for the time.

It frequently occurs that the best openings for settlers as well as labourers are presented by the sections eastward of Toronto; and the emigrant who leaves his arrangement for transport to be completed at Quebec may often save a portion of the expense as far as Toronto, by adopting an intermediate stopping place.