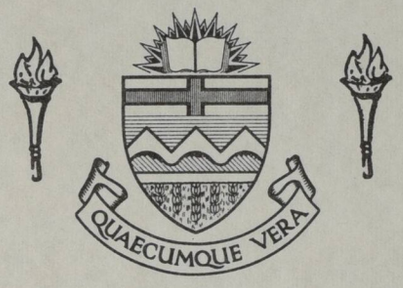
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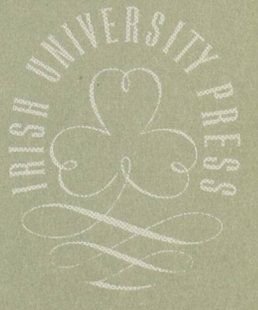
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PAPERS RELATING TO CANADA 1847-48

Colonies

Canada 17

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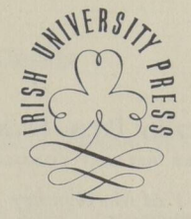
British Parliamentary Papers

CORRESPONDENCE AND OTHER PAPERS RELATING TO CANADA AND TO IMMIGRATION IN THE PROVINCES 1847-48

Colonies

Canada

17



SHANNON · IRELAND

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CORRESPONDENCE

RELATIVE TO THE

AFFAIRS OF CANADA.

1846.

Presented to both Houses of Parliament by Command of Her Majesty.

JUNE, 1847.

LONDON:

PRINTED BY WILLIAM CLOWES AND SONS, STAMFORD STREET,

FOR HER MAJESTY'S STATIONERY OFFICE.

1847.

SCHEDULE.

CIVIL LIST.

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CORRESPONDENCE

RELATIVE TO THE

AFFAIRS OF CANADA.

(No. 53.) No. 1. CANADA. No. 1.

Copy of a DESPATCH from Lord Metcalfe to Lord Stanley.

Government House, Montreal, Canada,
April 17, 1845.

My Lord,

I have the honour to submit a copy of a sketch of a Civil List prepared by the gentlemen of the Executive Council, in order that it might be laid before the Legislative Assembly during the recent session; but by some inadvertence in the hurry with which the session closed, that intended proceeding was forgotten, and the Civil List consequently remains, for the present, on the footing upon which it was established by the Imperial Act of Re-Union.

2. If the Legislative Assembly in its next session should vote a Civil List, in accordance with this sketch, I am disposed to think that it might be accepted by Her Majesty's Goverment as sufficient; for I am not aware of any equivalent advantage that would attend its rejection, in comparison with that of settling a question which, as long as it remains in its present state, will always furnish a convenient handle for inflammatory agitation.

3. The sketch has been prepared with the double view, of evincing to the Legislative Assembly a desire for reduction on the part of its framers, and of meeting, as far as practicable, the just expectations of Her Majesty's Government. It was proposed to me to sanction a reduction of the salary of the Governor. Such a measure would no doubt in some degree be popular, and if its consequences were confined to myself, I might not think it necessary to withhold my assent; but I did not consider myself to be at liberty to alter what had been determined by Her Majesty's Government on this head, nor would it have been just towards my successors; for I am bound, by my own experience, to affirm that the salary is not more than adequate to the station. I objected, therefore, to any further reduction in the Governor's salary, beyond what I had spontaneously adopted, by making over to the province the Governor's share of custom-house seizures—a sort of emolument which might always, I conceive, be well dispensed with. The separate salaries of the Civil Secretary and the Private Secretary, when those offices be disunited, will, I have no doubt, find objectors in the Legislative Assembly, where the idea is popular, that the Civil Secretary and the Private Secretary onght to be the same, and that both together ought to receive the smallest possible amount of salary. The province ought, however, to be satisfied with the considerable reduction already spontaneously effected in that department.

4. In addition to such specific reductions as appeared to be practicable, the general principle of reduction adopted in the accompanying sketch, is that of eventually paying most of the salaries in currency instead of sterling. This arrangement, however, is not to affect actual incumbents. Whether this sketch, even with the reductions proposed, will be adopted by the Legislative Assembly, is, I conceive, doubtful; and all that I have to offer on that subject is, that if the Assembly will not grant a moderate and reasonable Civil List, they can only expect that Her Majesty's Government will adhere to that which is established by the Imperial Act.

5. The interval which will elapse before the next legislative session, will enable me to receive your Lordship's instructions regarding the sketch now sub-

mitted, before any communications need be made to the Assembly. The assent of Her Majesty's Government to this sketch will probably facilitate its being passed by the Legislative Assembly, while the rejection of it, if it cannot be admitted, will render useless, and consequently prevent its presentation to the House.

I have, &c.,

The Right Hon. Lord Stanley. METCALFE.

Encl. in No. 1.

Enclosure in No. 1.

SCHEDULE A.

	Currency. £. s. d.	Currency. £. s. d.
Governor-General's Salary, and in lieu of all fees, seizures, and forfeitures, 7,000*l.* sterling	7,777 15 7	
Upper Canada.		
One Chief Justice	1,500 0 0	
Four Puisne Judges, 1,000*l.* each	4,000 0 0	
One Vice-Chancellor	1,111 2 2	
Lower Canada.		
One Chief Justice, Quebec	1,500 0 0	
Three Puisne Judges, 1,000*l.* each	3,000 0 0	
One Chief Justice, Montreal	1,200 0 0	
Three Puisne Judges, 1,000*l.* each	3,000 0 0	
One Judge, Three Rivers	500 0 0	
One Judge, St. Francis	500 0 0	
Two Judges in Gaspé, 500*l.* each	1,000 0 0	
Pensions to Judges	2,222 0 0	
Attorneys and Solicitors General and Contingencies	3,900 0 0	
Court of Vice-Admiralty	470 0 0	
Circuit Allowance for Judges	1,100 0 0	
Permanent Clerk, attached to the Crown Law Department	300 0 0	
		33,080 17 9

SCHEDULE B.

Civil Secretary and his Office	1,780 0 0	
Private Secretary, when held by a person not acting as Civil Secretary	333 0 0	
Provincial Secretary and his Office	3,855 0 0	
Registrar: this office to merge in the Provincial Secretary's Office, in charge of a Deputy, after the present incumbency	650 0 0	
Receiver-General and his Office	2,125 0 0	
Inspector-General and his Office	2,700 0 0	
Executive Council Office	2,500 0 0	
Board of Works	1,800 0 0	
Emigrant Agent and Expenses	750 0 0	
Pensions	5,555 11 1	
Indian Annuities	6,666 0 0	
Contingencies of the Public Offices	5,550 0 0	
		34,264 11 1
		£67,345 8 10

PROPOSED ARRANGEMENT of the OFFICES according to the prefixed Schedule.

Civil Secretary's Office.

	Currency. £. s. d.	Currency. £. s. d.
Civil Secretary	1,000 0 0	
Confidential Clerk of Despatches	275 0 0	
First Clerk	200 0 0	
Second Clerk	175 0 0	
Office-keeper	80 0 0	
Messenger	50 0 0	
		1,780 0 0

Private Secretary's Office.

Private Secretary, when held by a person not acting as Civil Secretary	333 0 0	
		333 0 0

Provincial Secretary's Office.

	Currency. £.	s.	d.	Currency. £.	s.	d.
Provincial Secretary	1,000	0	0			
Assistant Secretary, East	550	0	0			
Assistant Secretary, West	550	0	0			
Senior Clerk and Receiver of Fees in charge of the Contingencies of the Public Offices	300	0	0			
First Clerk, East	200	0	0			
Second Clerk, ditto	175	0	0			
Third Clerk, ditto	175	0	0			
Fourth Clerk, ditto	175	0	0			
Office-keeper	80	0	0			
Messenger	50	0	0			
First Clerk, West	200	0	0			
Second Clerk, ditto	175	0	0			
Third Clerk, ditto	175	0	0			
Messenger	50	0	0			
				3,855	0	0

Registrar's Office.

Registrar and Clerks	650	0	0			
				650	0	0

Receiver-General's Office.

Receiver-General	1,100	0	0			
Confidential Clerk	300	0	0			
First Clerk	250	0	0			
Second Clerk	225	0	0			
Third Clerk	200	0	0			
Messenger	50	0	0			
				2,125	0	0

Inspector-General's Office.

Inspector-General	1,000	0	0			
Deputy Inspector-General	550	0	0			
Corresponding Clerk	300	0	0			
First Clerk	250	0	0			
Book-keeper	225	0	0			
Second Clerk	200	0	0			
Third Clerk	125	0	0			
Messenger	50	0	0			
				2,700	0	0

Executive Council Office.

President of the Council	1,000	0	0			
Clerk of the Council	550	0	0			
Confidential Clerk	300	0	0			
First Clerk	200	0	0			
Second Clerk	175	0	0			
Third Clerk	175	0	0			
Messenger	50	0	0			
Door-keeper	50	0	0			
				2,500	0	0

Board of Works.

Chairman	800	0	0			
Engineer	500	0	0			
Secretary	300	0	0			
Clerk	150	0	0			
Messenger	50	0	0			
				1,800	0	0
Emigrant Agent's Salary	400	0	0			
Expenses to be accounted for	350	0	0			
				750	0	0
Pensions	5,555	11	1			
				5,555	11	1
Indian Annuities	6,666	0	0			
				6,666	0	0
Contingencies of the Public Offices	5,550	0	0			
				5,550	0	0
				£34,264	11	1

CANADA.

No. 2.

No. 2.

COPY of a DESPATCH from Lord STANLEY to Lord METCALFE.

MY LORD, Downing Street, June 11, 1845.

I HAVE had the honour to receive your Lordship's Despatch of the 17th April, No. 53, in which you enclose the scheme of a Civil List, for the payment of the officers of the Executive Government of Canada, which the Members of your present Executive Council had prepared, with the view of submitting it to the Legislative Assembly during the last session. On the assumption that the Legislature of Canada will provide for the salaries of the public officers, according to the appropriations contained in the schedule now submitted to me, Her Majesty's Government will sanction an application being made to the House of Assembly, in the ensuing session, for a Civil List, amounting to 67,345*l.* currency. And so soon as the necessary provincial enactment shall have been obtained, Her Majesty's Government will be ready to propose to the Imperial Parliament to repeal so much of the Act of Re-Union as relates to this subject.

With respect to the contingencies of judicial expenditure, I am of opinion that they may be properly left to annual votes of the Assembly. They already exceed the maximum assigned for this service by the Imperial Act, and are, therefore, now virtually under the control of the Canadian Legislature.

Observing that no provision has been made in the proposed Civil List for the payment of the offices of Commissioner of Crown Lands and Surveyor-General, I presume that the expense thereof is intended to be defrayed, under the authority of the 54th clause of the Re-Union Act, out of the *gross* proceeds of the hereditary revenues of the Crown.

I have, &c.,

The Lord Metcalfe, (Signed) STANLEY.
&c. &c

No. 3.

No. 3.

COPY of a DESPATCH from Earl CATHCART to Earl GREY.

Government House, Montreal,

MY LORD, August 28, 1846.

WITH reference to the reports upon the reserved Bills of the late session of the Provincial Legislature, which will be forwarded by the present mail, I beg leave to direct your Lordship's attention more particularly to some of the amendments which were made during its passage through the House of Assembly, in the Civil List Bill, which had originally been framed upon the sketch of the Civil List that had been submitted by my predecessor to Lord Stanley, and had received the approval of Her Majesty's Government.

The amount of salaries and other charges provided for in this Bill, like in the sketch referred to, had been based upon the Schedules A and B, appended to the Act 3rd and 4th Victoria, cap. 35, with some few modifications under some of the heads, to bring the whole within the amount with which it had been deemed advisable that the Consolidated Revenue Fund should be permanently charged, in order to give stability and security to the great civil institutions of the province.

This was particularly the case with respect to the provision made for the offices of Civil and Private Secretary, Lord Metcalfe having, with Lord Stanley's sanction, placed the former on the footing of a permanent office, *i. e.*, not necessarily dependent upon a change of Governors, and reduced the salary to 1000*l.* per annum currency; but reserving the power of appointing a private secretary, if it should be found necessary at any time to have the duties performed separately, with a salary of 300*l.* per annum, it being understood that whenever the two offices should be combined in one, as in the case of Captain Higginson, the salary of private secretary should not be drawn. These offices were accordingly included respectively at the above rates in the Civil List Bill.

Your Lordship must be fully aware of the importance of the duties of the Civil Secretary, who must be looked upon as an accredited agent of the Crown, rather than as a provincial officer, for the purpose of taking charge of and conducting the correspondence between the Governor-General and the Home Government, which

is always of a confidential and often of a secret nature, and that without seriously compromising the interests of both this correspondence could not be allowed to pass out of the hands of the Governor-General himself, or of his Civil Secretary, who must necessarily have no connexion with the Legislature, or with any office in the Provincial Administration.

The office of Civil Secretary has always been looked upon with much jealousy by those who style themselves advocates for responsible government, who, in proposing, and, by their exertions, in carrying the amendment, by which the salary of that officer is hereafter to be reduced to 750*l.* per annum, and that of the Private Secretary to be entirely abolished, showed evidently their disposition to renew the attempt in another shape to secure all the power to themselves, which had been so successfully defeated by Lord Metcalfe; their object being to do away with the office, as it has heretofore been carried on, with a view to make the Governor's Secretary a mere appendage to his personal staff, with the ultimate intention that the whole of the correspondence with the Government at home should pass through the department of the Provincial Secretary, leaving the Governor-General without any discretion as respects this responsible branch of his office, and entirely in the hands of his Executive Council.

The other amendment, which was introduced by the same party, is a reduction of the salaries of the two Chief Justices from 1,666*l.* to 1,250*l.* per annum, the necessity for which is not apparent, for it has always been admitted, that considering the onerous duties these judges have to perform, they were not over remunerated.

I have thought it right to bring the subject of these amendments to so important a Bill, which will require the partial repeal of an imperial enactment to give effect to it, under your Lordship's notice,—not so much on account of their influence on the principle of the measure, as with reference to the spirit with which they have been introduced,—which alone, in my opinion, is a sufficient reason to render it expedient that the Civil List Bill, in its present shape, should not be recommended for Her Majesty's sanction.

I have, &c.

The Right Hon. Earl Grey, (Signed) CATHCART.
&c. &c. &c.

Enclosure in No. 3.

Encl. in No. 3.

An Act for granting a Civil List to Her Majesty.

Most Gracious Sovereign.

Whereas Your Majesty has been most graciously pleased to declare to your faithful Canadian Commons in Provincial Parliament assembled, Your Majesty's gracious desire to owe to the spontaneous liberality of Your Canadian people, such grant by way of civil list, as shall be sufficient to give stability and security to the great civil institutions of the province, and to provide for the adequate remuneration of able and efficient officers in the executive, judicial, and other departments of Your Majesty's public provincial service, the granting of which civil list constitutionally belongs only to Your Majesty's faithful Canadian people in their provincial Parliament.

We therefore, Your Majesty's most dutiful and loyal subjects, the Commons of Canada in Provincial Parliament assembled, desirous that a certain competent revenue for the purpose, may be settled upon Your Majesty (to whom may God grant a long and happy reign) as a testimony of our unfeigned affection to Your sacred Person and Government, have accordingly freely resolved to grant unto Your Majesty a certain revenue, payable out of the consolidated revenue fund of this province: we do therefore most humbly beseech Your Majesty, that it may be enacted, and be it enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Legislative Council, and of the Legislative Assembly of the Province of Canada, constituted and assembled by virtue of and under the authority of an Act passed in the Parliament of the United Kingdom of Great Britain and Ireland, and intituled "An Act to re-unite the provinces of Upper and Lower Canada, and for the Government of Canada;" and it is hereby enacted, by the authority of the same, that all duties and revenues over which the respective Legislatures of Upper Canada or Lower Canada, had before the passing of the Act of the Imperial Parliament, intituled "An Act to re-unite the Provinces of Upper and Lower Canada, and for the Government of Canada," or over which the Legislature of this Province has, or may have power of appropriation, shall form one consolidated revenue fund to be appropriated for the public service of this province, in the manner and subject to the charges hereinafter mentioned."

And be it enacted, that the consolidated revenue fund of this province, shall be permanently charged with all the costs, charges and expenses, incident to the collection, management, and

CANADA.

receipt thereof, such costs, charges and expenses, being subject, nevertheless, to be reviewed and audited in such manner as shall be directed by any Act of the Legislature.

And be it enacted, that there shall be payable in every year to Her Majesty, her heirs and successors, out of the consolidated revenue fund of this province, a sum, not exceeding thirty-four thousand six hundred and thirty-eight pounds fifteen shillings and fourpence currency, for defraying the expense of the several services and purposes named in the Schedule A to this Act annexed; and during the life of Her Majesty, and for five years after the demise of Her Majesty, there shall be payable in every year to Her Majesty, her heirs and successors, out of the said consolidated revenue fund, a further sum not exceeding thirty-nine thousand two hundred and forty-five pounds, sixteen shillings currency, for defraying the expense of the several services and purposes named in the Schedule marked B to this Act annexed; the said sums of thirty-four thousand six hundred and thirty-eight pounds fifteen shillings and fourpence, and thirty-nine thousand two hundred and forty-five pounds sixteen shillings, to be issued by the Receiver-General in discharge of such warrant or warrants as shall be from time to time directed to him under the hand and seal of the Governor: and the said Receiver-General shall account to Her Majesty for the same, through the Lords Commissioners of Her Majesty's Treasury, in such manner and form as Her Majesty shall be graciously pleased to direct.

And be it enacted, that the sums set down in the first column opposite to each office or department, in the said Schedules A and B, shall be payable for each, while the present incumbents shall respectively remain in office, and as often as any such present incumbent shall cease to hold such office, the sums respectively mentioned in the first column shall cease to be payable, and the sums mentioned in the second column shall, as each case arrives, be payable instead, as in the said Schedules mentioned.

And be it enacted, that it shall be lawful for the Governor to abolish any of the offices named in the Schedule B, or to vary the sums thereby appropriated, to such purposes connected with the administration of the Government of this province, as to Her Majesty, her heirs and successors, shall seem fit; and that accounts in detail of the expenditure of the several sums expended under the authority of this Act, shall be laid before both Houses of the Legislature within thirty days from the beginning of the Session next after such expenditure shall be made: Provided always, that not more than two thousand two hundred and twenty-two pounds two shillings and fourpence, shall be payable at the same time for pensions to the judges out of the sum mentioned in the said Schedule A, and that not more than five thousand five hundred and fifty-five pounds eleven shillings and one penny, shall be payable at the same time for pensions out of the sum mentioned in Schedule B, and that a list of all such pensions, and of the persons to whom the same shall have been granted, shall be laid, in every year, before the Legislature.

And be it enacted, that during the time for which the said several sums mentioned in the said Schedules are severally payable, the same shall be accepted and taken by Her Majesty by way of civil list, instead of all territororial and other revenues now at the disposal of the Crown arising in this province; and that three-fifths of the net produce of the said territorial and other revenues now at the disposal of the Crown within this province, shall be paid over to the account of the said consolidated revenue fund: and also, that during the life of Her Majesty, and for five years after the demise of Her Majesty, the remaining two-fifths of the net produce of the said territorial and other revenues now at the disposal of the Crown within this province, shall be also paid over in like manner to the account of the said consolidated revenue fund.

And be it enacted, that the consolidation of the duties and reveuues of this province, shall not be taken to affect the payment out of the said consolidated revenue fund, of any sum or sums heretofore charged upon the rates and duties now raised, levied and collected, or to be raised, levied and collected, to and for the use of either of the former provinces of Upper or Lower Canada, or of this province for such time as shall have been appointed by the several Acts of the Legislature of the province by which such charges were severally authorized.

And be it enacted, that it shall not be lawful for the Legislative Assembly to originate or pass any vote, resolution, or Bill for the appropriation of any part of the said consolidated revenue fund, or of any other tax or impost, to any purpose which shall not have been first recommended by a message of the Governor to the said Legislative Assembly during the Session, in which such vote, resolution, or Bill shall be passed.

Provided always, and be it enacted, that the foregoing provisions of this Act shall have no force or effect until the fiftieth, fifty-first, fifty-second, fifty-third, fifty-fourth, fifty-fifth, fifty-sixth, and fifty-seventh sections of the Act of the Parliament of the United Kingdom of Great Britain and Ireland, intituled "An Act to re-unite the provinces of Upper and Lower Canada, and for the Government of Canada," and the Schedules referred to in the said sections shall have been repealed.

SCHEDULE A.

OFFICES, &c.	Amount payable while the present Incumbents are respectively in Office. Currency.	Amount to be Allowed in future as Vacancies occur by removal of the present Incumbents. Currency.
	£. s. d.	£. s. d.
Governor-General, to be in lieu of fees, seizures, and forfeitures, 7000*l.* sterling.	7,777 15 6	7,777 15 6
UPPER CANADA.		
One Chief Justice	1,666 13 4	1,250 0 0
Four Puisné Judges, at 1000*l.* each	4,000 0 0	4,000 0 0
One Vice-Chancellor	1,250 0 0	1,111 2 2
LOWER CANADA.		
One Chief Justice of Lower Canada	1,666 13 4	1,250 0 0
Three Puisné Judges at Quebec, at 1000*l.* each	3,000 0 0	3,000 0 0
One Chief Justice of Montreal, or of Quebec, as the case may be	1,222 4 4	1,200 0 0
Three Puisné Judges at Montreal, at 1000*l.* each	3,000 0 0	3,000 0 0
One Judge at Three Rivers	1,000 0 0	500 0 0
One Judge of the district of St. Francis	555 11 1	500 0 0
First Judge, district of Gaspé	555 11 1	500 0 0
Second Judge, district of Gaspé	500 0 0	500 0 0
Pensions to Judges	2,222 2 4	2,222 2 4
Attorneys and Solicitors-General, salaries and allowances for contingencies.	3,900 0 0	3,900 0 0
Court of Vice-Admiralty	472 4 4	470 0 0
Circuit allowances to Judges	1,550 0 0	1,550 0 0
Permanent Clerk attached to Crown Law Department	300 0 0	300 0 0
Totals Currency	34,638 15 4	33,031 0 0

SCHEDULE B.

OFFICES, &c.	Amount payable while the present Incumbents are respectively in Office. Currency.	Amount to be Allowed in future as Vacancies occur by removal of the present Incumbents. Currency.
	£. s. d.	£. s. d.
Governor's Secretary, and his office	1,925 8 6	1,536 0 0
Provincial Secretary, and his office	4,423 1 10	4,242 0 0
Registrar's office, to merge in the Provincial Secretary's office after the present incumbency.	1,083 6 6	650 0 0
Receiver-General's office	2,300 8 8	2,056 0 0
Inspector-General, and his office	4,022 13 4	3,856 0 0
Executive Council office	2,922 4 4	2,637 0 0
Board of Management of Public Works	2,094 17 7	2,000 0 0
Emigrant Agent	752 4 2	752 4 2
Pensions	5,555 11 1	5,555 11 1
Indian Annuities	6,666 0 0	6,666 0 0
Contingencies of Public Offices	7,500 0 0	7,500 0 0
Totals Currency	39,245 16 0	37,450 15 3

I do hereby certify the above to be a true Copy of a Bill passed by the Legislative Council and Legislative Assembly of the Province of Canada, in the Second Session of the Second Provincial Parliament, and reserved for the signification of Her Majesty's pleasure thereon, by his Excellency the Governor-General, on Tuesday the ninth day of June, One thousand eight hundred and forty-six.

Attest,
CHARLES DE LÉRY,
Assistant Clerk, Legislative Council.

CANADA.

No. 4.

No. 4.

EXTRACT of a DESPATCH from the EARL of ELGIN to EARL GREY, dated Montreal, March 26, 1847.

IN the Civil List Bill which awaits Her Majesty's decision, the two situations of Civil and Private Secretary are merged in the new office of Governor's Secretary, the salary of which is fixed at 750*l.* a year.

Lord Cathcart, I observe, protests against this provision in the Bill. It would appear from the terms of his despatch that he considers the spirit which suggested it to be so objectionable as to warrant the disallowance of the whole measure.

I do not find that this opinion is shared by any member of the provincial administration whom I have consulted, except Mr. Daly; and, I confess, that I am disposed, as at present advised, to dissent from it.

LONDON:—Printed by W. CLOWES and SONS, Stamford-street,
For Her Majesty's Stationery Office.

NAVIGATION LAWS.
(CANADA.)

RETURN to an Address of the Honourable The House of Commons, dated 10 May 1847;—*for*,

"COPY of a DESPATCH from the Governor-General of *British North America*, enclosing a MEMORIAL from the MONTREAL BOARD OF TRADE for a Modification of the NAVIGATION LAWS, and for the Removal of the Restrictions at present applicable to the Navigation of the *St. Lawrence* by Foreign Vessels."

Colonial Office, Downing-street, 11 May 1847.

B. HAWES.

(*Mr. Hawes.*)

Ordered, by The House of Commons, *to be Printed*, 14 *May* 1847.

COPY of a DESPATCH from the Governor-General of *British North America* to Earl *Grey*, enclosing a MEMORIAL from the MONTREAL BOARD OF TRADE for a Modification of the NAVIGATION LAWS, and for the removal of the Restriction at present applicable to the Navigation of the *St. Lawrence* by Foreign Vessels.

(No 16.)

COPY of a DESPATCH from Governor General the Right Honourable the Earl of *Elgin* to Earl *Grey*.

Government House, Montreal,
24 March 1847.

My Lord,

I HAVE the honour to transmit for your Lordship's consideration the copy of a Memorial presented to me by the Montreal Board of Trade, which treats of measures of great importance as bearing on the interests of this Province.

15 March.

I have, &c.

(signed) *Elgin & Kincardine.*

Enclosure.

To His Excellency the Right Honourable the Earl of *Elgin and Kincardine*, Governor-general of British North America, &c. &c. &c.

The MEMORIAL of the MONTREAL BOARD of TRADE,

Humbly showeth,

THAT in the opinion of your Memorialists the recently adopted commercial policy of the mother country, imperatively demands the immediate attention of the Provincial Legislature, with the view of effecting corresponding modifications in the fiscal and commercial regulations of this province.

That the laws which press most injuriously upon the energies of the inhabitants of this province, restricting the freedom of their commerce, discouraging that spirit of industry and enterprize which ought to be fostered and promoted, and, in short, depressing the general welfare by retarding the development of the varied resources of the province, are, First, The British Navigation Laws; Secondly, The Imperial Differential Duties; Thirdly, The Duties levied on Agricultural Produce; and Lastly, The Restrictions maintained against Foreign Vessels navigating the St. Lawrence.

The first and last mentioned of the above restrictions, your Memorialists are aware, are not under the control of the Provincial Legislature; but they nevertheless think it necessary to draw your Excellency's attention to their injurious effects upon our commerce and general welfare, in the hope that your Excellency will take such steps as may be necessary to bring them under the notice of the Imperial authorities, as well as to urge the paramount necessity which exists of their being promptly modified to such an extent, as will leave the people free to employ the cheapest vessels they can procure, whether they be British or foreign, and the inhabitants of Montreal in particular, the power to avail themselves of the advantages to be derived from an unfettered intercourse with foreign nations; without which concessions, your Memorialists despair of being able to maintain a successful competition with their neighbours of the United States, for the extensive and growing trade of the Western regions of America.

Next in the order of importance is the question of the Differential Duties. These your Memorialists conceive to have been virtually placed within the control of the Provincial Legislature by the "British Possessions Act" passed in the last session of the Imperial Parliament, and they would therefore respectfully but earnestly crave, that your Excellency will take such steps as your Excellency may deem advisable, to procure their unqualified repeal.

With respect to the duties on Agricultural Produce, your Memorialists would respectfully urge, that they consider such duties highly objectionable in principle, because they deem it unjust, as well as unwise, to tax the first necessaries of life; and injurious, because they tend to limit the export trade of the province.

Your Memorialists would, in the next place, with the view of promoting and encouraging industry, recommend, that all raw materials required for manufacturing purposes should be admitted free of duty. In this respect, your Memorialists would follow in the footsteps of the mother country, which has recognized the principle so fully, that they believe scarcely a duty remains in her tariff upon such materials.

Among

Among the minor suggestions which your Memorialists would venture to make respecting the provincial tariff, are the two following:—

First, That the duties should be levied in the legal currency of the province; from which your Memorialists would expect to derive much advantage in increased simplicity and convenience; as, wherever specific duties are levied, a troublesome conversion of sterling into currency would be avoided, and time, which is of the utmost importance in the active season, would thereby be much economized.

The next suggestion which your Memorialists would make is, that the practice of exacting bonds from importers on placing goods under the Queen's lock, as security for the payment of the duties upon them, should be entirely abolished. Your Memorialists regard this practice as extremely inconvenient, and troublesome to importers generally, while, on the other hand, they consider it to be quite uncalled for as a means of securing the revenue against loss, inasmuch as the Crown in no instance parts with its lien upon the articles in bond until the duties levied upon them have been paid, or "otherwise secured according to law." Under these circumstances, your Memorialists humbly trust that the vexatious practice in question will be speedily annulled.

Finally, your Memorialists would recommend, that along with the reforms already suggested, the scale of Tolls now levied upon the Provincial Canals should undergo a thorough revision, with a view to the substitution of such rates as will be calculated to attract the trade of the West to the channel of the St. Lawrence.

To this recommendation your Memorialists attach much weight, and trust it will have due influence with your Excellency's government in framing the fiscal measures which the present crisis imperatively calls for; and your Memorialists would respectfully add, that all the advantages which they expect to flow from the adoption of the foregoing suggestions, may be seriously endangered by ill-timed apathy or unwise legislation.

And your Memorialists will ever pray.

(signed) *G. Moffat,*
(Seal.)
President of the Montreal Board of Trade.

Montreal, 15 March 1847.

(signed) *F. A. Willson,*
Secretary.

NAVIGATION LAWS.

(CANADA.)

COPY of a DESPATCH from the Governor-general of *British North America* to Earl *Grey*, enclosing a MEMORIAL from the MONTREAL BOARD OF TRADE for a Modification of the NAVIGATION LAWS, and for the Removal of the Restrictions at present applicable to the Navigation of the *St. Lawrence* by Foreign Vessels.

Mr. Hawes.

Ordered, by The House of Commons, *to be Printed,*
14 *May* 1847.

399.

Under 1 *oz.*

CANADA.

(PUBLIC CREDIT, CANADA.)

RETURN to an Address of the Honourable The House of Commons, dated 10 June 1847;—*for*,

"COPIES of the CORRESPONDENCE of Her Majesty's Secretary of State for the Colonies with *F. A. Harper*, Esquire, and *Peter Buchanan*, Esquire, or the Governor-General of *Canada*, respecting certain Statements on the subject of the PUBLIC CREDIT of the Province of *Canada*, contained in a Memorial presented in March last to the Right Honourable Lord *John Russell*, relative to a project for the Colonization of *Canada* by Emigration from *Ireland*."

Colonial Office, Downing-street, 24 June 1847. } B. HAWES.

(No. 59.)

COPY of a DESPATCH from Earl *Grey* to the Right Honourable the Earl of *Elgin*.

My Lord, Downing-street, 19 April 1847.

No. 1.
Earl Grey to the Earl of Elgin.
19 April 1847.

WITH reference to my Despatch, No. 47, of 1st inst., in which I transmitted to your Lordship a Memorial addressed to Lord John Russell advocating a systematic plan of emigration as a means of affording relief to Ireland, I enclose, for your Lordship's information, the accompanying copies of a letter and of its enclosures on the subject, from Messrs. Harper and Buchanan, together with a copy of the answer which I have caused to be returned to them.

This correspondence, as your Lordship will observe, affords another proof that, however praiseworthy the object of the authors of the Memorial, and whatever may be the talent with which it is written, it has been drawn up without due consideration, and upon very imperfect and inaccurate information. In the event of any representation being made to you in reference to those passages in the Memorial, which are adverted to by Messrs. Harper and Buchanan, your Lordship will be at liberty to give publicity to this correspondence in any form which you may consider most desirable.

Messrs. Harper & Buchanan, 12 April. Colonial Office; 19 April.

I have, &c.
(signed) *Grey*.

Enclosure 1, in Lord *Grey*'s Despatch.

COPY of a Letter from *T. A. Harper* and *P. Buchanan*, Esquires, to Earl *Grey*.

Encl. 1, in Lord Grey's Despatch.

My Lord, 12, Craven-street, Strand, 13 April 1847.

(No. 1.)

WE beg leave most respectfully to submit to your Lordship's notice the subjoined extracts from a Memorial lately presented to the Right honourable Lord John Russell, as First Lord of the Treasury, to which several noblemen and gentlemen of great eminence as Peers and Members of the Imperial Parliament, have authorized their signatures to be attached.

We do so under a conviction that the statements therein contained, emanating from such parties, and addressed to the head of Her Majesty's Government, are calculated to have a most pernicious effect on the welfare and advancement of the Province of Canada, and on the relations of that colony with Great Britain.

We solicit, in particular, your Lordship's attention to the statement, "that the former Province of Upper Canada was once in default with its public creditor."

We were not aware, when this statement attracted our notice, of any circumstance which could justify it, and we applied for information and explanation to the Honourable John Henry Dunn. Mr. Dunn was, for 24 years, and up to the union of the Provinces of Upper and Lower Canada, the Receiver-general of

Upper Canada, and after the union he became the Receiver-general of the united
(No. 2.) Provinces. We enclose the reply of that gentleman, completely refuting this unjust and unfounded assertion.

(No. 3.) We also transmit to your Lordship a communication from two eminent firms, largely connected with the financial transactions of Canada, Messrs. Glyn, Hallifax, Mills & Co. and Messrs. Baring, Brothers & Co.; it corroborates Mr. Dunn's statement, and expresses their confidence in the good faith and integrity of the people of Canada, and in their ability and disposition to maintain the credit of their public and private securities.

We need not point out to your Lordship the ill effects that must result, on the one hand, from an impression in this country that there are grounds to doubt the faith and obligation of the people of Canada to meet their engagements in a spirit of the strictest integrity and honour, and on the other hand, from a belief on the part of the inhabitants of Canada, that they are viewed with suspicion and distrust, and are classed by their fellow-countrymen in Great Britain with the people of the repudiating states of the American Union; it will be obvious to your Lordship, that the value and negotiability of all Canadian securities must be most injuriously affected, and that a feeling of humiliation, mortification and estrangement must be engendered in Canada. Upon these grounds we trust that your Lordship will concur in the necessity of meeting such statements with a prompt and effectual counteraction.

In bringing this subject under your Lordship's notice, we do not presume to offer an opinion on the very extensive project with which it has been connected. We purposely abstain from so doing; but we shall be pardoned, we trust, in the expression of a regret, that it was deemed necessary, in attempting to sustain that project, to rely upon assertions unfounded in fact, and calculated to produce mischiefs of the greatest extent, and of the gravest character.

The solicitude evinced by your Lordship for the advancement of the important interests placed under your Lordship's care by Her Majesty, and the consideration which you Lordship has given to previous applications on subjects connected with the welfare of Canada, assure us that the appeal which we feel compelled to make for your Lordship's interposition, will be received with indulgence; and that a hope may, without presumption, be entertained of the adoption of adequate measures to obviate the ill effects we have ventured to point out, and to assure the people of Canada that no countenance is given by Her Majesty's Government to statements injurious to their interests, and calculated deeply to wound their feelings and diminish their confidence in the sympathy and generous consideration of the parent State.

We have, &c.

(signed) *T. A. Harper.*
Peter Buchanan.

(No. 1.)

EXTRACTS from the MEMORIAL to Lord *John Russell*, referred to.

1. THE great and primary want in Canada, as in every new country, is capital. Every Session of the Provincial Legislature, every official report and return, almost every newspaper published in the province, teems with evidence of the vast field which exists for the profitable employment of capital, and of the anxious desire felt to procure it. The colonists see the great results which have been effected in the United States by the easy access which their new states possess to the money-markets of the American cities; they see the unparalleled progress made through such means by states not superior to their own country in natural advantages, and they complain loudly of the impediments which prevent the natural development of their own resources, by depriving them of the capital and labour which they could so advantageously employ. It will be necessary for us here to consider what those impediments are.

The new American States, as we have said, can procure from the American money-markets a certain amount, at least, of capital, because the capitalist knows that his investment will be made in his native country, and consequently will be guaranteed to him by its laws, in which he has that confidence which is necessary to all commercial transactions. But Canada, though a part of an empire, the resources of whose capitalists are incalculably greater than those of the Americans, is in a position altogether different, as regards the circumstances under which the case apply to them.

2. What

2. What is it that prevents the Canadians from obtaining in this country a supply of capital equal to the demand for it in Canada; that is, equal to the opportunities of profitable investment which Canada presents? Mere distance is not the impediment; for British capital would be advanced without stint to any body at the Antipodes, who could offer what was deemed a really good security, both in point of value and in point of faith or obligation.

Respecting the mere value of Canadian securities, there would be no insuperable doubt in the British money-market, because inquiry would soon convince capitalists of the ability of the colonists to pay debts incurred for the improvement of their country; but there would be doubts on the point of faith or obligation. It must not be overlooked that the former province of Upper Canada was once in default with its public creditor. The immense losses which British capitalists have suffered from the bad faith of some of the United States, have caused a strong feeling of distrust and repugnance with regard to all American securities.—The recent rebellions in Canada; the vicinity of the colony to the United States; the annexation of Texas; the differences about Oregon; the circumstances relating to Canada in particular; which tend to deprive that colony of credit in the British money-market.

This view of the causes of the low credit of Canada in the British money-market, suggests two means, by which if they operated in conjunction, the credit of the colony might be sufficiently improved. There are two defects to be remedied; first, a want of confidence in the stability of any law but that of the Empire; secondly, a vague, but not less effectual fear of the instability of Imperial law in Canada.

In the first place, the British capitalist doubts, whether a provincial law under which he had advanced money in the colony, might not be altered by provincial legislation; and in the next place, he has an apprehension, which is far from definite, but therefore, perhaps, the more deterring, that political events might ensue which would render even Imperial law inoperative in Canada. There are two defects to be cured. The first of them, that is, the supposed instability of provincial law or the liability of provincial law to lawful alteration, might be cured by giving to contracts between British capitalists and public bodies in the colony the validity of Imperial law, the contracts should be made under a law of the Imperial Parliament, which, according to the constitutional law of the colony (the Imperial Act for the union of the Provinces) could not be lawfully touched by provincial legislation. In this case the contracts would be as much under the sanction of Imperial law, as if they had been made in pursuance of provisions contained in the Union Act itself. A method of curing the second defect is not so obvious. The effect would indeed be cured by the simple method of a specific guarantee by the Imperial Parliament against adverse political events, but there would be an awkwardness in the specific or direct admission by the Imperial Government of even the bare possibility of such events, which deprives this suggestion of practical value. The guarantee must needs be real, but there seems no reason why it should be specific or direct; a real guarantee to the whole effect in question was given by the Imperial Parliament, when it assured a certain rate of interest to the British capitalists, who recently advanced 1,500,000*l.* to Canada for the improvement of that colony; careful inquiry has not enabled us to discover any other mode of proceeding of the same character, by which the apprehension of adverse political events could be removed, without awkward admissions by Parliament of the possibility of such events.

Having suggested the mode in which, as it appears to us the discredit attached to Canadian securities, may, &c. &c. &c.

(No. 2.)

Gentlemen, London, 10 April 1847.

I HAVE received your communication directing my attention to the paragraph in a Memorial lately presented to Lord John Russell, on the subject of a scheme of colonization for the relief of Ireland, in which it is asserted in plain and distinct terms, that the former Province of Upper Canada was once in default with its public creditor.

To that statement I am enabled to give a most distinct and unequivocal denial. The Province of Upper Canada never was in default with its public creditor one hour. I was for 24 years, and up to the union of the Provinces of Upper and Lower Canada, the Receiver-general of the Upper Province, and the only circumstance on which I can conceive this statement to be founded, so far from showing that the Province ever was in default with its public creditor, will prove that on the only occasion on which such a misfortune was apprehended, it arose not from a want of good faith, or of power on the part of the Province to meet its engagements, but from the failure of the agents in London of the Provincial Government.

Upon the receipt of the intelligence of that event I came to England, with the hope that, as the Receiver-general of the Province, and from the influence of my connexions here, an arrangement might be effected for preventing any discredit to the Province, or inconvenience to the public creditor from the loss of the large sum in the hands of the London agents. In that hope I had the satisfaction not to be disappointed.

The house of Baring, Brothers & Co., to whom I applied in the first instance, offered with great kindness and readiness to entertain the application, but Sir George Grey, who was

then the Under-Secretary of State for the Colonies, having previously seen Mr. Glyn, and settled the terms of an arrangement with that gentlemen, the intervention of Messrs. Barings was not required, and steps were taken by the banking firm of which Mr. Glyn is a member, for the payment of the interest on the provincial debentures.

Upon the union of the Provinces of Upper and Lower Canada, the greatest anxiety was manifested, and every care taken by the provincial administration, that the debt incurred by the Province for public works should be provided for and secured, before any portion of the public revenue was pledged and applied towards the further debt of 1,500,000*l.*, which was created at the union, for the completion and extension of those works; and in the manifestation of that anxiety, I have no hesitation in saying, that the provincial government did no more than represent and carry into effect the unanimous public feeling of the Province.

I am, &c.

T. A. Harper, Esq.
and Peter Buchanan, Esq.

(signed) *John W. Dunn,*
Late Receiver-General of Upper and United Canada.

(No. 3.)

Gentlemen, London, 12 April 1847.

With reference to your application respecting the allegation in the memorial lately presented to Lord John Russell on Irish colonization, "that the former Province of Upper Canada was once in default with its public creditor." We readily bear testimony to the fact, that all dividends on the debts of that Province have been punctually paid, and to the good faith with which that Province has invariably met its engagements.

Nothing has ever occurred to induce us to doubt the integrity and good faith of the people of Canada; their disposition, or the sufficiency of their means to maintain the value of their public and private securities. Our confidence in them is consequently undiminished.

We are, &c.

Messrs. T. A. Harper and
Peter Buchanan.

(signed) *Glyn, Hallifax & Co.*
Baring, Brothers & Co.

Enclosure 2, in Lord *Grey*'s Despatch.

Copy of a Letter from *B. Hawes*, Esq., to Messrs. *T. A. Harper* and *P. Buchanan*, Esqrs.

Encl. 2, in Lord Grey's Despatch.

Gentlemen, Downing-street, 19 April 1847.

I am directed by Earl Grey to acknowledge the receipt of your letter of the 13th inst., in which you call his Lordship's attention to several statements contained in the Memorial lately presented to Lord J. Russell on the subject of a scheme of colonization for the relief of Ireland, and especially to the allegation, "that the former Province of Upper Canada was once in default with its public creditor," and I am to inform you, that it has given his Lordship much concern to read the passages in question, as they are certainly calculated to raise impressions unfavourable to the good faith and solvency of the people and Legislature of Canada. Lord Grey directs me to thank you for calling his attention to these passages, which, had they not escaped his notice, he would have felt it his duty to have contradicted at once.

His Lordship, however, now avails himself of the opportunity you have afforded him of stating that he can, from the sources of knowledge at his own command, confirm your assertion, that there is no incident in the history of the United Province, or either of the Provinces when separate, which would justify the charge, that any default had ever occurred in the payment of any debt due to any person in respect of any money lent on the public faith of either of the Canadian Provinces. On the contrary, he believes that faith has been invariably kept by the Canadian Legislatures with all such public creditors with the most scrupulous exactness.

I have, &c.

(signed) *B. Hawes.*

CANADA.

(PUBLIC CREDIT, CANADA.)

COPIES of the CORRESPONDENCE of Her Majesty's Secretary of State for the Colonies with *T. A. Harper*, Esquire, and *Peter Buchanan*, Esquire, or the Governor-General of *Canada*, respecting certain Statements on the Subject of the PUBLIC CREDIT of the Province of *Canada*.

(*Mr. Hume.*)

Ordered, by The House of Commons, *to be Printed,*
25 *June* 184[illegible].

568.

Under 1 *oz.*

USURY LAWS (CANADA).

RETURN to an Address of the Honourable The House of Commons, dated 10 June 1847;—*for*,

COPY of all CORRESPONDENCE between Her Majesty's Secretary of State for the Colonies respecting the Effect of the USURY LAWS in *Canada*, on the Industrial and Commercial Interests of that Province, and of all Correspondence with the Governor-General of *Canada* on that subject."

Colonial Office, Downing-street, 24 June 1847. } B. HAWES.

—No. 1.—

(No. 43.)

COPY of a DESPATCH from Earl *Grey* to the Right Honourable the Earl of *Elgin*.

No. 1.
Earl Grey to the Earl of Elgin, 30 March 1847.

20 March.

My Lord, Downing-street, 30 March 1847.

I TRANSMIT herewith to your Lordship the copy of a letter, and of the several enclosures accompanying it, which I have received from Mr. R. S. Atcheson, representing the injurious effect which is experienced in Canada from the operation of the provincial enactments relating to usury.

I am not myself aware how far public opinion in Canada supports the statements and views entertained by Mr. Atcheson on this subject. I should therefore wish your Lordship to lay the enclosed communication before your Executive Council, and consult that body as to the propriety of proposing to the Provincial Legislature the repeal of the laws in force in that Province relating to usury. My own opinion, and, I might add, the general feeling in this country, is so decidedly opposed to the existence of laws of this description, that I should be happy to learn that the Canadian Legislature was in favour of the proposed repeal.

I have, &c.
(signed) *Grey*.

Enclosure in No. 1.

2, Charles-street, Trevor-square,
20 March 1847.

My Lord,

I HAVE the honour to transmit to your Lordship the enclosed letter, with the annexed documents, addressed to Mr. MacGregor, as Secretary to the Lords' Committee of the Council for Trade, respecting the Usury Laws in Canada, and the obstacle which those laws present to the influx of capital into the Province. Encl. in No. 1.

The only impediment to the employment of labour in Canada on a very extended scale is, as your Lordship is doubtless aware, the want of capital on the part of the proprietors of land, and the extreme difficulty, or more frequently the impossibility, of procuring loans on the security of their lands.

With the view of obviating this obstacle to a more rapid development of the vast natural resources of the Province, the Legislature, in the years 1843 and 1845, passed two Acts, giving powers to and incorporating the Company referred to in the letters to Mr. MacGregor; and Her Majesty subsequently granted a Royal Charter extending the privileges and powers of the Company to this country. But the great demand which has lately existed in England for money for railway purposes, and the limited rate of interest allowed by the laws against usury in Canada, by annihilating the difference between the rates of interest here and in that Province on which the company's prospect of remuneration depended, have prevented the Company extending to Canada the benefit contemplated by its Legislature; and the Province is, in consequence, not only debarred from taking adequate advantage of the increased demand in Great Britain for its grain produce, but is precluded from entering upon the execution of several public works of the highest importance, which have been sanctioned by colonial statutes, and from proceeding with the formation of district roads and various local public improvements, on which many thousand emigrants would have found, on their arrival in Canada, immediate and profitable employment. On the other hand, if the

rate of interest which was current in England in 1844 had continued unaltered to this time, the Company would now have had it in its power to contribute, in the form of loans on landed security, two millions and a half to these purposes. And if the Usury Laws were repealed, and a sufficient difference in the respective rates of interest were thereby again established, its means of contributing to these important objects would be restored, and the Province would, it may reasonably be expected, derive an additional advantage from the influx of capital from the resources of individual capitalists, which would, in all probability, in that event be attracted into it, while the means of providing employment for emigrant labour would be almost indefinitely extended.

Under these impressions, I take the liberty to entreat your Lordship's consideration of these matters, and in the event of your Lordship concurring in the expediency of a repeal of the laws referred to, to solicit your Lordship to aid the promotion of that measure by recommending it to the favourable notice of his Excellency the Governor-general of Canada, with a view to his Excellency taking such steps to advance it as he may deem expedient; and I beg respectfully to assure your Lordship of the grateful appreciation by the people of Canada of any assistance obtained through your Lordship's means, for increasing their power at the present moment of providing for the employment of the expected emigrants, and thereby rescuing them, as well as the existing labourers in Canada, from the great distress, which must otherwise come from the sudden influx of an unusually large number of emigrants; and I would add, an assurance of their ready and cheerful acknowledgment of the great degree in which your Lordship will have thus contributed, not only to the averting an impending evil, but to the advancement and general prosperity of the Province.

I have, &c.

The Right Hon. the Earl Grey, &c. &c. &c.

(signed) *Robert Shank Atcheson.*

(No. 1.)

2, Charles-street, Trevor-square,

Sir, 28 January 1847.

THE repeal of the Usury Laws in Canada, on which I addressed a private letter to you on the 19th instant, has obviously so important a bearing on the colonial measures announced a few evenings since in the House of Lords by Earl Grey, and in the House of Commons by Lord John Russell, that I am induced to request the favour of your submitting that letter to the Earl of Clarendon, as President of the Right houourable the Lords of the Committee of Council for Trade.

I take the liberty of adding some documents, of which a list is subjoined, relative to the Trust and Loan Company, for the establishment and regulation of which the Legislature of Canada have, as stated in my letter of the 19th instant, recently passed two Acts, and the Crown under the sanction of the Lords of the Committee of Council for Trade, granted a Royal Charter.

I have, &c.

J. MacGregor, Esq. &c. &c. &c. Board of Trade.

(signed) *Robt. Shank Atcheson.*

(No. 2.)

My dear Sir, 2, Charles-street, Trevor-square, 19 January 1847.

WITH reference to our recent conversation respecting the Usury Laws in Canada, and their mischievous pressure on every branch of industry, as well as on the general interests of the Province, I enclose a printed copy of the draft of a Bill for their repeal, sent out by the packet of the 4th instant, to a friend of mine, who, in conjunction with several persons of considerable influence in Canada, is taking active steps to effect the accomplishment of this measure.

It would render an important service to Canada to bring the subject to the notice of Earl Grey, and to induce his Lordship to press it upon the attention of the Governor-general, with a view to his Excellency recommending his government to give their assistance to its passage through the Legislature at the commencement of the session.

You will observe, that the Bill follows very much the language of the English statute, but differs from it, in expressly including mortgages of land; and in the addition of a clause, declaring that the present legal rate of interest shall be considered the standard, or agreed rate of interest, in all transactions in which it is not otherwise stipulated in writing.

A less perfect measure was brought forward last session by Mr. J. A. Macdonald, the Member for Kingston, and was supported by Mr. Moffat, the Member for Montreal; Mr. Viger, the President of the Executive Council; Mr. Sherwood, the Member for Toronto, and at that time the Solicitor-general; and was not spoken against, I believe, by any Member of weight, except Mr. Aylwin, the Member for Quebec, and who was Solicitor-general during Mr. Lafontanie's administration.

Sir Allan Macnab, who was formerly opposed to the repeal, is now pledged to support it, and I am persuaded will exert all his influence to carry it. In this effort, he will be assisted by

by Mr. Charles Stuart, of Kingston, barrister-at-law, whose connexions are numerous and influential, and whose intimacy with Mr. Aylwin will, probably, enable him to avert the opposition of that gentleman. Mr. Stuart is the law agent of the Bank of Montreal, at Kingston, and the Registrar of Deeds in the county of Frontenac, of which Kingston forms part. These situations have given him abundant opportunity of ascertaining the injurious effect of the laws in question. The Bill will probably be brought forward by Mr. Macdonald, the Member for Kingston, and will be well supported. Indeed, in the present and perhaps even prospective state of the money-market here and in the United States, it is difficult to conceive any public man of intelligence having the folly to oppose a measure which, under no circumstances, could be injurious to the interests of the Province; but which, under existing circumstances, is imperatively demanded for the relief and promotion of every class of interest.

You are practically so well acquainted with the rapidity with which every branch of industry extends itself in an American colony that has reached the state of advancement which Canada has attained, that I need not remind you that the local accumulation of capital, large as it is, cannot keep pace with the demands upon it, and that consequently the rate of profit on its employment in the general business of the country is so high, as not only to admit but to require and secure a very high rate of interest on loans, and that the Usury Laws, by attempting to fix a rate, not adjusted by and bearing no proportion to the actual condition of the country in respect to capital and its means of employment, greatly enhance that rate, and inflict an amount of mischief scarcely conceivable by persons who are only acquainted with business operations in Europe.

I lately saw one of the principal merchants of Western Canada, who arrived here by the packet before the last; he is perhaps the most extensive, wealthy and influential importer in that part of the country, having branches of his establishment both in Glasgow and New York; he gave me a letter addressed to his firm on the subject of a loan, under negotiation and ultimately effected, for a constituent of his firm at Hamilton; perhaps I should say, a customer largely indebted to his firm, which illustrates, in the most striking manner, the pernicious effect of the Usury Laws, and the ruinous terms on which they compel both traders and landholders to seek relief on the occurrence of any emergency. The money advanced in this case was 4,500 *l.*, a bond and mortgage on valuable property were given for 6,000 *l.*, payable by annual instalments, with six per cent. interest, in the stock of the Gore Bank. In addition to a bonus of 25 *l.* per cent. on the amount of the mortgage, the rate of interest on the sum actually advanced commences, as you will observe on calculation, at eight per cent., and of course as the principal diminishes by payment of the annual instalments, it constantly advances on the remaining balance; if the value of the Gore Bank stock rises, the cost of the loan to the borrower will be still further increased.

This is not an isolated case. The same party informed me, that he knew 10 or 11 similar cases during the past year, and that they are of frequent occurrence.

The cost of accommodation, even through the banks, very considerably exceeds, by the charge of commission, and the accidents which almost invariably accompany it, six per cent., and yet the laws of the Province, by an unwise adherence to the spirit of the law which so long prevailed here, but which has lately with great practical advantage partially been modified, fixes the rate at six per cent., a rate be it observed, lower than the rate in the United States where the accumulation and competition of capital necessarily place the actual rate much below that which obtains in Canada. It must be remembered, too, that besides the natural disproportion between capital and its means of employment, Canada is subject to an additional disadvantage; namely, that a very large proportion of the accumulations of its capital derived from the profits of its trade, are withdrawn from the Province by capitalists who reside here, and who do not, as the American merchants and capitalists do, seek employment of their accumulations in the country in which they have been made.

With the view of obviating in some measure the disadvantage under which these circumstances place the people of Canada, the Legislature of the Province passed two Acts; one in 1843 the other in 1845, creating the necessary powers for the establishment of a company which should employ its capital in loans in Canada, and the Crown completed the measure by the grant of a Royal Charter in November 1845.

In the state of the money-market which existed in this country when the measure was set on foot in 1843 and 1844, there was sufficient difference between the rate of interest here, and even the legal rate of interest in Canada, to render the operations of such a company remunerative, as you will see by the enclosed report of Mr. Saward. At the present moment the difference is almost annihilated; for the extension of railways, with the failure of the harvests of Europe this year and partially last year, and the losses to private individuals resulting from the recent rage for speculation, have necessarily created a pressure and demand for capital, and led to an advance in the rate of interest throughout Europe and even in the United States, while in Canada the legal rate with which the powers of the company alone permit it to deal, is compulsorily stationary under the laws proposed for repeal; hence the Company's prospects of success are for the present diminished, and with them, the degree of benefit proposed to be extended to Canada by its operations. The legal rate in Canada is stationary, but the case above referred to shows how much that rate is below the actual rate, and how obviously mischievous and worthless are the laws in question.

I have endeavoured to state as shortly as possible the considerations connected with the subject; but this letter is still, I find, longer than I could wish, while much that might be said is omitted. I will now, therefore, only refer you to the annexed account, exhibiting a statement from which may be inferred the power of the people of Canada to pay a rate of

interest on loans, bearing a just proportion to the ordinary rate of profit on capital, and that such a rate is very much higher than the rate unwisely prescribed by the existing laws of the Province.

Believe me, &c.

J. MacGregor, Esq. (signed) *Robt. Shank Atcheson.*
&c. &c. &c.

(No. 3.)

(Private.)

My dear Sir, Kingston, 24 January 1844.

I CANNOT allow you to leave for England without expressing to you the deep interest I feel in the success of your efforts for the establishment of the Trust and Loan Company, lately incorporated by the Provincial Parliament. That it must prove of great advantage to the country, if established and conducted as you propose, it is impossible for me to doubt; nor can I doubt that it is equally calculated to afford the means of advantageous investment to the capitalists who shall become parties to the company itself. As to the political condition of the colony, I do not hesitate to say, that I see nothing in it that ought to shake the confidence of British capitalists in the entire security of investment here, either on public or approved private credit. Generally speaking, the tone of our present discussions relative to the late ministerial crisis, is decidedly moderate, and certainly no part of the language or conduct of any of our leading men, or of any portion of our community, is of a character to give occasion, even to the most cautious, for apprehending the probable occurrence of any check to the steady advancement of the Province in wealth and prosperity. Least of all can any reasonable man, in my judgment, see in what is passing the least ground for doubting the entire security of private property, or the punctual fulfilment of obligations of a pecuniary nature.

Wishing you a prosperous voyage and speedy return to us,

Believe me, &c.

R. S. Atcheson, Esq. (signed) *D. Daly.*
&c. &c. &c.

(No. 4.)

EXTRACT from a Letter from *John A. Macdonald*, Esq., M.P.P. for the City of Kingston; dated 14th October 1845, to Mr. *Atcheson.*

WE are in expectation of seeing you shortly. The anxiety for the Trust and Loan Company amounts to a fever; and I am convinced that if our laws allowed it, an almost unlimited amount might be at seven and eight per cent. As it is, I shall shortly be ruined in paying the postage of the numerous applications which come directed to me.

(No. 5.)

EXTRACT from a Letter from *Charles Stuart*, Esq., Registrar of the County of and Nephew of Sir *James Stuart*, Bart., the Chief Justice of Lower Canada; dated Kingston, 11th September 1845.

I BELIEVE that I am not guilty of exaggeration when I say, that there is a most anxious feeling throughout the whole Province regarding the Trust and Loan Company, which, if you succeed in establishing on a firm basis, will cause you for ever to be considered one of the greatest benefactors the Province has ever had.

(No. 6.)

Dear Sir, Kingston, 15 January 1844.

THE Trust and Loan Company, for the formation of which you were instrumental in obtaining an Act of our Provincial Legislature in the last Session, will, in my opinion, be a most useful establishment in Canada, and be the means of providing safe and profitable investment for a very large amount of British capital.

You are, I understand, in possession of much statistical information respecting Canada; so that you will have no difficulty in showing the great and rapid increase in wealth and population which is constantly taking place here; and that increase will, most unquestionably, be greatly promoted by the facilities which the Company will have it in their power to afford to the enterprize and industry of the Province.

I am, &c.

(signed) *George Okill Stuart,*
Archdeacon of Kingston.

—No. 2.—

Copy of a LETTER from *B. Hawes*, Esq., to *R. S. Atcheson*, Esq.

Sir, Downing-street, 5 April 1847.

No. 2.
B. Hawes, Esq., to R. S. Atcheson, Esq., 5 April 1847.

I am directed by Earl Grey to acknowledge the receipt of your letter of the 20th ultimo, with its several enclosures, on the subject of the Usury Laws in force in Canada, and the obstacle which they present to the influx of capital into the Province; and I am to acquaint you, that his Lordship will forward your representation on this subject to the Governor of Canada, with instructions to him to consult his Executive Council as to the propriety of proposing to the Legislature of the Province a repeal of the laws in question. His Lordship will further express to the Governor his own opinion in favour of the repeal of those laws.

I have, &c.
(signed) *B. Hawes.*

USURY LAWS (CANADA).

COPY of all CORRESPONDENCE between Her Majesty's Secretary of State for the Colonies respecting the effect of the USURY LAWS in *Canada*, on the Industrial and Commercial Interests of that Province, and of all Correspondence with the Governor General of *Canada* on that subject.

(*Mr. Hume.*)

Ordered, by The House of Commons, *to be Printed*,
25 *June* 1847.

569.

Under 1 *oz.*

NEW BRUNSWICK.

COPY of a DESPATCH from Lieutenant-Governor Sir *W. M. G. Colebrooke* to Earl *Grey*, dated Fredericton, New Brunswick, 26 February 1847, enclosing Bills for One thousand Two hundred and Fifty Pounds sterling, voted by the Legislature of *New Brunswick* for the RELIEF of the DESTITUTE POOR in *Ireland* and *Scotland*.

(PRESENTED TO PARLIAMENT BY HER MAJESTY'S COMMAND.)

Colonial Office, Downing-street, 25 March 1847. } B. HAWES.

Ordered, by The House of Commons, *to be Printed*, 25 *March* 1847.

(No. 14.)

Fredericton, New Brunswick,
26 February 1847.

My Lord,

IN transmitting the first of a set of bills for £.1,250 sterling, being the amount of a Grant made by the Assembly in the present Session for the relief of their fellow-subjects who are exposed to the horrors of famine in Ireland and Scotland, it affords me great satisfaction to be able to inform your Lordship that the vote was passed with a promptitude and unanimity which reflects credit on the legislative bodies; and I do not doubt that Her Majesty will appreciate the humane and loyal disposition which has actuated them in placing this sum at the disposal of Her Majesty's Government for the relief of the suffering people of the United Kingdom, who have on all occasions so promptly come forward for the succour of the Colonies when exposed to similar trials.

I have, &c.
(signed) *W. M. G. Colebrooke.*

The Right Honourable Earl Grey,
&c. &c. &c.

NEW BRUNSWICK.

COPY of a DESPATCH from Lieutenant-Governor Sir *W. M. G. Colebrooke* to Earl *Grey*, dated Fredericton, New Brunswick, 26 February 1847, enclosing Bills for One thousand Two hundred and Fifty Pounds sterling, voted by the Legislature of *New Brunswick* for the RELIEF of the DESTITUTE POOR in *Ireland* and *Scotland*.

(*Presented to Parliament by Her Majesty's Command.*)

Ordered, by The House of Commons, *to be Printed*,
25 *March* 1847.

225.

NEWFOUNDLAND.

COPY "of DESPATCH from Lieutenant-Colonel *Law*, transmitting a Bill for £.500, on account of the Subscriptions raised in that Island for the Relief of the DESTITUTE POOR in *Ireland*."

Colonial Office, Downing-street, 20 April 1847.

B. HAWES.

(PRESENTED TO PARLIAMENT BY HER MAJESTY'S COMMAND.)

COPY of a DESPATCH from Lieutenant-Colonel *Law* to Earl *Grey*, dated Newfoundland, 1 March 1847, transmitting a Bill for Five Hundred Pounds, on account of the Subscriptions raised in that Island for the Relief of the DESTITUTE POOR in *Ireland*.

(No. 53.)

Government House, Newfoundland,
1 March 1847.

My Lord,

IN compliance with a Resolution passed at a public meeting, held here for the relief of the distressed Irish, I have very much pleasure in transmitting to your Lordship a bill for £.500 on the Bank of British North America, to be disposed of in the manner pointed out in the accompanying letter from the High Sheriff, Chairman of the meeting, addressed to your Lordship.

I have, &c.
(signed) *Robert Law.*

My Lord,

St. John's, Newfoundland, 1 March 1847.

AT a meeting convened in this city, for the purpose of raising a subscription for the relief of the fearful distress existing in Ireland, a sum of about £.700 was subscribed, and it was resolved, as the best mode for the proper distribution of the money, that it should be transmitted to your Lordship, with a request that your Lordship would be pleased to divide it in those parts of Ireland where the suffering is greatest, and want most pressing.

Enclosed is a draft on the Bank of British North America for £.500; by the next packet the full amount of the subscriptions shall be transmitted to your Lordship.

Were it not for the present reduced circumstances of the inhabitants, occasioned by the recent calamities by which they have been afflicted, the amount of subscriptions would be much larger. Limited, however, as are their means, they consider it their duty to come forward to aid Her Majesty's Government in its sincere and arduous efforts for the relief of the suffering Irish people.

We have, &c.

(signed) *B. G. Garrett,*
High Sheriff and Chairman.
Patrick Morris,
Secretary.

The Right Hon. Earl Grey,
&c. &c. &c.

NEWFOUNDLAND.

COPY of a DESPATCH from Lieut.-Colonel *Law* to Earl *Grey*, dated Newfoundland, 1 March 1847, transmitting a Bill for Five Hundred Pounds, on account of the Subscriptions raised in that Island for the relief of the DESTITUTE POOR in *Ireland*.

(*Presented to Parliament by Her Majesty's Command.*)

Ordered, by The House of Commons, *to be Printed*,
21 *April* 1847.

303.

NOVA SCOTIA.

COPY of a DESPATCH from Lieutenant-Governor Sir *John Harvey*, K.C.B. to Earl *Grey*, dated Halifax, 2d February 1847, enclosing a Draft for One Thousand Pounds, voted by the Legislature of *Nova Scotia* for the Relief of the Destitute Poor in *Ireland* and the Highlands of *Scotland*.

Colonial Office, Downing-street,
18 February 1847.

(signed) B. HAWES.

PRESENTED TO PARLIAMENT BY HER MAJESTY'S COMMAND.

TO THE RIGHT HONOURABLE EARL GREY.

My Lord, Government House, Halifax, 2 February 1847.

IT having been suggested to me, that an appeal to the local legislature of this province, on behalf of the destitute poor in Ireland and the Highlands of Scotland, would be warmly responded to, I sent down a message, of which I have the honour to inclose a copy, as well as copies of the addresses in answer, which were immediately and unanimously adopted (it may be said almost by acclamation) by both branches, together with a resolution placing at my disposal the sum of 1,000*l.* sterling to be remitted to your Lordship for the purpose of being applied to the intended object in such manner as to your Lordship may seem most advisable. A Treasury Bill for this sum is accordingly herewith transmitted.

I have, &c.
(signed) *J. Harvey.*

MESSAGE.

In deference to the strong and universal feeling of compassion and commiseration which has been excited throughout Britain, and which cannot fail of finding an echo in the bosom of every British subject throughout the world, the Lieutenant-Governor has deemed it not inconsistent with his duty to the people of this province to call the attention of the House of Assembly to the fearful state of destitution to which so many of their fellow-subjects have been reduced by the effects of the famine now prevailing in many parts of Ireland and the Highlands of Scotland.

Comparatively exempt as are the more fortunate inhabitants of these colonies from this sad extremity of suffering, the Lieutenant-Governor cannot allow himself to entertain any doubt of the concurrence of this Assembly in the sentiment, that while we ought not to neglect existing distress or destitution on our own shores, so neither should we withhold such an extension of relief to our remoter fellow-subjects, in this hour of their grievous visitation, as may be within our means, or as may, at least, afford an evidence of our sympathy in their calamities.

On these grounds, the Lieutenant-Governor is ready to concur with the Assembly in a reasonable grant of the public money to be applied to the relief of the existing destitution among the poor in Ireland and in the Highlands of Scotland, in such manner as Her Majesty's Government may appoint.

(signed) *J. Harvey.*

Government House, Halifax, January 1847.

TO His Excellency Lieutenant-General Sir *John Harvey*, K.C.B. and K.C.H., Lieutenant-Governor and Commander-in-Chief in and over the Province of *Nova Scotia* and its Dependencies, &c. &c.

The Address of the Legislative Council.

May it please your Excellency,

The Legislative Council received, with most grateful feelings, your Excellency's Message, recommending the distressed poor in Ireland and the Highlands of Scotland to their consideration.

No appeal to the humanity of the people of Nova Scotia has ever been unsuccessful. The feeling manner in which your Excellency has described the distress you are so desirous to relieve, will, we are sure, find a corresponding sentiment in every individual to whom your Message is addressed.

Happily exempted in a great degree from the calamity which has afflicted their fellow-subjects in Ireland and the Highlands of Scotland, all the relief within the limited means of the people of Nova Scotia will be cheerfully afforded by their representatives; and it will give the Legislative Council a melancholy satisfaction in concurring in whatever grant may be made. And they cannot but add the expression of their deep regret at the extent of the distress, and their inability to do more for its relief.

It will, however, convince their destitute fellow-subjects that, though distant from them, the people of Nova Scotia sympathise most sincerely in their sufferings, and have done for them all that the circumstances of the province will admit.

Legislative Council Chamber,
29 January 1847.

Sim. B. Robie, President.

TO His Excellency Lieutenant-General Sir *John Harvey*, Knight, Commander of the Most Honourable Military Order of the Bath, Knight Commander of the Royal Hanoverian Guelphic Order, Lieutenant-General and Commander in Chief in and over Her Majesty's Province of Nova Scotia and its Dependencies, &c. &c. &c.

The Address of Her Majesty's loyal subjects the Representatives of the People of Nova Scotia.

May it please your Excellency,

We, the representatives of the people of Nova Scotia have considered the message your Excellency was pleased to send to us, recommending to our consideration the condition of many of our fellow-subjects in Ireland and Scotland, reduced to the extremity of distress for the want of food.

We have hastened, at the earliest opportunity, to consider your Excellency's Message, and have passed an unanimous resolution, of which a copy is subjoined to this address, placing at your Excellency's disposal the sum of 1,000*l.* sterling, for the purpose your Excellency so earnestly, as well as considerately and humanely, commended to our favour. And we beg your Excellency will be pleased to cause that sum to be advanced from the Treasury of this province, and transmitted to Her Majesty's Principal Secretary of State for the Colonies, with the respectful request of this House that his Lordship will be pleased to devote it to the purposes expressed in the resolution.

Wm. Young, Speaker.

In the House of Assembly, 29 January 1847.

Whereas his Excellency the Lieutenant-Governor having recommended by message to this House the case of the famishing poor in Ireland and Scotland, and this House having taken into consideration the message of his Excellency,

Resolved unanimously, That the sum of 1,000*l.* sterling be placed at the disposal of the Lieutenant-Governor towards the relief of the poor in Ireland and Scotland, who are suffering under the appalling destitution that now prevails in those countries, from the failure of their principal article of food; and that his Excellency be respectfully requested to cause the same to be remitted to Her Majesty's Principal Secretary of State for the Colonies, to be appropriated to the object above expressed; and this House regrets that the distress prevailing in some parts of this province from the same causes, and which will demand the assistance of the Legislature, precludes a larger appropriation for the relief of our distant fellow-subjects, for whose calamity this House feels the deepest sympathy.

NOVA SCOTIA.

COPY of a DESPATCH from Lieut.-Governor Sir *John Harvey*, K.C.B. to Earl *Grey*, enclosing a Draft for One Thousand Pounds, voted by the Legislature of *Nova Scotia* for the Relief of the Destitute Poor in *Ireland* and the Highlands of *Scotland*.

(Presented to Parliament by Her Majesty's Command.)

Ordered, by The House of Commons, *to be Printed*,
22 *February* 1847.

92.

PRINCE EDWARD ISLAND.

RETURN to an Address of the Honourable the House of Commons, dated 9 June 1847;—*for*,

"COPY of an ADDRESS from the HOUSE of ASSEMBLY of *Prince Edward Island* to HER MAJESTY, praying for RESPONSIBLE GOVERNMENT in that Colony."

Colonial Office, Downing-street, 24 June 1847. B. HAWES.

ADDRESS of the HOUSE of ASSEMBLY of *Prince Edward Island*.

MOST GRACIOUS SOVEREIGN,

WE your Majesty's loyal subjects, the House of Assembly of Prince Edward Island, have humbly to represent to your Majesty, that in the despatch from the Right honourable W. E. Gladstone, of 28th May 1846 (No. 12), it is stated to be your Majesty's desire, that the Officer administering the Government of Prince Edward Island, and all the subordinate officers of that Government, should merit and obtain—as it is your Majesty's injunction that they should cultivate—the confidence of the representatives of the people inhabiting the island, by every measure which can be pursued for that purpose consistently with their duty to the Crown, and to the colonists at large, and that for the above instruction, the House of Assembly beg to express their grateful acknowledgment.

The House of Assembly have further most respectfully to represent, that the former House had, in their Address of last year, alluded to the neighbouring Provinces, as evincing the benefits resulting from responsible government in general; and from the remarks in the concluding part of the despatch before referred to it is to be inferred, that the Colonial Secretary of State considered it inadvisable, on account of some dissimilarity supposed to exist between this colony and the other North American Provinces, to extend immediately in practice to this island the same ample system of responsibility as is enjoyed by many of them; and this declinature on his part appears to have been also based in some degree on the belief, that such a system had not by any despatch been directly conceded to this colony.

May it please your Majesty, we beg to state that in the despatch of 16 October 1839, referred to by the former Assembly in its Address of 1846, there is the following paragraph: "The object of my present communication is to announce to you the rules which will be hereafter observed on this subject in the Island Prince Edward."

In regard to this despatch, the House of Assembly respectfully represent, that it would give your Majesty's subjects here great satisfaction, if the principles contained in the said despatch were put into operation in good faith, on every occasion where the necessity for re-constructing the Executive Council, in order to render it more vigorous, public spirited and influential, or any other ground of public expediency may require a change in that Council, or if the persons holding any of the offices enumerated in the said despatch.

May it please your Majesty, although the principle which we are now to point out is not contained in the despatch above referred to, yet we feel ourselves under the necessity of stating, that it would tend to prevent a recurrence of evil were it made a rule, that when the Executive Council should, on important

subjects oppose the views of a decided majority of the House of Assembly, and this upon motions of the latter body neither contrary to the Royal instructions, to the despatches of the Imperial Government, nor to the general principles of English law, whether constitutional or respecting private right, then that the Executive Council should be remodelled so as in every reasonable degree to meet the views and enjoy the confidence of the House of Assembly, and that the placing in the Executive Council four members, chosen out of the majority of the House of Assembly, or as many of four as from circumstances and inclination might accept of such charge, would tend to facilitate public business, and give rise to a confidential and harmonious feeling highly beneficial to the community.

May it therefore please your Majesty, taking the premises into your consideration, to grant the requests hereby respectfully preferred by your Majesty's faithful and loyal subjects of Prince Edward Island.

PRINCE EDWARD ISLAND.

COPY of an ADDRESS from the HOUSE of ASSEMBLY of *Prince Edward Island* to HER MAJESTY, praying for RESPONSIBLE GOVERNMENT in that Colony.

(*Mr. Hume.*)

Ordered, by The House of Commons, *to be Printed,*
25 June 1847.

560.

EMIGRATION.

PAPERS

RELATIVE TO

EMIGRATION

TO

THE BRITISH PROVINCES IN NORTH AMERICA.

Presented to both Houses of Parliament, by Command of Her Majesty, February, 1847.

LONDON:
PRINTED BY WILLIAM CLOWES AND SONS, STAMFORD STREET,
FOR HER MAJESTY'S STATIONERY OFFICE.
1847.

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PAPERS

RELATIVE TO

EMIGRATION TO THE BRITISH PROVINCES

IN

NORTH AMERICA.

(No. 11.) No. 1.

Copy of a DESPATCH from Earl Grey to the Earl of Elgin.

Downing Street, 31st December, 1846.

EMIGRATION.

No. 1.

My Lord,

In consequence of the distress which unhappily prevails in Ireland and parts of Scotland, a very large emigration may be expected at the earliest moment when the season will admit of it. Her Majesty's Government, therefore, have deemed it incumbent upon them to deliberate on the measures best calculated to prevent either suffering amongst the emigrants, or any undue pressure upon the provincial resources.

In the emigration which takes place annually from this country to North America, including the United States, and which amounted last year to 90,341 persons, and has this year, during the first three quarters, amounted to 110,196,* it would appear that a large proportion of the people consists of persons proceeding to join their friends, who in many cases have remitted the means of transit to those by whom they are followed. In these instances it may be expected that no difficulty will arise. The newly-arrived emigrants will disperse themselves throughout the various localities where their friends are already established, and where, from the manner in which they are sent for, it may be presumed that they will find the means of subsistence.

Another large proportion of each year's emigration consists of detached families, or small parties of persons having no particular destination, who spread themselves over the country in quest of employment, and many of whom adopt no permanent residence until after they have had sufficient time to save, out of the earnings of their labour, the means of purchasing for themselves a moderate extent of land. This also may be regarded, so far as it goes, as a wholesome course of proceeding. It enables the emigrant, when he is able to acquire land, to maintain himself till it can be rendered productive, and it affords him time to become acquainted with the nature and peculiarities of the country before undertaking any cultivation on his own account. In this point of view, the feeling which prompts large numbers of emigrants to travel about the country in pursuit of wages, and only at a comparatively later period to choose their permanent homes, may be considered as one extremely well suited to the peculiar nature of the country to which they have proceeded.

There is, however, another description of emigrants for whom also it is very desirable to ensure suitable facilities, but for whom at present no provision is made. By the accounts which reach Her Majesty's Government, it would appear that large parties of people, assisted by their landlords or by persons interested in their condition, would gladly emigrate in company from the same neighbourhood, if they could have a reasonable prospect of being settled together after their arrival; and there seems reason to suppose, that could measures be devised for securing this

* The numbers were:—

	North American Colonies.	United States.	Total.
1845	31,803	58,538	90,341
First three quarters of 1846	42,404	67,792	110,196

EMIGRATION. No. 1.

object, the clergyman would in many instances be found willing to accompany his flock. Proprietors also would feel much more confidence and satisfaction in contributing to a plan which would relieve their tenants from the necessity of separation after reaching the province. Without wishing, therefore, to interfere with the natural flow of ordinary emigration, which disperses itself over the province, without occasioning an overwhelming pressure in any one place, Her Majesty's Government have thought that they might confer much benefit on some portion of the persons who are desirous to emigrate, as well as upon the districts where they are to be settled, if they could devise the means of offering to parties proceeding from the same village or parish in this country, especially if accompanied by their clergyman or priest, the prospect of finding ready for them an opportunity of establishing themselves in a body.

Such being the general views which are entertained on the subject, I proceed to inform you in what manner it is proposed to carry them into effect; in doing so, I must, however, remark that it is not in my power to convey to you more than very general instructions upon the subject, leaving it to your judgment when on the spot, to supply the necessary details.

It will then in the first place, be requisite that the situations in which villages are to be formed should be carefully selected. In making this selection, it should be particularly considered what prospect there might be, that the locality would afford immediate employment for the people at wages, since if the immediate difficulties of a first settlement can be surmounted, there is little reason to fear the ultimate success of the emigrants in a country where there is so large an extent of fertile land available for the supply of their wants. In laying out the villages, each should consist of a sufficient number of log-houses constructed at a moderate cost, to accommodate at least 300 souls, and to every house should be allotted a small piece of land as a garden, sufficient to occupy the tenant's spare time, but insufficient solely to provide for his subsistence, or make it unnecessary that he should also work for wages.

In every village there should be a cottage of a somewhat better description for the accommodation of a clergyman or priest, and contiguous to it there should be a plain and inexpensive wooden building to serve both as a school and a church. It is, however, absolutely necessary in order to limit the expense to be incurred, that these buildings should be of the very cheapest and simplest kind, trusting that hereafter the settlers will be able to provide better accommodation. At the rate of five persons to a family, 60 log-houses would suffice for the reception of 300 people, but the size of the villages must of course vary and depend on local circumstances of which the officers presently to be named, should judge.

The most important question is, as to the mode in which the cost of preparing these villages for the reception of emigrants, should be defrayed. It is not intended that this should be undertaken immediately by the Government, since if it were so, a very large permanent sacrifice of public money, which I do not consider to be indispensable, must be anticipated. Experience sufficiently proves that it would be most unwise for the Government to undertake the first cost of forming settlements of this description, under the expectation that the money so laid out, would ultimately be repaid by the emigrants. No such attempt, though more than one has been made, has ever been successful, nor is this by any means surprising, considering how much patient and persevering industry is indispensable for the success of a settler, and what hardships and privations he must in the first instance encounter, it can be no matter of astonishment that the energy of an emigrant should be damped, and his exertions discouraged by the thought that for some years, the result of all his toils must be not to improve his own condition, but to pay off a part of an apparently hopeless debt to the Government, so that practically, such debts never are paid.

Hence it is most important that the settler should never be induced to commence life in a new country in debt and that if the preparation of such villages as I have described, for the reception of emigrants, is to be attempted by the advance of public money, in the expectation that it will be ultimately repaid, that advance ought to be made, not to the emigrants themselves, but to some other party. Nor does it appear impossible that such an arrangement might be made. Considering how greatly the value of land in North America is enhanced by settlement, there is reason to believe that an arrangement might be made with the proprietors of large estates of wild land, by which, in consideration of an advance from the Government of a part of the money required, they should take upon

themselves the task of preparing villages for the reception of emigrants. Proprietors making such agreements would of course look to obtaining from the emigrants the means of ultimately repaying the advances received from the public, and with the arrangements made between the parties for that purpose, the Government would have no right to interfere; but, without doing so, it would be proper to endeavour by advice to lead them to adopt such arrangements as would be most likely to promote the success of the measure. With this view it would, I think, be right to call the attention of the landowners to the considerations to which I have already adverted, as to the inexpediency of a settler's being induced to commence his new career under the burthen of debt, pointing out, at the same time, that this might be avoided by their becoming in the first instance not purchasers upon credit of the cottages in which they were placed, but tenants paying a moderate rent, which probably should not commence till the termination of the first winter after their arrival, and then be payable at short intervals, perhaps weekly or monthly. It would be expedient further to grant them the privilege of purchasing, whenever they had saved the means of doing so, not only their cottages, but also al otments of land attached to them, the price of which should be settled beforehand. I have no doubt that an arrangement of this sort would afford a far greater stimulus to industry, and that the desire to become a proprietor would be a far stronger motive with the emigrant to exertion than the mere wish to pay off a debt, if he were at once placed in possession of his cottage and land. Landowners might thus, I am persuaded, with good management, calculate upon receiving from the settlers the means of repaying the advances made to them by the Government; but it is not to be overlooked that this would form but a small part of the advantage to be obtained by them, their chief profit would arise from the increased value given to the adjoining wild lands from the formation of the proposed settlements. To carry these views into effect, I have to authorize you to make it known. both in Canada and in New Brunswick, that you are prepared to make advances out of British funds to proprietors, upon the security of their lands, on condition of their undertaking the construction of villages of the required description. The managing agents of any of the chartered companies would of course be entitled to be viewed for this purpose like any other proprietors.

It is proposed that officers of the army upon full pay, whether of the line or other branches of the service, and also officers of the Commissariat service, should be employed in carrying out this service. One of them should be sent into Gaspé, two to the Eastern Townships, and two into Western Canada. They will, while so employed, be allowed, in addition to their full pay, extra pay at the rate of £1 per day, and their actual expenses in travelling. This extra pay may be paid by the officer in charge of the Commissariat in each province, on abstracts approved by the Governor.

These officers must be furnished with instructions which your Lordship will best know how to adapt to local circumstances, founding them upon the general views already explained.

In no case should any officer be allowed to conclude an agreement with a proprietor for the formation of a village until the agreement has been submitted to and approved by your Lordship. Officers should especially be cautioned to ascertain that the proprietors seeking advances are in earnest in their intentions, and likely to be capable of carrying them out successfully. And I must here especially observe, that officers should never fail to bear in mind that one essential element of success is, that villages should only be erected in situations where either the proprietor himself has such capital and opportunities of employment, that he will be able from the first arrival of the people to afford them work which shall continue at least during the first winter; or else where public and other means of constant employment will be within easy reach of the village.

Before any advance of money is made, a certificate should be furnished by the Inspecting officer that work has been already executed to the extent of at least half the estimated cost of the village. Upon the production of such a certificate, one moiety of the estimated cost of the village may be advanced, and the remaining moiety when the village shall be reported to have been completed. The sum to be advanced for the construction of each village, including the church or chapel, and the residence of the clergyman, is not to exceed the rate on the whole of £5 a-head on each settler to be located, including women and children, and assuming, in the absence of more specific information, that each family will consist of five persons.

The sums to be advanced to landowners for this purpose are to be repaid in not

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less than ten years, by equal annual instalments, and interest is to be charged at the rate of five per cent.

Another very important element of success is to ensure an adequate supply of food for the people throughout the first winter. The officer reporting upon a location should be required to state what provision the proprietor is himself willing to make ; and whether any danger of scarcity of food might be apprehended during the first winter from settling together at the same time such a body of persons as I have alluded to.

The number of villages which each officer should be at liberty to recommend ought to be communicated to him in his instructions. Your Lordship will be the best judge whether each should have discretion to propose the same number, or whether more would be fitting in the district of one officer than of another. I have only to desire that the total amount of money to be advanced is not to exceed £50,000, leaving it to your Lordship to determine in what manner that sum may most advantageously be applied. I trust that by the assistance of some of the great land companies, as well as of the owners of large tracts of wild land in the different districts of Canada and of New Brunswick, your Lordship will find no difficulty by means of advances to this amount, in preparing villages for the reception of a considerable number of emigrants ; but if I should be disappointed in this respect, it will deserve your consideration whether it might not be proper to apply to the provincial legislature for power to allow the purchase of considerable tracts of land, either by companies or by individuals, upon the condition that any money expended by them in preparing villages for the reception of emigrants should be considered as part of the purchase-money. In this manner a great inducement might be afforded to capitalists to embark in enterprises of this description, and the arrangement, though not altogether free from objection, would not be open to any which, in a great emergency, should be regarded insurmountable. To any attempt to meet immediate difficulties by departing from the principle of alienating lands only by sale, I have to instruct your Lordship to refuse your assent. I am persuaded that a rigid adherence to that principle is the very foundation of every good system of colonization.

When each officer has recommended those proposals which appear to him most advantageous for the expected immigrants, your Lordship will decide which proposals are to be accepted, and will then apprise the Emigration Agents at the ports of disembarkation, of the sites and particulars of the intended villages, as well as communicate them to me without delay, and I will place the Emigration Commissioners in possession of the information.

Such is a general outline of the measures which Her Majesty's Government think it will be desirable to adopt in Canada. They are well aware that the scheme will be far from adequate to provide for the whole number of people who may be expected to arrive in any season, nor have they the least wish to interfere with the ordinary means by which the mass of the emigration is usually spread over the country without serious difficulty or distress ; but they trust that in endeavouring to provide an acceptable resource for collective bodies of emigrants, they may at the same time increase the chance of a favourable issue to the other portions of the year's emigration.

Combined with these arrangements in Canada, there will be corresponding measures adopted in this country. When considerable parties of people are emigrating together, the Commissioners of Emigration will be empowered to undertake, if wished, to expend their funds for them in providing passages ; and they will also be authorised to furnish such parties with letters to the Emigrant Agents in Canada, describing the kind of village for which the people may be supposed to be best fitted. The precise manner, however, in which this part of the scheme can be worked will require some deliberation, and as it is less urgent in point of time, than the measures to be adopted in the province, it is unnecessary that I should enter further into detail on this subject. Much must arise in so new a scheme which cannot be foreseen or provided for beforehand ; but I feel entire confidence in the discretion with which you will supply any defects, or correct any inadvertencies, in this outline of the plan, which on the other hand, is I hope, explained with sufficient fulness to give you the necessary conception of its general scope and objects.

I have, &c.

Right Hon. Earl of Elgin, &c. &c. (Signed) GREY.

(No. 160.) No 2. EMIGRATION.

No. 2.

Copy of a DESPATCH from Earl Cathcart to Earl Grey.

Government House, Montreal,
28th December, 1846.

My Lord,

I submit herewith the Annual Reports of the Chief Emigration Agent, and of the Superintendent of the Quarantine Establishment for the year 1846. As it is desirable that these documents should be transmitted to your Lordship as soon after the close of the season as possible, and as I have only this day received Mr. Buchanan's Report, I must reserve until I am furnished with the duplicate copy, whatever remarks it may be necessary for me to lay before your Lordship; but it appears to me that these Reports will be found to supply very full and clear information on all the particulars connected with the Emigration to Canada during the past season.

I beg leave to observe that I have not yet received instructions to draw from the Commissariat chest the sums which in Mr. Gladstone's Despatch of the 31st of January last, No. 12, I was informed would be proposed to Parliament for the service of Emigration to Canada during the year terminating the 31st of March, 1847, and as the greater portion of the expenses of the year's emigration are incurred during the summer months, and the creditors are becoming anxious for the settlement of their accounts, I would request your Lordship to direct the payment of those sums into the hands of the Receiver-General of this province.

I have, &c.

The Right Hon. Earl Grey, &c. &c.

CATHCART.

REPORT ON EMIGRATION.

Report.

Office of Her Majesty's Chief Agent for the Superintendance of Emigration in Canada.

My Lord,

Quebec, 24th December, 1846.

I have the honour to submit to Your Excellency, for the information of Her Majesty's Government, my Annual Report on the Emigration to this Province during the season of 1846.

I have, as in former years, compiled from the records of this Department, a number of tabular statements, intended to show more plainly the results of the emigration of the season, under different points of view. These, together with my weekly reports and other papers connected with the transactions of the Department, will be found in the Appendix. Paper No. 1 is the usual tabular statement of the arrivals during each week; distinguishing adults, males, and females, from children; as also the proportion who were ascertained to have received parochial or other assistance to aid their emigration. On reference to this return in the Appendix (page 16), it will be seen that the total number of emigrants who have landed at this port during the past season, is 32,753, six hundred of whom come within the class of cabin passengers. A comparison of this aggregate with the returns of 1845, shows an increase of 7,378—equal to 29 per cent.

Emigration males, females, children.

Total Emigration.

Paper No. 2 shows the total number of vessels which arrived with emigrants from each country, with an average of their passages, the number of cabin and steerage passengers embarked, the deaths during the voyage and in quarantine, and the number landed in the colony, distinguishing males from females, and adults from children.

Vessels from each country.

Paper No. 3 furnishes a list of the ports from whence these emigrants have sailed, with the particular number from each port and country. The numbers have been as follows:—

Ports from whence they came.

	Cabin.	Steerage.
From England .	273	8,890
,, Ireland .	207	20,842
,, Scotland .	120	1,525
,, Germany .	..	896
Total .	600	32,153

EMIGRATION.

Report.

Comparison with the Emigration of 1845.

These numbers, on comparison with the emigration of 1845, show an increase on the steerage passengers, from England, of 4½ per cent., and from Ireland of 48 per cent., while the emigration from Scotland shows a decrease of 24 per cent.

	1845.	1846.	Increase.	Decrease.
England . .	8,511	8,890	379	..
Ireland . .	14,060	20,842	6,782	..
Scotland . .	2,011	1,525	..	486
Germany . .	..	896	896	..
Total . .	24,582	32,153	8,057	486

Port of Liverpool.

Of the emigration from England nearly two-thirds was from the port of Liverpool, the number being 5701, of which number, 5,344 were natives of Ireland, 175 were English, 107 Scotch, 61 Welsh, and 14 Germans, making the total amount of the Irish emigration of this season, 26,186, or equal to nearly five-sixths of the whole.

German Emigrants.

There has been an emigration this season direct from Germany, numbering 896 persons, the only arrivals direct from any foreign port, since the year 1836. A further party of Germans, numbering 144 persons, came from the port of Hull, to which they had proceeded, not being able to procure a vessel direct from Hamburg. These, added to some others from the port of Liverpool, will make the total number of foreigners who have landed at this port this season, 1084.

Emigration of 1846 compared with former years.

The emigration of the past season is the largest since 1832, with the exception of 1842, when the number was 44,374. Paper No. 4 furnishes a statement of the total aggregate emigration to this important province since the year 1829 inclusive, a period of 18 years. The total number of emigrants landed here has been 466,178.

Total number arrived during the last 18 years.

Number of admissions and deaths in Hospital.

Paper No. 5 furnishes a return of the admissions, discharges, and deaths at the Quarantine Station, and at the Emigrant Hospital, in this city. The number of admissions at these two establishments, in the course of the season of 1846, has been 1325, viz., 454 men, 492 women, and 379 children. The deaths have been 105, viz., 31 men, 30 women, and 44 children. This return, I regret to say, shows a very great increase, both in admissions and deaths, over any former year. There has been also, in the course of this year, a very great increase in the mortality among the emigrants during their passage. According to the reports made to this office, the deaths at sea were 25 men, 43 women, 85 children, between 1 and 14 years; and 51 infants: total, 204; and to these are to be added the number of deaths in Quarantine Hospital referred to, 68, making the total of the deaths previous to the landing at this port, 272, which is an increase of near 100 per cent. over the year 1845.

Deaths during the passage.

Cause of increase of sickness and deaths.

This great increase in the proportionate sickness and mortality has been, no doubt, fully brought under the notice of your Excellency, by the Medical Superintendent of the Quarantine Establishment, in his Annual Report. In my weekly reports made from time to time during the season, I have had occasion to remark on the sickly state in which a number of vessels arrived. Disease, in many cases, has been plainly increased by the want of proper care and cleanliness among the passengers themselves.

Passenger vessels.

The number of passenger-vessels arrived during the past season has been 306, having a tonnage of 119,402 tons, and navigated by 4670 seamen. Of this number of vessels, 171 came within the regulations of the Passenger Act, there being from England, 45; from Ireland, 109; from Scotland, 10; and from Hamburgh and Bremen, 7, having a tonnage of 68,570 tons; and their crews numbered 2670 men. The number of vessels which had their full complement of passengers on board was 54, viz., from England, 5, and from Ireland, 49; and 135, having less than 30 adult passengers, were exempt from the operation of the law.

Vessels sufficiently found.

These vessels have been generally sufficiently found in provisions and stores, so far as the law requires. But the passengers, in many cases, were dependant almost entirely on the allowance the law afforded them, their own private stock being, after a few days at sea, wholly consumed; from which it appears that but little attention is paid to the private supply which the emigrants may provide, so that the ship have the requisite quantity of bread stuffs-which the law requires on board. Since the passing of the existing Act, the masters of passenger-vessels, being bound to issue a certain supply throughout the voyage, are indifferent as

to the amount of private stock laid in; and when the desire to emigrate is strong, instances will occur in which the ship's issue alone is depended on. Under such circumstances, it is not surprising that there should have been a great deal of dissatisfaction caused this season, in consequence of the substitution of Indian corn meal for a portion of the povisions to be furnished by the ship. The emigrant, on engaging his passage, is informed that he will receive a pound of oatmeal, flour, or biscuit, each day during his passage, but on getting to sea, finds that one-half of this allowance is replaced by Indian corn meal, an article of food wholly new to him, and one which requires considerable care and attention in its preparation. He is naturally at once prejudiced against this article, and makes use of it in its unpalatable form, only when reduced to actual want. This description of food, although highly valuable under different circumstances, is not proper for issue throughout a long voyage, to people who have been wholly unaccustomed to its use, and who do not know how, indeed, to prepare it. Dr. Douglas has found that a great extent of sickness prevailed in the vessels in which the meal was used; and he confirms me in the impression, that it is desirable the permission accorded for the substitution of Indian corn meal, for the potatoes and oatmeal prescribed by the Act, should not be extended to another season.

Substitution of Indian Corn Meal.

Several cases of infringement of the provisions and regulations of the Imperial Passenger Act have been brought under my notice during the past season, and legal proceedings were instituted by me in six cases. In five of these cases I obtained convictions. The masters of the barque "Eleuthera," from Tralee, and brig "Hope," from Westport, for having an excess of passengers over their legal complement, were fined in a mitigated penalty of 5*l.* sterling each. The master of the barque "Triton," from Penzance, for not having the passenger-deck of his vessel properly constructed, was similarly fined 1*l.* 5*s.* sterling and costs. The master of the barque "Minna," from Sligo, was prosecuted for not issuing the regular allowance of water to his passengers; and the case being fully proved, he was fined the full penalty of 50*l.* sterling. The last case was against the master of the brig "Arab," from Bideford, for neglecting to make the issue of provisions during the passage; which being fully proved, he was fined in the sum of 12*l.* 10*s.* sterling. The proceedings which I had caused to be entered against the master of the "Sarah Milledge," from Galway, for having an excess of passengers over the legal number, failed in procuring a conviction, as stated to your Excellency in my Report of the 15th July last.

Passenger Act infringements.

Prosecutions.

With regard to the proceedings which I considered it my duty to adopt in the very aggravated case of the barque "Elizabeth and Sarah," from Killala, on board of which vessel so great a mortality and suffering occurred, I beg to refer to my reports to your Excellency of the 4th and 8th of August last. These reports will fully explain the circumstances under which I felt myself called upon to engage a steamer to proceed to the relief of the passengers on board this ship. My weekly report of the 22nd of August, which will be seen at page 30 of the Appendix, and the Report of Dr. Douglas, which accompanies it, will fully detail the condition in which the pasengers and vessel arrived at Grosse Isle. Having in my final report of the 9th of September, entered fully into all the particulars of this case, and having also reported to the Colonial Land and Emigration Commissioners on the subject, it becomes unnecessary for me to re-enter into the details connected with it.

Ship "Elizabeth and Sarah."

From the information I was enabled to collect from the passengers and crew of this vessel on their discharge from the Quarantine Hospital, their distress and suffering may be attributed, in a great measure, to the neglect of the officer of customs at Killala, whose duty it was to have carefully inspected the accommodations, and the supply of water and provisions on board, previous to her sailing.

It is satisfactory to be able to state, that this case has no parallel among the emigrant vessels arriving at this port since the passing of the present beneficial law. It would, however, appear, that notwithstanding the care and attention with which the Act has been framed, the intervention of the legislature is yet required to render it complete. The law appears to be sufficiently stringent, but experience has shown the possibility of its evasion.

Passenger Act.

The Colonial Land and Emigration Commissioners have remedied several of the minor difficulties experienced in the early working of this law, and particularly one of some consequence in the measurement of the capacity of the ship. The uniformity of system established by the instructions in their printed memorandum

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on the duties of the Government Emigration Agents, in carrying out the Passenger Act, has produced great relief to the department here.

The Commissioners, from the terms of their last year's Report laid before Parliament, seem to contemplate some amendments to the Act, and will, I have no doubt, render its provisions in every way efficient. The suggestions which my experience would authorize me to offer, are confined to a few heads only. I conceive it worthy of consideration whether all vessels carrying emigrants should not be brought under the operation of clause 6. Under the Act, as at present worded, no vessel having less than 30 adult passengers, is subjected to any of its provisions. It is not to be supposed, that when this number of persons only are received on board a vessel of the usual burthen employed in the Quebec trade, any absolute privation or suffering can be experienced. But instances have come under my view, in which considerable inconvenience and injury has been caused to the passengers from the master of the vessel having neglected tc issue a proper supply of water; and from emigrants, under the impression that the regulations for the issue of provisions by the ship, were to be observed in all cases, having omitted to provide a sufficient supply for themselves.

Suggested amendments.

Quality of provisions.

I conceive there should be some standard established in regard to the quality of biscuit to be issued by the ship. My report of 1844 will be found to allude to this subject, as also to the desire expressed by all parties connected with the Irish passenger trade, that the quantity of biscuit should be reduced, and a corresponding increase made in the allowance of oatmeal; 2lbs. of the former, and 5 lbs. of the latter per week, in lieu of the present scale, would be, I conceive, a supply not more expensive to the ship, while it would prove, in most cases, much more available to the passenger.

Liability for penalties.

On the subject of liability for penalties inflicted under the Passenger Act, I have to remark, that while it is the master only who is held subject to the judgment, it is probable that its evasion will frequently occur. The master, and no other, is the guilty party in almost all cases of infringement of the law. But it seems desirable to provide, if possible, a recourse even against the ship, if from death or desertion, the master should avoid the consequences of his neglect or misconduct.

Cases of shipwreck.

I have this year to report the loss of three emigrant vessels proceeding to this port, fortunately, however, without serious loss of life. The brig " Brilliant," from Cork, with 162 passengers, was wrecked on the coast of Newfoundland on the 12th of May. The passengers, with the exception of two, were saved, and succeeded in reaching St. John's, and were forwarded by the authorities to this port, with the exception of 30, who proceeded to Halifax on their route to the Unite d States. The barque " Hebe," from Liverpool, with 39 passengers, was wrecked on the Manicougan shoals on the 30th August. The passengers were all saved and brought to this port on the 12th September.

The barque " James and Mary Sinnott," from Tralee, was lost at sea in the severe gale of the 19th of September. Her passengers, 20 in number, were fortunately taken from the wreck by the ship " Lord Glenelg," and all landed safely at Richabucto, on the 24th October; 11 of them reached this port on the 12th November.

Persons aided to emigrate.

The number of emigrants who have been aided in their removal to this country, by their landlords, or parish authorities during the past season, shows a considerable decrease when compared with that of the year 1845. In paper No. 6 of the Appendix, (page 20.) I have set forth, as nearly as it can be astertained, the number assisted from these sources. As no official return, or notification, is made from the authorities or parties who assist these people, I am dependant entirely for my information on personal inquiry of the individuals themselves, who very often return unsatisfactory replies. The number from each country was as follows, viz., from England, 245, seventy-nine of whom only appear to have come out under the superintendence of the Poor Law Commissioners, against 804, who were sent out last year. These persons were paid the usual landing money here, viz., 20*s.* sterling each adult, amounting to the sum of 63*l.* 10*s.* sterling. The remaining persons from England, 166, received assistance from their respective parishes to the extent of 104*l.*

Number from England.

From Ireland.

From Ireland the number assisted was 1013, being nearly equal to those of last year. These people were nearly all assisted by their landlords. Those from the Port of Limerick, 358, sent out by Colonel Wyndham and Mr. Spright, were generally well provided, and one party of 20 families, 51 persons, sent out by the

latter gentleman, received, on landing here, a sum equal to two guineas each, amounting to 91*l.* 10*s.* sterling.

Those from the Ports of Dublin, Waterford, and Liverpool, 421 in number, landed here in extreme poverty, with the exception of a small party sent out by Earl Fitzwilliam in the "Industry," who had been provided with a free passage and 30*s.* each, to assist them on their voyage and on arrival here. The others, so far as I could learn, had received only a free passage and provisions. With reference more particularly to these last, I would refer to my weekly report of the 30th June.

In the ship "Londonderry" there were 14 persons sent out by the Londonderry Union, who received the sum of 10*s.* each, amounting to 8*l.* 15*s.* sterling, which had been remitted to this office for their benefit after arrival.

From Belfast, Coleraine Union.

In the "Belinda," from Belfast, there were a number of poor families sent out by the Coleraine, Armagh, and Magherafelt Unions, who received the sum of 10*s.* each from the master on landing here. Many of them, more particularly those from the Coleraine Union, were very helpless, consisting of sickly people and widows with families of helpless children. One or two of these families have been inmates of the hospital ever since their arrival here, and are now dependant on the charitable institutions in this city for their support.

Return of tradesmen, &c.

Paper No. 7, furnishes a return of the trades and callings of the male adult emigration of the year, from which it will appear that upwards of one-half come under the denomination of unskilled labourers. Of the remainder four-fifths are classed as agricultural labourers and farmers. The number of mechanics and tradesmen are stated at 715, of which number 98 are miners from Wales, Cornwall, and Waterford. All these proceeded with their families for employment in the copper and lead mines in the Western States and on Lake Superior.

Distribution of the year's emigration.

In Paper No. 8 of the Appendix, will be found a statement of the distribution of the emigrants of the year, compiled from the monthly reports received from the chief Agent in Canada West, and the local agents of the department. Of the total immigration by the route of the St. Lawrence, Mr. Hawke estimates that the large proportion of 24,655, have arrived in Canada West. The number who have arrived *viâ* the route of the United States, is stated at 2,864, which makes the total immigration into the western section of the province during the year upwards of 27,500 souls.

Estimate of the number who have left Canada West for the United States.

The difficulty of ascertaining with correctness the number of persons who have proceeded from Canada to the United States along our extensive frontier must be obvious. Mr. Hawke, after strict inquiry from the sources within his command, estimates the number who have left Canada West at about 2,000 persons less than the amount of the immigration we have received by that route.

I am aware of several parties of emigrants having arrived at this port with the fixed intention of proceeding to the Western States. Of the German immigrants about 800 have gone to that quarter, and several parties of Welsh immigrants have also left the province with the same destination in view.

From the information collected from the emigrants previously to their landing here, compared with such reports as I can obtain of the passengers proceeding to the United States by the various routes crossing the frontier of Canada East, I am led to estimate the number who have passed through the province at about 5,000, making the whole amount of the emigration from both parts of the province about 7,000.

Number *viâ* Montreal and Lake Champlain.

The largest portion of this number have proceeded direct from Montreal, by the route of St. John's and Lake Champlain, having emigrated with that intention, and have been induced to choose the route of the St. Lawrence as being much cheaper than the passage direct from Great Britain to any of the United States' ports. I may here remark that during the greater part of this last season, owing to the competition among the steam-boat proprietors on the St. Lawrence to Montreal and on Lake Champlain, an emigrant might be conveyed from this port to Albany, the centre of the States of New York, for about six shillings sterling, or less than half the sum it would require to convey him to Kingston.

Accession to the population.

Notwithstanding the large number who have gone to the United States, the accession to the population of the province consequent on the year's emigration, I estimate at not less than 28,000 persons.

Germans.

Among the immigrants who have come into the province by the route of the United States were a party of Germans, 500 in number, who arrived at Hamilton in the month of November. They were represented as having but limited means

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on arrival, but they were proceeding to their friends and countrymen in the townships of Waterloo and Wilmot, who are competent to afford them the most efficient aid in their establishment. This party, with the German emigrants who have arrived by the route of the St. Lawrence, of whom 200 have settled in the same section of the province, will prove a valuable addition to our population. They are generally hardy and industrious, and from their extreme thriftiness, usually make successful settlers. The townships in the Wellington district, established by the Pennsylvanians, of German origin, are amongst the finest and most thriving settlements in the province, and they have served as a nucleus around which a very extensive and now populous district has grown up.

Character of the Year's Emigration.

The character of the emigration to the province for the year 1846, is very similar to that of the two previous seasons. The proportion which the Irish emigration bears to the whole has considerably increased, and as in former years this class presents, in its appearance at least, the greatest deficiency of means. Mr. Hawke, in his report, which will be seen at Paper No. 10 of the Appendix, writes, "I am not aware that the number of indigent settlers this season has been much greater in proportion than usual, but there certainly was a large number of the Irish emigrants in a state of destitution as to clothes and bedding far exceeding anything I ever before witnessed."

So far as I have been able to judge there have been but few instances of wealthy emigrants from any part of the United Kingdom. A good many persons, both from England and Ireland, have possessed capital, varying from 100*l.* to 500*l.*, sufficient for their advantageous settlement in the country, and a fair proportion of the remainder have been furnished with sufficient to keep them from immediate want. Of the emigrants from Wales, several families possessed funds amounting to from 300*l.* to 400*l.*, and many of the German families from Hamburg also brought out considerable sums of money with them. These parties, however, have all gone to the western states. The great bulk of the Irish and a proportion of the English emigrants of the season have been exceedingly poor, indeed, dependent on immediate employment for their subsistence.

Expenditure.

The expenditure of this department in the direct relief and assistance of destitute immigrants, from the commencement of the season to its close, may be stated at 8542*l.* 3*s.* 8*d.* currency, under the following heads, viz:—transport, 7207*l.* 7*s.* 10*d.*; provisions, 782*l.* 19*s.* 7*d.*; medical aid, including the salaries of the emigrant physicians at Montreal and Kingston (170*l.*) 551*l.* 16*s.* 3*d.*; and contingencies, being the expenses incurred in sending a steamer to the relief of the emigrant ship "Elizabeth and Sarah," before alluded to, 265*l.* The charge for agencies in both provinces, amounts to 1742*l.* 10*s.* 11*d.*, which added to the above will make the total disbursements of the year amount to 10,549*l.* 14*s.* 7*d.*, currency.

Comparison with 1845.

The gross expenditure of 1845, was 8812*l.* 12*s.* 6*d.*, being less than that of the present year by 1737*l.* 2*s.* 1*d.* On a comparison of the several heads of expenditure for the two years, the only material difference will be found under the head of transport, which on the inland routes shows an increase of 1661*l.* 19*s.* 9*d.* The expense for provisions is nearly the same, but there is an increase in the expenditure for medical relief of 123*l.* 1*s.* 2*d.*

The total increase in the expenditure is equal to about 20 per cent. over that of last year, and will be in a great measure accounted for by the increase in the emigration, equal to 29 per cent.

Rates of Transport.

The rates of transport on the several inland routes for the emigrants, forwarded by the department during the past season, have been scarcely more favourable than last year. But on some of the routes increased facilities of conveyance have been afforded. The class of vessels employed has been materially improved, and the time required to perform the passage very considerably reduced. This has been more particularly the case on the route between Montreal and Kingston. In former years the passage vessels for all emigrants proceeding to the western section of the province, were required to be conveyed upwards, *viâ* Bytown and the Rideau Canal; a passage which required from four to six days. During the past season, owing to the completion of the Beauharnois and St. Lawrence Canals, the shorter and more direct route has been opened. Large class steamers have been enabled to perform the distance regularly in from 28 to 30 hours, and without any increase in the charge for passage. At the same time a considerable saving is effected in the provisions required, and the comfort and convenience, more particularly of females and families, are greatly increased.

The rates at which Mr. Hawke was enabled to effect contracts with the steam-

boat proprietors on Lake Ontario for transport west of Kingston, were about 25 per cent. cheaper than last year. The rates in this section of the province were much the same as last year.

The following were the rates paid on the main route from Quebec to Hamilton, for indigent emigrants forwarded by the department, viz:—

	Contract with the Department.	To the Public.
	s. *d.*	*s.* *d.*
From Quebec to Montreal	2 0	2 6
„ Montreal to Beauharnois	3 4	5 0
„ „ Lancaster	5 10	8 9
„ „ Cornwall	6 8	10 0
„ „ Williamsburg	7 6	11 3
„ „ Matilda	8 4	12 6
„ „ Prescott	8 4	12 6
„ „ Brockville	8 4	12 6
„ „ Kingston	10 0	15 0
„ „ Bytown (Ottawa)	7 6	10 0
„ „ On the line of the Rideau Canal or to Kingston	10 0	12 6
On Lake Ontario:—		
„ Kingston to Coburg or Port Hope	4 0	7 6
„ „ Bond Head to Darlington	5 0	8 9
„ „ Windsor Bay or Toronto	6 3	10 0
„ Toronto to Port Cudet	1 3	2 0
„ „ Oakville	2 0	2 6
„ „ Wellington Square or Hamilton	2 6	3 9
„ „ Niagara or Queenstown	2 6	5 0

The actual cost to the Department of an adult passage, with an allowance of 1 cwt. of luggage, from Quebec to Hamilton, a distance of 571 miles, is 20*s.* 9*d.*, = 16*s.* 4½*d.* sterling. The time required is 72 to 80 hours, a less time than was formerly required to go from Montreal to Kingston, by the Rideau canal route.

The same person paying his own passage would be subjected to a charge of 30*s.* or 24*s.* sterling.

Assistance in Transport at Quebec.

In the course of the season there have been assisted by the provision of a free passage from this agency, chiefly to Montreal, 6,038 persons, equal to 4,497 adults, viz., 1,431 men, 2,062 women, 1,998 children from 3 to 12 years, and 547 under 3 years, of whom were natives of England, 311; of Ireland, 5,680; of Scotland, 16; and of Germany, 31. The number of free passages granted to Montreal, was 5,692; to Port St. Francis, 307; to New Brunswick, 39; at an outlay of 414*l.* 3*s.* 10*d.* To this is to be added the sum of 16*l.* 18*s.*, for the inland transport of 82 persons forwarded from Port St. Francis, which makes the entire expenditure for transport 431*l.* 1*s.* 10*d.* There has been expended for provisions, 87*l.* 19*s.* 11*d.*; and for medical relief, 49*l.* 19*s.* 10*d.*; making the expenditure in the direct relief of the season's emigration at this agency, 569*l.* 1*s.* 7*d.*

On a comparison of this expenditure with that of 1845, there is found an increase on the account for provisions and medical comforts, of 43*l.* 5*s.* 8*d.* But the expenditure for transport has been reduced by 201*l.* 10*s.* 2*d.*, so there would have been a decrease in the expenditure of the season at this port, equal to 158*l.* 4*s.* 6*d.*, had not the extraordinary contingent expense involved by the assistance afforded in the case of the "Elizabeth and Sarah," been necessarilyincurred (265*l.*), thus making the total expenditure 834*l.* 1*s.* 7*d.* currency, being an increase of 106*l.* 15*s.* 6*d.* on the year 1845.

From the active competition carried on during the greater part of the season, by the rival steam-boat proprietors between Quebec and Montreal, the steerage passage has been so low as 7½*d.* or 6*d.* sterling, for each person, and to take advantage of this circumstance in favour of the indigent emigrant, I have replaced the passage-ticket, which would necessarily involve the contract rate of 2*s.*, by a donation to the applicant of 7½*d.* in money. But, in general, I have found room to refuse the assistance altogether. This low rate has been the means of relieving this agency from a large number of applications, which in the case of higher charges for passage would have required relief.

Montreal Agency.

At Montreal, from the returns of that agency, it appears that 9,035 persons, equal to 8,188 adults, received a free passage from that place, chiefly to Kingston, at an expense of 3,841*l.* 1*s.* 9*d.*: and that provisions were issued to them to the amount of 143*l.* 11*s.* 5*d.* The expense of medical attendance and care, including

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the physician's salary, (120*l.*,) was 142*l.* 3*s.* 6*d.*, making the total expenditure at the Montreal agency, 4,126*l.* 16*s.* 8*d.*

This expenditure shows an excess over that of 1845, amounting to 1,429*l.* 19*s.* 5*d.* The increase in the number of free passages granted, is 2,999; so that the excess is altogether accounted for under the head of transport.

Canada West.

From the returns furnished by the chief agent for Canada West, I find that the total number of free passages granted by the several agents in that section of the province, was 13,553, viz., at Kingston, 5,740; Coburg and Port Hope, 346; Toronto, 4,707; Hamilton, 1,522; at Bytown, 756; and at Port Stanley, 468.

Expenditure.

The expenditure at the agencies in Western Canada, has been as follows: for transport, 2,935*l.* 4*s.* 3*d.*; provisions, 551*l.* 8*s.* 3*d.*; medical relief, &c., 359*l.* 12*s.* 11*d.*; total 3,846*l.* 5*s.* 5*d.*; to which is to be added the amount of the agents' salaries and contingencies, 1,076*l.* 6*s.*, making the total expenditure for the western section of the province, 4,922*l.* 11*s.* 5*d.* currency.

This amount, when compared with that of 1845, shows an increase of 289*l.* 18*s.* 6*d.*, which is not disproportionate to the increased emigration.

The total number of applications for relief which have been examined into by the officers of the Department, and admitted, has been, in Canada East, 15,073; and in Canada West, 13,553; total 28,626, being an increase on the number in 1845, of 2,205.

Mortality.

The mortality among the emigrants at the agencies throughout the province, shows a large increase when compared with former years. According to the Reports of the medical officers, it appears that 66 deaths have occurred, out of 1,291 cases that have required medical treatment.

Emigrant Tax.

The emigrant tax has produced the sum of 6,729*l.* 10*s.* 10*d.* currency; of which 71*l.* 16*s.* 8*d.* was collected at Montreal, and 6,657*l.* 14*s.* 2*d.* at this port. The Imperial appropriation for the service of the Emigrant Department for 1846, was 2,500*l.* sterling, equal to 3,041*l.* 13*s.* 4*d.* currency. These two amounts, together with a balance remaining unexpended of the former year's fund, 1,004*l.* 15*s.* 8*d.*, forming a total of 10,775*l.* 19*s* 10*d.* currency, have constituted the Emigrant Fund, from which all the disbursements of the season have proceeded.

Fund.

The expenditure incurred in the course of the year, already detailed, is shown to amount in the whole to 10,549*l.* 14*s.* 7*d.* So that, on the close of the accounts, there will remain a balance on hand, applicable to the purposes of 1847, amounting to 226*l.* 5*s.* 3*d.*

I beg to submit a statement of the emigration, and the public appropriation for emigration purposes in the province, from the year 1841, the date at which the law imposing the emigrant tax came into force:—

Years.	Emigration.	Imperial Appropriation.
	£.	
1842 . . .	44,374	5,000 sterling
1843 . . .	21,727	2,244 „
1844 . . .	20,142	1,000 „
1845 . . .	25,375	1,000 „
1846 . . .	32,753	1,000 „
	144,371 souls.	10,244

From this statement it will appear that the expenditure of the Department, exclusive of the agency expenses, has been, on the average, at the rate of 71*l.* sterling, per 1,000 souls, over and above the amount realized from the emigrant tax.

In 1843, the appropriation made was equal to 105*l.* per 1,000 souls; and in 1842 it was at the rate of 113*l.* per 1,000. For the three past years it has been reduced considerably, so that the balance, which had annually remained over, up to 1844, has been wholly absorbed in equalizing the resources of the Department up to this time. The appropriation made for the purposes of the two last years, I would show, has been rendered sufficient only from the existence of a considerable previous balance available for the same object.

I have always found it difficult to form an estimate of the probable demand upon the Department for the coming year, and I remain altogether without the means of judging of the amount of the emigration of 1847, or its character, so as to be authorized in a confident statement on the point of its necessities. But the result arising from the operations of the Department for five years past, may be taken as

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reasonable ground for a calculation for the future, in regard to the relation which the demands for assistance will bear to the amount of the emigration. I know at present of no circumstance which promises to reduce the expenditure below its past average rate of 71*l.* per 1000 souls, after application of the emigrant tax.

Future Emigration.

On the contrary, the extensive distress in the United Kingdom, and particularly in Ireland, from the failure of the potatoe crop, and the high price of other descriptions of food, threatens us with an emigration in the ensuing season, such as the province has not yet seen equalled in destitution. If this should prove the case, and particularly if, with such a general character, the emigration of 1847 should be greatly increased in numbers, the department will find itself exposed to claims for assistance that will require the fullest resources.

The balance now remaining of the last year's fund, is only 226*l.* 5*s.* 3*d.*, and this will be entirely absorbed by the expense of the support of the emigrant patients admitted into the Quebec hospital, in the course of the season, should your Excellency direct the admission of the claim now brought forward. With no balance in hand, applicable to the purposes of 1847, I conceive that an appropriation by the Imperial Parliament, equal only to that of the last year, will fail to meet the demands of an average emigration; while in the case either of an increase of numbers, or a greater degree of destitution, an appropriation so limited must leave the department totally incompetent to carry out the objects of its institution.

Future Imperial Appropriation.

An average emigration of 29,000 souls will require, upon the foregoing calculations, upwards of 2,000*l.* sterling; an addition of 10,000 souls to the number of the past season, making an emigration of 42,000—or greater destitution on arrival—or difficulty in procuring ready employment and support within the province—will involve the outlay not less than 3,000*l.* sterling, beyond the amount of the emigrant tax that may be collected.

Result of Emigration Superintendence.

The beneficial results of the continued working of the present system for the assistance of the emigration to this province, are experienced in the greatest degree by the emigrants themselves. But they are experienced by the province also; and, although it is in a less direct manner, the mother country must share in them to some extent. To reduce the privation, distress, and discomfort, attending the emigrant's voyage, to promote him, without delay after arrival, from idleness and want, to employment and competent means of support; and to supply him with the means of removal from the ports of debarcation, where labour is already redundant, to the distant interior districts, where his services are required, are the primary objects sought to be realized.

Pauper Emigration.

But it is plain that the ultimate effort of the intervention of the government, under the present system, is to permit, if not to encourage, the emigration from the mother country, of a class whose private means are only sufficient to provide their passage to the port of landing. An emigration, in fact, from among the poorest of the population.

It is well worthy of consideration whether an appropriation of the amount that has been devoted to emigration purposes in Canada, could have been directed in any other manner, so efficiently to promote the interest of the pauper population of the United Kingdom, or to further the views of a beneficent government.

With reference to the subject of provision for the future emigrant fund, I have only further to remark that, should an increasing confidence in the assistance afforded by the Government, leading to an extended, and, at the same time, destitute emigration, be met by deficient resources in the department, or the want of an adequate discretionary power in the provincial authorities, to provide for the case, the consequence to every interest engaged, must prove exceedingly hurtful. Accumulations of destitute labourers, with their families, in the towns of the eastern part of the province; want and disease inducing crime; a hostile feeling created between the inhabitant and the stranger, and certain reaction upon the disposition of the poorer classes at home, must attend any relaxation of the system with which the superintendence of the emigration has been conducted, or any inability in the department to maintain its course of assistance, to the full extent of the claims that may arise.

Prospects for 1847.

With reference to the subject of the prospects of the emigration recently received, as well as of that anticipated, I must refer principally to the annexed report, from the chief agent for Canada, West. I might, at the same time, quote the reports in general of the district agents of the department.

They concur in representing that there is little, if any, distress among the emigrants of the last year, unless the consequence of their own fatuity. Employment is generally to be procured at remunerative wages, and provisions and necessaries are plentiful.

EMIGRATION. Report. Employment.

Some of the public works, which have hitherto afforded employment for recent emigrants, are already, or will shortly be, completed. But other works of similar character are in progress. The St. Lawrence and Atlantic Railway, the Montreal and Lachine Railway, as well as other lines about being commenced in the western section of the province, will probably demand a large amount of emigrant labour in the ensuing season. Very general attention has been recently drawn to the minerals of the country, also; and it is possible that one or more associations, for mining and smelting ore, may go into early operation. The more closely the resources of the country are examined into, the more extensive appears the field for enterprise and industry.

Without desiring to raise unreasonable expectations, I may conclude by repeating Mr. Hawke's remarks, that the province is steadily advancing in wealth and population, and is capable of sustaining in comfort a large annual accession of labourers, provided they be transported to the places where their services are required.

Having endeavoured to bring before your Excellency every subject connected with this department, which has appeared worthy of notice, and in such a manner as to afford a condensed view of the transactions of the year, I beg to submit this report to your Excellency's favourable consideration.

I have the honour, &c.,

A. C. BUCHANAN, Chief Agent.

APPENDIX.

No. 1.

Appendix No. 1.

The following Statement shows the Weekly Arrivals of Emigrants at the Ports of Quebec and Montreal, during the year 1846, specifying the number of adults, males and females, as also the male and female children under 14 years of age, with the number of infants; as well as the number of voluntary emigrants, and those who received parochial aid, with the number of cabin passengers.

Date of Return.	No. of Cabin Passengers.	Adults.		Children 1 to 14 Years.		Children under 1 Year.	Received Parochial Aid.	Voluntary.	Total.
		M.	F.	M.	F.				
16th May	88	1,169	932	248	240	118	86	2,503	2,589
23rd „	66	1,102	811	323	286	80	47	2,475	2,522
30th „	48	1,596	1,279	420	428	82	686	3,037	3,723
13th June	32	1,708	1,463	513	518	176	153	4,049	4,202
20th „	15	1,335	1,151	389	395	141	76	3,194	3,270
27th „	59	1,794	1,722	589	555	160	118	4,542	4,660
31st July	72	1,849	1,724	610	607	207	22	4,768	4,790
22nd August	34	689	647	224	240	75	5	1,795	1,800
5th September	47	360	323	189	187	38	35	1,024	1,059
26th „	55	391	437	166	165	54	..	1,159	1,159
3rd October	57	222	220	143	115	28	21	679	700
31st „	27	151	183	87	78	21	9	490	499
	600	12,366	10,892	3,901	3,814	1,180	1,258	29,715	30,973

Steerage Passengers	30,973
Children under 1 year	1,180
Total Steerage	32,153
Cabin	600
Total Persons landed in the Colony .	32,753

Government Emigration Office,
Quebec, 24th December, 1846.

A. C. BUCHANAN,
Chief Agent.

No. 2.

Return of the Number of Emigrants embarked, with the Number of Deaths and Births during the Voyage and in Quarantine, the total number landed in the Colony, distinguishing Males from Females and Adults from Children, with the Number of Vessels from each Country, and the average Length of Passage, during the Season of 1846.

Country.	Number of Vessels.	Average Length of Passage.	Number of Cabin Passengers.	Number of Persons Embarked.					Number of Deaths on the Voyage, and in Quarantine.					Number of Births.		Number Landed in the Colony.					Total.	
				Adults.		Children 1 to 14 Years.		Children under 1 Year.	Adults		Children 1 to 14 Years.		Infants.			Adults.		Children 1 to 14 Years.		Children under 1 Year.	Males.	Females.
				M.	F.	M.	F.		M.	F.	M.	F.		M.	F.	M.	F.	M.	F.			
England .	113	49	273	3,344	2,660	1,243	1,241	455	8	10	19	16	15	4	11	3,336	2,650	1,224	1,225	455	4,560	3,875
Ireland .	146	46	207	8,057	7,573	2,376	2,302	668	29	45	36	29	42	25	22	8,028	7,528	2,340	2,273	673	10,368	9,801
Scotland.	39	43	120	581	458	237	224	32	1	1	2	2	3	2	..	580	457	235	222	31	815	679
Germany	8	56½	.	425	260	104	98	15	3	3	2	4	2	1	7	422	257	102	94	21	524	351
	306	47⅓	600	12,407	10,951	3,960	3,865	1,170	41	59	59	51	62	32	40	12,366	10,892	3,901	3,814	1,180	16,267	14,706

Number of Deaths on the Voyage	204
Ditto ditto in Quarantine	68
Total Deaths	272

Number Steerage	30,973
Children under 1 Year	1,180
	32,153
Cabin Passengers	600
Total Persons landed in the Colony	32,753

Government Emigration Office,
Quebec, 24th December, 1846.

A. C. BUCHANAN,
Chief Agent.

No. 3.

Names of Ports from whence Emigrants came during the Year 1846.

ENGLAND.

Names of Ports.	Number from Each	Names of Ports.	Number from each Port.
Bristol	34	Liverpool	5,701
Bideford	105	Mary Port	8
Bridgewater	3	Padstow	276
Beaumaris	182	Plymouth	617
Cardiff	2	Poole	8
Dartmouth	2	Penzance	143
Fowey	12	Stockton	33
Falmouth	32	Sunderland	4
Gloucester	18	Southampton	174
Hull	542	Shields	9
Hale	73	Weymouth	38
London	419	Children under 1 year	455
			8,890
		Cabin Passengers	273
		Total	9,163

IRELAND.

Names of Ports.	Number from each Port.	Names of Ports.	Number from each Port.
Baltimore	189	Newry	359
Belfast	2,562	Sligo	2,746
Balidehob	330	Tralee	535
Ballina	153	Westport	280
Cork	2,158	Waterford	1,108
Donegal	499	Youghal	193
Dublin	1,739	Infants under 1 year	673
Galway	461		
Killala	1,056	Steerage Passengers.	20,842
Londonderry	919	Cabin ditto	207
Limerick	4,068		
New Ross	814	Total	21,049

SCOTLAND.

Names of Ports.	Number from each Port.
Aberdeen	281
Alloa	3
Cromarty	47
Dundee	50
Glasgow	1,013
Greenock	39
Leith	13
Thurso	48
Children under 1 year	31
	1,525
Steerage Passengers	120
Cabin ditto	
Total	1,645

GERMANY.

Names of Ports.	Number from each Port.
Antwerp . . .	11
Bremen . . .	117
Hamburgh . . .	747
Infants under 1 year .	21
Total . .	896

A. C. BUCHANAN,
Chief Agent.

Government Emigration Office,
Quebec, 24th December, 1846.

No. 4.

Comparative Statement of the Number of Emigrants arrived at the Port of Quebec since the year 1829 inclusive. Appendix No. 4.

	5 Years, 1829 to 1833	5 Years, 1834 to 1838	5 Years, 1839 to 1843	1844	1845	1846
From England	43,386	28,624	30,813	7,698	8,833	9,163
„ Ireland	102,264	54,898	74,981	9,993	14,208	21,049
„ Scotland	20,143	10,998	16,289	2,234	2,174	1,645
„ Germany	..	..	..	..	..	896
New Brunswick, Nova Scotia, and Ports in the River St. Lawrence	1,889	1,346	1,777	217	160	..
Continental Ports . . .	15	485	..	..	..	..
Totals. . . .	167,697	96,351	123,860	20,142	25,375	32,753

Total . 466,178

No. 5.

Return of the Number of Emigrants admitted at the Quarantine and Emigrant Hospitals, from the 15th May to the 1st November, 1846. Appendix No. 5.

	Quarantine Hospital.			Marine Hospital, Quebec.		
	Admitted.	Discharged.	Died.	Admitted.	Discharged.	Died.
Men	226	210	16	228	213	15
Women	319	303	16	173	159	14
Children	347	311	36	32	24	8
	892	824	68	433	396	37

Total Admissions . 1325
Do. Deaths . 105

A. C. BUCHANAN,
Chief Agent.

Government Emigration Office,
Quebec, 24th December, 1846.

EMIGRATION.

Appendix No. 6.

No. 6.

NUMBER of PERSONS who received Assistance to enable them to Emigrate during the Season 1846.

Vessel's Name.	Where from.	Date of Arrival.	England.		Ireland.
			Poor Law Commissioners.	Parish Funds.	Landlords and Private Funds.
Jane Black	Limerick	12th May	..	..	51
Spermacety	Plymouth	13th ,,	..	35	..
Charlotte	London	20th ,,	18	..	..
Ditto	Ditto	,, ,,	..	13	..
Amazon	Hull	,, ,,	..	5	..
Dahlia	Tozer	21st ,,	..	11	..
Despatch	Waterford	27th ,,	..	..	60
Peelsone	Hull	,, ,,	..	5	..
Volcanio	Padstow	28th ,,	..	5	..
Naparvinia	Dublin	29th ,,	..	..	120
Ann Moore	Limerick	,, ,,	..	..	10
Industry	Dublin	30th ,,	..	..	143
Bryan Abbs	Limerick	,, ,,	..	..	148
Parkfield	Southampton	31st ,,	61	..	..
Lady Bagot	New Ross	7th June	..	..	53
Ellen Forristel	Limerick	8th ,,	..	..	36
Lady Gordon	Dublin	13th ,,	..	..	5
Undine	Limerick	,, ,,	..	..	40
Defence	Liverpool	16th ,,	..	..	40
Mary Lyall	Dublin	,, ,,	..	..	9
Orlando	London	,, ,,	..	7	..
Londonderry	Londonderry	18th ,,	..	..	14
Stadacona	Limerick	,, ,,	..	..	63
Cornwallis	Waterford	19th ,,	..	..	20
Dumbrody	New Ross	23rd ,,	..	..	17
Fawcett	Sligo	,, ,,	..	..	2
Miltiades	Belfast	24th ,,	..	..	21
Horatio	Sligo	,, ,,	..	..	4
Pursuit	Liverpool	,, ,,	..	..	8
Odessa	Dublin	27th ,,	..	..	24
Belinda	Belfast	20th July	..	..	93
Queen	Hull	24th ,,	..	10	..
Brindo	Donegal	,, ,,	..	..	15
Graham	Plymouth	26th ,,	..	18	..
Mertown	Belfast	27th ,,	..	..	4
Lord Collingwood	London	19th August	..	5	..
Leander	London	25th ,,	..	13	..
Spermacety	Plymouth	27th ,,	..	8	..
Arab	Bideford	28th ,,	..	14	..
John Francis	Cork	30th ,,	..	..	10
Clio	Padstow	1st October	..	8	..
Marquis Abercorn	Londonderry	2nd ,,	..	..	3
Parkfield	Southampton	8th ,,	..	9	..
			79	166	1013

A. C. BUCHANAN,
Chief Agent.

Government Emigration Office,
Quebec, 24th December, 1846.

EMIGRATION.

Appendix No. 7.

No. 7.

RETURN of the Trades or Calling of the Emigrants who arrived at the Ports of Quebec and Montreal during the year 1846.

Bakers	14	Brought forward	5,300
Butchers	15	Labourers	6,733
Bricklayers and masons	60	Millers and millwrights	10
Blacksmiths	61	Miners	98
Bookbinders	16	Painters	10
Boot and shoemakers	87	Plasterers	5
Block-makers	1	Papermakers	1
Cabinet-makers	7	Quarrymen	23
Carpenters and joiners	162	Ship-builders	2
Coopers	12	Sawyers	1
Coach-makers	1	Saddlers	4
Cart and wheelwrights	8	Stone-cutters	2
Curriers	2	Servants, male	87
Dyers	1	Tailors	84
Drapers	3	Watchmakers	6
Engineers	4		
Farmers and farm labourers	4,831		
Gardeners	14		
Hatters	1		
	5,300	Total	12,366

RECAPITULATION.

Mechanics and tradesmen	715	
Farmers and farm labourers	4,831	12,366
Common labourers	6,733	
Servants, male	87	
Female Servants	379	

Government Emigration Office,
Quebec, 24th December, 1846.

A. C. BUCHANAN,
Chief Agent.

No. 8.

DISTRIBUTION of the Emigrants who arrived in the Province of Canada during the year 1846, as near as can be ascertained.

Appendix No. 3.

Number of Emigrants from the United Kingdom, *via* the River St. Lawrence, over one year		31,857
Number from Germany		896
Number arrived in Western Canada, *via* the United States		2,864
Total		35,617
DISTRILUTION.		
Estimated number remaining in the City and District of Quebec	209	
Proceeded to the Eastern Townships, *via* Port St. Francis	209	
Remaining in Montreal, and settled in District	1,500	1,909
Estimated number settled in the Ottawa, Dalhousie, and Bathurst District, including Bytown, and along the route of the Ridean Canal	1,200	
At Kingston, Picton, and Belville, and settled in the Johnston, Midland, and Victoria Districts	1,528	
At Coburg, Port Hope, and settled in the New Castle and Colborne Districts	1,868	
At Whitby, Windsor, and Darlington	1,142	
At Toronto, and settled in the Home and Simcoe Districts	14,881	
At Hamilton, and settled in the Gore and Wellington Districts	3,594	
At St. Catherine, and settled in the Niagara District	843	
At Port Stanley, and by land to London, and in the Talbot and Western Districts	1,674	26,730
Total number settled in Canada	..	28,639
Estimated number gone to the United States from Upper Canada	1,989	
Ditto, from Montreal *via* Lake Champlain	4,989	
Total supposed gone to the United States		6,978
		35,617

Government Emigration Office,
Quebec, 24th Deceber, 1846.

A. C. BUCHANAN,
Chief Agent.

EMIGRATION.

Appendix No. 9.

No. 9.

EXTRACTS from the several Weekly Reports made to the Governor-General by the Chief Agent for the Superintendence of Emigration at Quebec.

Week ending 16th of May, 1846.

NOTE.—2,600 emigrants have arrived at this port from the opening of the navigation to this date, and have all landed in good health. They consist chiefly of young men and women; the proportion of children being unusually small, and are respectable in appearance and well clothed. The male adults are classed in the several passenger lists as follows:—mechanics 52, farmers 350, labourers 760, servants 13. Among the farmers there are a great many possessing small capital, from 50*l.* to 150*l.*

Their destination is principally the western section of the province, where a large number of them have friends. A good many of those from the ports of Limerick and Galway are going to the United States. They appear to have chosen this route as being the cheapest, the rate of passage to this port being from 40*s.* to 50*s.*, while to ports in the United States it has ranged from 65*s.* to 80*s.*

In the ship "Spermaceti," from Plymouth, there were some very respectable farmers with good means, who intend settling in the Newcastle and Home districts. A few families, numbering 35 persons, received partial assistance from their parish to the extent of about 4*l.* each family. They were without means on landing here, and were assisted by this department to proceed to their friends in Darlington.

The passengers per "Sarah Milledge," from Galway, are farmers and labourers, and a few masons. The latter were immediately employed here at 6*s.* per day. Upwards of 70 of the passengers by this vessel are going to Boston to their friends. Several families with capital are going to Upper Canada to settle. On inspecting the vessel I found that she had more persons on board than she could legally carry. I have accordingly placed the necessary information in the hands of the Crown officer for prosecution, a separate report of which I shall forward so soon as the proceedings are closed.

Employment has been very plenty so far, and labourers are receiving 3*s.* to 3*s.* 6*d.* per day. The number of free passages granted to emigrants on board the several vessels included in this return are as follows:—113 adults, 95 children under 12 years, and 30 under 3 years.

The rate of passage charged by the steamers between this port and Montreal this season, is 2*s.* 6*d.* for adults, children half price, and luggage free.

The rates from Montreal to Kingston by the route of the St. Lawrence, in the mail steamers from Lachine through, in from 26 to 30 hours, 15*s.* each adult, children 7*s.* 6*d.*, one cwt. of luggage allowed each passenger *free*; over that quantity 2*s.* per cwt. By Bytown and the Rideau Canal through in three and a half days, the same price as by the St. Lawrence.

Week ending 23rd May, 1846.

The emigrants arrived during the week ending this date have landed in good health. They are chiefly of the labouring class. The male adults are classed as follows, viz., 702 labourers, 296 farmers, 87 mechanics, and 17 servants. These vessels have generally had favourable passages, the average being 40 days. They have been well supplied, and no complaints worthy of notice have been made.

In the "Charlotte," from London, there were 31 persons sent out under the superintendence of the Poor Law Commissioners. They were well supplied, and received the usual landing money on arrival here, viz., 20*s.* sterling each adult. The remaining passengers were respectable in appearance, and appeared to possess some means. They are all proceeding to Upper Canada.

The emigrants per "Clio," from Padstow, are all of the labouring class and very poor. Their destination is the Newcastle and Home districts, where they have friends. A large number required assistance to enable them to proceed, and 36 adults and 47 children were forwarded free by this office.

The emigrants from Hull (108), Dundee (45), and Aberdeen (94), 247 in number, are all respectable persons, and generally in good circumstances. Of those from Hull, 15 were going to Cleveland and Philadelphia. One family of five persons received assistance from their parish to enable them to emigrate, and the master paid them 10*l.* on landing here. The remainder have all proceeded direct to Upper Canada.

154 passengers by the "Lively," from Galway, are from the counties of Clare, Galway, and Mayo. Six families brought out capital, and intend settling in Canada West. The remainder are stout, able young men, and single females; some going to their friends, and others seeking employment. There were all able to pay their way, with the exception of three families, 8 adults, and 12 children, who received a free passage.

The emigrants from the ports of Limerick, Cork, and Youghal, 483 in number, are mostly young single men and women. They are chiefly labourers; a considerable number, at least one-third, of whom are going to their friends in the United States. A few are employed here, and the remainder have gone to different stations of Upper Canada.

The passengers per Aberdeen, from Liverpool, are all Irish, from the counties Cavan, Cork, Waterford, and Tipperary. They have gone chiefly to the Ottawa, Johnston, and midland districts, and were, with the exception of two families, 12 in number, able to pay their way.

On board the "Chieftain," from Beaumaris, there were a number of respectable and wealthy Welsh emigrants, only one of whom could speak English. They have all proceeded to their friends in Columbus county, state of Illinois.

166 passengers by the "Industry," from Sligo, and 247 by the "John Bell," from New Ross, are mostly poor people. 40 adults and 14 children, by the former vessel, and 19 adults and 27 children, by the latter, received assistance at this office to enable them to join their friends in Upper Canada. About 75 persons (I could learn) from these two vessels were going to the United States; the remainder were proceeding to Upper Canada.

Among the passengers per "Marchioness of Abercorn," from Londonderry, 493 in number, there were some very respectable farmers. Nearly the whole of these people came out to join their friends, a large number of whom are settled in the Home and Simcoe districts. Many had received assistance from this country to enable them to emigrate; and I was consequently obliged to give assistance to 35 persons to enable them to proceed.

Those by the "Albion," from Ballinahob, are all extremely poor; from 20 to 30 are going to the States; the remainder to Montreal and different sections of the province. 38 adults and 29 children were assisted with a free passage to their friends.

Total assistance rendered this week among the emigrants included in this return is equal to 233 adults, at an expenditure of 23*l.* 6*s.* currency.

Week ending the 30th of May, 1846.

3741 emigrants have landed at this port during the past week, of which number 1600 were male adults, 1284 females, and 857 children. They are chiefly of the agricultural class, with the exception of 147 mechanics. They landed in good health, and all speak favourably of the treatment they received on the passage. A good many have remained in this neighbourhood employed, and more would stop, but from the difficulty of getting lodgings. From 300 to 400 are, as far as I can ascertain, going to their friends in different parts of the United States, among whom are a considerable party of miners from Waterford, who are proceeding to the copper and lead mines in the Wisconson territory, for employment.

Among the emigrants of this week there have been 491 persons who have been sent out by their landlords; 481 of whom are from Ireland, from the ports of Dublin, Waterford, and Limerick; those by the "Despatch," 60 in number, stated they were sent out by Lord Ormond, and received a free passage and provisions for the voyage. They were generally able to provide for themselves, and only one family received assistance here.

By the "Naparima," from Dublin, there were a number of families, 120 persons, who were sent out from Kilkenny. They all landed in extreme poverty, and I was under the necessity of giving a free passage and provisions to 115 persons to different parts of the province. These people are of a similar class to those sent out for several years past.

Two families, 18 persons, in the "Anne More," were sent out by their landlord, and were well provided. They received the sum of 6*l.* sterling to assist them.

By the "Industry," from Dublin, 18 families, 143 persons, were sent out by Earl Fitzwilliam. They were provided with a free passage, and 30*s.* each adult. Five families, 25, and two families, 12 persons, were sent out by the agents of Lords Darnley and Farnham. These parties all appeared to have means to proceed to their several destinations.

In the "Bryan Albs," from Limerick, there were 26 families, 148 persons sent out by Colonel Wyndham. They were well provided, and were paid on landing here, 20*s.* each adult, to enable them to reach their friends. They are all proceeding to the Newcastle and Home Districts.

Of those who have emigrated voluntarily there are some very respectable farmers, with good means, who are proceeding to settle in the western section of the province, where they appear to have friends.

Employment continues abundant, and those who are desirous of availing themselves of it, procure it without difficulty; wages for labourers, 3*s.* to 3*s.* 6*d.* per day.

Total number of free passages granted to the emigrants by the vessels included in this return has been 677, equal to 493 adults.

Week ending the 13th of June, 1846.

Over 4000 emigrants landed at this port during the week ending this date. They are chiefly of the labouring class, the number of mechanics being only 69, and over nine-tenths are Irish. Of those from ports in England, 1089 were from Liverpool, comprehending 1024 Irish, 32 English, 23 Scotch, and 10 Germans. The average passage was 46 days; and the passengers have landed generally in good health, with the exception of those by a few vessels from the ports of Liverpool and Limerick.

Their destination is generally to the western section of the province; but a large number appear to have no fixed destination in view, and may find their way into the adjoining states. The number of those who are proceeding to that quarter is larger than usual. From the information I am able to collect, on boarding the vessels, I estimate from 800 to 1000 of those arrived this week intend proceeding thither.

Of the emigration this week, 3839 have come out voluntarily, and 195 have been sent out by their landlords or parish authorities. Of this number, 61 persons from Southampton, were sent out under the sanction of the Poor Law Commissioners. The remainder, 134, were from Ireland, and sent out by their several landlords. The means of these, and also of a large proportion of those who have come out voluntarily, were very limited; and I have been under the necessity of assisting, with a free passage, nearly 700 persons, equal to 505 adults. Those who required the most relief were from Belfast, Liverpool, and the small ports on the west coast of Ireland.

EMIGRATION.

Appendix No. 9.

There have been but few complaints by the passengers of any of these vessels, with the exception of those caused by the permission granted by the authorities in the United Kingdom, to substitute Indian meal in place of oatmeal or potatoes, as required by the Passengers' Act to be issued by the master. Whether from prejudice on the part of the people, or a want of knowledge as to the mode of preparing it, but few or none of the emigrants would make use of this article as food.

This was more particularly the case on board the "Dominica," from Cork, and "Rockshire," from Liverpool. On board both these vessels the passengers were under the necessity of purchasing meat, and tea, and sugar, from the master, and from such of the passengers as were fortunate enough to have some of their private stock to spare. I am of opinion that it would be desirable, that the permission to issue Indian meal to the passengers in future should be withdrawn, and the regulations for the Act enforced.

Week ending 20th of June, 1846.

Over 3,300 emigrants have landed at this port during the past week, generally in good health, with the exception of a few cases of fever, which at this season emigrant vessels are seldom entirely free from. These vessels have had long passages, the average being 49 days. The emigrants are mostly farmers and labourers, the male adults being classed as follows.—527 farmers, 764 labourers, and 79 tradesmen and mechanics. Of this number 36 are carpenters, 9 masons, 4 blacksmiths, 6 shoemakers, 14 weavers. The remainder are tailors, bakers, and butchers.

The passengers per "Perseverance" and "Catherine," from Hamburgh, are all Germans, mechanics and farmers, and generally in good circumstances. A few of the mechanics have obtained employment in this city. A few of the farmers intend settling among their countrymen in the Gore and Wellington districts, but the greatest portion of them are proceeding to the United States.

Nearly the whole of the emigrants of this week are Irish, and with but limited means. A large number are seeking employment; and not having any fixed destination in view, I have endeavoured to induce them proceed to the eastern townships, where they would be certain of employment, but without success. Of a large number of young men and women, directed to that quarter, and to whom were given recommendations and directions to different parties who would employ them, I find on inquiry of Mr. Leith, the agent at Port St. Francis, that scarcely one landed at his port, or proceeded as directed. The emigrants from the port of Liverpool, 750 in number, are all Irish, of which fully one-half intend proceeding to the United States. On board the "Defence" from that port, there were 40 persons sent out by their landlords. They are from the county Monaghan, and were provided with a free passage. They were without means on landing here, and were assisted with a free passage to their friends in Upper Canada.

Fifteen persons in the "Londonderry," were sent out by the Derry union, and received the sum of 8*l.* 15*s.* sterling on landing here.

Sixty-one persons in the "Stadacona," from Limerick, and 20 in the "Cornwallis," from Waterford, were, so far as I could learn, provided with a free passage to this port, and all were on landing claimants on this office for assistance, to enable them to proceed to their friends, who reside in different parts of Upper Canada. The number of persons relieved at this agency of the emigrants on board the several ships included in the return was 649 persons, equal to 477 adults, ta an outlay of 45*l.* currency.

Week ending June 27, 1846.

4,568 emigrants have landed at this port during the past week, generally in good health. They are chiefly agriculturists, and the male adults are classed in the several passenger lists as follows, viz., farmers, 662; labourers, 995; tradesmen, 117. Of the last there were 5 bakers, 4 butchers, 17 masons, 10 smiths, 11 carpenters, 28 miners, 15 tailors, 4 bookbinders, 5 shoemakers, 3 coopers, 8 weavers, 1 hatter, 3 millers, and 3 gardeners.

The great majority of them intend settling in the province with their friends, and from the information I have been able to collect, the number proceeding to the United States may be stated at 600 persons. Their means generally are but limited. The number of persons assisted at this agency was 913, equal to 677½ adults. They are principally forwarded to Montreal on their route to the western section of the province.

A number of pensioners were sent out by Her Majesty's Government in the "Horatio," from Cork. They are all proceeding to Toronto, and will be put under stoppages (I am informed) until they repay the cost of their passage to this port. As they were totally without means on landing here, and no orders having been received by the Commissariat respecting them, they were sent forward to their destination at the expense of this department.

132 passengers, per "Hero," from Hamburgh," are chiefly mechanics, and a few farmers. They have no fixed destination, and will settle wherever they can meet with employment. A few of the farmers intend proceeding to the Wellington District, C.W.

There have been but few complaints made by the passengers of these vessels, with the exception of those who were supplied with Indian meal during the voyage. In scarcely an instance can I find that they made use of the meal when issued. I have entered proceedings against the following vessels for infringement of the Passengers' Act, viz., "Triton," from Penzance,

for improper construction of passenger-deck; brig "Hope," from Westport, for excess of passengers over her tonnage; "Eleuthera," from Tralee, for excess of passengers on her superficial measurement. On the proceedings being closed a separate report will be made.

As this return closes the month of June, I have to remark that the emigration for this season has been satisfactorily provided for, and that I am not aware of any emigrants being in distress or out of employment in this city or neighbourhood. The reports which I have received from the agricultural districts generally complain of a want of labourers and domestic servants.

Our total emigration to this date is 21,533, being larger than that of any season during the past five years, with the exception of 1842, when our number to the same date was near 27,000 souls.

The total number of persons assisted at this agency is 3,762, equal to 2,845½ adults, at an outlay of 270*l.* 19*s.* 10*d.* This number, when compared with that of last year, shows a decrease of 210 passengers, and 117*l.* in the amount of expenditure, which, on an increased emigration, is satisfactory evidence as to the description and respectability of this season's emigration.

I have advices of 15 vessels, with nearly 5,000 emigrants, which had sailed for this port between the 1st and 16th of June.

Amount of emigrant tax received this date is equal to 4,504*l.* 12*s.* 6*d.* currency.

Period comprehended between June 27 and July 25.

The period embraced in this report includes four weeks, there having been but very few arrivals in the early part of this month. The vessels have all been making long passages, the average being over 50 days. Several of them have had a good deal of sickness, and the passengers have been suffering under the effects of measles, small-pox, and fever; there has consequently been a large addition to the number of patients in the quarantine hospital.

The emigrants generally are respectable in appearance, but with limited means. A considerable number are going to the United States, say from 600 to 700 persons. There were a few Scotch and English settlers, who appear in comfortable circumstances, and intend settling in the western section of the province. Among the emigrants included in this return are two parties of Germans, one by the "Jane and Anne," numbering 138 persons, direct from Hamburgh, the other per the "Sir Edward Hamilton," 145, by the way of Hull. These people are respectable agriculturists and mechanics. Some few, about 100 persons, intend settling among their countrymen in the townships of Waterloo and Wilmot, in the Wellington district; but the greater part are going to the western states.

The brig "Ida" brought up from St. John's, Newfoundland, 136 of the passengers per "Brilliant," from Cork, which vessel was wrecked near St. Peter's on the 12th of May. One young woman and a child were drowned, and the remaining passengers were conveyed to St. John's. They were sent on here by the authorities, who chartered the "Ida" for that purpose. The "Brilliant" sailed from Cork on the 16th of April, with 166 passengers. The remainder proceeded direct from St. John's to Halifax, on their route to the United States. These people, on their arrival here, were without means, and having lost nearly all their luggage, were forwarded to their destination by this department.

The passengers, per "Sea King," and "Virginia," from Liverpool, 508, are nearly all Irish. About 80 of the passengers, per "Sea King," are going to the United States, the remainder intend settling in Upper Canada. Those from the "Virginia" all appear inclined to remain in the province. They are from the north of Ireland, and generally poor. This vessel was detained seven days in quarantine, and left between 60 and 70 of her passengers in the island with small-pox. 65 adults and 45 children were forwarded up the country from this vessel, and 16 from the "Sea King."

325 passengers per "Sarah," from Limerick, are chiefly labourers and farmers. There were a few cases of measles on board this vessel, and six children died on the passage. They are generally poor, and about one-third of their number are going to friends in the United States. A number of the others will remain in Montreal, and the remainder are going to the Ottawa, Johnston, Home, and Niagara districts. 60 adults and 61 children were provided with a free passage up the country.

The passengers, per "Belinda," from Belfast, 425 in number, are respectable looking people. There had been a good deal of sickness among them; 12 children had died during the passage of small-pox, and about 40 of the passengers were left at the Grosse Isle Hospital, where the ship was detained for six days. The passengers all speak in the kindest manner of the care and attention which Captain Kelly showed them during the passage, and his unremitting attention to the sick. About 30 of the passengers are going to the States; the rest to the Newcastle, Home, and Simcoe Districts: 93 persons, by this vessel, were sent out by the following unions, and received from Captain Kelly the sum of 37*l.* 15*s.* sterling, being at the rate of 10*s.* to each adult, and 5*s.* to children, *viz.*, Coleraine Union, 61 adults and 40 children; Armagh Union, 15 adults and 5 children; Magherafelt Union, 30 adults and 9 children. Those sent out by the Coleraine Union were mostly old and sickly people and helpless children, many of whom I fear will never be able to earn their support in this country. The others appear stout healthy men and women, all apparently willing to work.

The emigrants from Sligo and Donegal, 545 in number, are all poor. They landed in good health. One-third of them are going to the United States. A number of the young men intend remaining here for employment, and the remainder proceed to different parts of the province to their friends.

Owing to the rate of passage to Montreal being reduced to 7½*d.*, but few required any assistance.

EMIGRATION.

Week ending 31st of July, 1846.

2164 emigrants landed at this port during the past week, three-fourths of whom are Irish. The remainder consist in a party of 400 Scotch from Glasgow, and 281 Germans from Hamburgh and Bremen. The Scotch are respectable people, and are all proceeding to settle in the western section of the province. The Germans are chiefly going to the United States; from 50 to 60 of those per the "Paragon," are going to settle in the Wellington and Home Districts.

These vessels all have had long passages, the average being 52 days; and on board of two or three of them has been a good deal of sickness. The great majority of the passengers, however, landed healthy. They consist principally of farmers and labourers with but limited means. Owing to the low rates of passage on alternate days, on the route between this city and Montreal, I have not been called upon for much assistance. The number assisted is 286 persons, equal to 200 adults, chiefly from the "Mertoun," "John Bolton," "Minna," and "Bosphorus." There was a good deal of sickness on board the "Mertoun;" seven deaths occurred during the the passage, and 27 cases were admitted to the quarantine hospital.

The passengers per "John Bolton," from Liverpool, are all from Ireland, Cork, Limerick, and Tipperary. About 200 of these people are going to the United States, the remainder to Montreal, Port Hope, Toronto, and Hamilton.

231 passengers in the barque "Minna," from Sligo, landed in a sickly state, 26 cases of fever being detained at Grosse Isle; and on arrival in port, 19 cases were sent from her to the Marine Hospital. In consequence of the complaints made by the passengers respecting the short allowance of water issued during the passage, I instituted proceedings against the master, and the magistrates fined him in the full penalty of 50*l.* sterling, with costs. The water-casks on board this vessel appear to have been very defective, as many of them were found to be nearly half empty, and but three casks remained on her arrival at Grosse Isle, after a passage of 44 days.

Employment is plenty at this season, and persons desirous of it can procure it without difficulty. Masons and stone-cutters are in much request on the Government works; wages 7*s.* 6*d.* per day.

As this return closes the quarter, I annex the following statement of the emigration this season, so far.

	Cabin.	Adults.		Children.		Infants.	Total.
		M.	F.	M.	F.		
From England . . .	131	2,581	1,957	880	860	329	= 6,607
,, Ireland . . .	165	7,291	6,675	2,039	2,003	580	= 18,588
,, Scotland . . .	86	345	249	137	131	24	= 886
,, Germany . . .	..	360	229	83	71	10	= 753
Total	382	10,577	9,110	3,139	3,065	943	= 26,834

Week ending 22nd August, 1845.

The emigrants arrived during the period included in this return number 1845, of whom 133 are Germans, 225 Scotch, 40 English, and 1440 Irish; of the latter number 394 sailed from Liverpool. They, with the exception of those on board three of the vessels, landed generally in good health. Several vessels have, however, had very long passages, the average being over 50 days. The passengers are principally of the agricultural class, and with but limited means. Their destination is chiefly to Upper Canada, but a considerable number are going to the United States.

The German passengers all appear to have means. They are principally going to the western states; a few mechanics intend remaining in Montreal. There was a good deal of sickness among them; eight deaths occurred during the passage, and a few families are still in hospital.

331 passengers by the "British Empire," from Tralee, are for the most part labourers. This vessel was 60 days on her passage. Four deaths occurred at sea, and 60 cases were admitted to hospital on her arrival at Grosse Isle. They are generally poor, and about one-half intend proceeding to the United States.

The barque "Elizabeth and Sarah," from Killala, arrived in quarantine on the 5th instant, with 259 passengers, in a most wretched state of filth and misery, brought on by the crowded state of the vessel, want of cleanliness, bad water, and starvation. The master and 17 of the passengers died during the voyage, and 76 were admitted to hospital at quarantine, 7 of whom have since died.

This vessel was chartered at Sligo. She sailed from Killala on the 26th of May last; and according to her list, as cleared by the custom-house officer at that port, she had 212 passengers, equal to 183½ adults. On the passengers being mustered on arrival at Grosse Isle, there were found to be 259 on board, exclusive of those who had died during the passage, which would make a total of 276, equal to 241½ adults.

On inspecting this vessel, I found that the superficial contents of the space occupied by the passengers was only 1550 feet, or sufficient space for 155 adults, consequently there was an

excess on board, over the number she could legally carry, of 86½ full passengers. The berth places were but 36 in number, and were constructed in the most temporary manner, so much so that the whole of the starboard side fell down after being a few days at sea.

They were of very unusual dimensions, being 6 feet long by 9 feet wide, and in some places more. The passage between the berths was but 7 feet in the widest place, and in some places but 5 feet; and even this limited space was occupied by a number of passengers to sleep on during the whole passage, the berths being insufficient for their accommodation.

No issue of provisions whatever was made to the pessengers, and never more that two quarts of water per day was served out. The casks were so defective that many of them were found to have leaked out, and the water in others was quite putrid. Several of the casks used were old rum puncheons and beer barrels, and all were totally unfit for the purpose they were intended.

I have had a survey held on this vessel, and on her fittings, water-casks, &c., a full report of which shall be transmitted in a few days, with all the particulars connected with the distressing state in which the passengers arrived, for the information of Her Majesty's Government. I here beg to add the enclosed copy of a report received from Dr. Douglas, the Medical Superintendent at Grosse Isle, as to the condition in which this vessel arrived at the station, which fully realizes the worst state of a slaver.

Quarantine Station,
SIR, Grosse Isle, August 20, 1846.

In answer to your letter of the 14th instant, requesting me to inform you of the state and condition to which the passengers of the barque "Elizabeth and Sarah" arrived at this station, I beg to say that this vessel was brought here in tow of the steamer "Canada," on the evening of the 5th instant. On boarding her I found the passengers in the most wretched state of filth and disease. No order or regulation appeared to have been preserved, or any attempt at enforcing cleanliness. Their excrements and filth had been thrown into ballast, producing a stench which made it difficult to remain any length of time below. I found about 26 cases of fever, and received the names of 20 others, including the master, who had died on the passage. The voyage had extended to the unusual length of 72 days. On landing the passengers at the sheds, I had to send 50 more to hospital, where there is at this moment 76, and six have died in hospital since landing. The remainder, though weak, are healthy at present, and have been made to clean themselves, their clothes and bedding, those of them that have any, but the major part of them are destitute of a second change of clothes.

The causes which have conspired to produce disease and death among these passengers are those so often stated by me in my Annual Reports, and they may be here enumerated in the order of their importance:—

1st. Want of cleanliness and inattention to ventilation.
2nd. Insufficiency of food and water, and that of an unwholesome quality.
3rd. Overcrowding.

These causes conspired to produce fever, and when once disease set in, the effluvium from the persons of the sick, dying, and dead, confined in the hold (the master was kept two or three weeks on board after death), soon rendered the whole atmosphere unfit for respiration.

The captain, from all accounts, was a man unfit, morally and physically, to take charge of a passenger vessel; he was in ill health and of intemperate habits.

It would appear that little or no attention had been paid to the most important clauses of the Passenger Act. The passengers were not provided by the vessel with any allowance of food; their own stock, from improvidence, became soon exhausted; the berth places were badly put up, and came down on the starboard side two or three days after leaving. The vessel itself is the oldest in the north of England, being 83 years old.

The number of passengers put on board exceeded by 60 or 70 the number allowed to the tonnage of the vessel.

Yours, &c.,
A. C. Buchannan, Esq., (Signed) G. W. DOUGLAS.
Chief Agent, Quebec.

Week ending 5th of September, 1846.

The emigrants, arrived since the 22nd ultimo, have landed in good health, although several of the vessels have had unusually long passages; the average of the week is over 56 days.

Several of these vessels have arrived on their second voyage this season, among whom are the "China" and "Ninian," from Limerick, and the "Spermaceto" from Plymouth.

The passengers of the Limerick vessels are all coming out to friends in different sections of of the province, with the exception of 30, who are proceeding to the United States. Among those from Plymouth are a number of respectable farmers, with good means, who intend settling in the New Castle and Home districts. There were also a party of miners, who are proceeding to Galina, in the state of Illinois, for employment in the lead mines in that quarter.

The passengers per brig "Arab," from Bideford, had a long passage, having been near 17 weeks on board. This vessel sailed on the 6th May last, and after being out five weeks, put into Crookhaven in distress, with loss of rudder. She remained there 12 days to refit, and sailed a second time on the 17th June, aud did not arrive here until 28th of August, the 115th day from their first embarking.

EMIGRATION.

They all, however, landed in good health, but complain much of the treatment they received from the master. No issue of provisions whatever was made to them; and when their own stock was out, they were forced to purchase at high prices from the captain, who refused to give any except they had money to pay for it.

In consequence of their complaints, I entered proceedings against the master, and the magistrates fined him in the sum of 12*l.* 10*s.* sterling, with costs, which he richly merited, as it appeared on the evidence of the mate, that a donation of biscuit, which he received from an American vessel, he refused to give to his starving passengers without payment.

Several families in this vessel are respectable farmers, and have brought out considerable capital with them. The greater part intend settling in Upper Canada, and two or three families are going to their relations in the State of New York.

The low rates on the route between this city and Montreal still continue, and there have consequently been but few applications for assistance.

Week ending 26th of September, 1846.

Nothing worthy of particular remark has occurred during the period embraced in this return. The emigrants generally landed in good health, and have all emigrated with a destination in view, and are, with a few exceptions, in possession of sufficient means to enable them to reach their friends.

On board the "Bilton," from London, there were a number of pensioners, with their families, who are proceeding to settle in Upper Canada.

Complaints were made by the passengers in this vessel, in consequence of the insufficient accommodations for cooking, there being only one small ship's cooking stove for their use and that of the crew and cabin passengers, in all 80 persons. There have also been complaints made by the passengers on board of several other vessels, as to the quantity and quality of the water issued to them, and also with respect to the non-issue of provisions, and the high prices charged for those they were under the necessity of purchasing.

These vessels not having a sufficient number of passengers on board to bring them under the regulations of the Passengers Act, the parties complaining were precluded from obtaining any redress. It would be desirable that, in the event of an amendment to the present law being in contemplation, the 36th clause should be reconsidered, and that all vessels carrying passengers, no matter how few in number, should be required to conform to the regulations contained in the 6th clause of the Imperial Passengers Act.

Week ending 30th of October, 1846.

The emigration for this season may now be considered as closed. Those who have arrived during the period embraced in this return have been in good health. They consist of farmers, labourers, and a few mechanics, and have all emigrated to join their friends, or with a particular destination in view.

A party of Welsh miners, with their families, 112 persons, from Beaumaris, are all proceeding to Galena for employment in the mines there. There are also several families from Plymouth and Padstow, who were proceeding to the same quarter.

About one-third of the emigrants in this return are going to different parts of the United States, to join their friends or relations, the remaining two-thirds are proceeding chiefly to the western section of the province, and some few to their friends in this city and Montreal.

The great majority of them are Irish, and all very poor. A large number of those by the "Rockshire," from Liverpool, had left their homes at this late season in consequence of the failure of the potato crop, fearing that if they should delay until next year they would not then have the means of paying their passage. As it was, they landed here quite destitute, and required assistance from this department to enable them to proceed to their friends.

But few of the emigrants of this season have remained in this district. The rates of transport to Montreal have been so low as to enable even the most destitute to leave this city. Labourers have been in demand all this summer, and at this time from 5*s.* to 6*s.* per day is paid on board the ships, in consequence of the large number now in port, and the lateness of the season.

Navigation closed 2nd December.

No. 10.

Emigrant Office, Kingston,
November 24, 1846.

SIR,

THE number of immigrants to Upper Canada from the opening of the navigation to this date is, as nearly as I can ascertain, 27,519, of whom 24,655 entered this section of the province by the "St. Lawrence" and "Rideau," and 2,864 from the United States. I have found it impossible to ascertain, although I have made every inquiry in my power, what proportion of the emigrants, *viâ* the "St. Lawrence" and "Rideau," had gone to the adjoining States, but I am of opinion that the number who have come to Canada West from that country are much greater than the number who have gone there to settle. The number of actual settlers during 1846 exceeds that of 1845 by about 4,500, from the monthly returns; it appears they have been distributed as follows, viz:—

Landed at Coburg and Port Hope, and settled in the Newcastle and Colborn districts	1,868
At Whitby, Windsor, and Darlington	1,142
At Toronto, settled in the Home and Simcoe districts	14,881
At Hamilton, settled in the Gore and Wellington districts	3,594
At Niagara and Queenston	843
At Port Stanley, and by land to London, Talbot, and Western districts	1,674
At Kingston, Picton, and Belleville, and settled in Midland, Prince Edward, and Victoria district	1,528
Destination unknown, but supposed to have gone to the United States	1,989
Total	27,519

More than one-third of this number obtained relief from this department, either in food, free passages, or medical attendance. A large proportion of them were in such a state of destitution as to require assistance from the day of their landing at Quebec until they reach their friends and relations in Upper Canada. By authority from this office, 4,016 persons were sent free to Toronto, a distance of 180 miles; 416 to Coburg and Port Hope, a distance of 90 miles; 443 to Whitby and Windsor, from 110 to 120 miles; 653 to ports on the Bay of Quinte, average distance, 55 miles; 326 to ports on Lake Erie, average distance, 340 miles. On their arrival at the ports mentioned, the parties, with few exceptions, were again relieved by the sub-agents, so as to enable them to reach the interior of the country. It would be impossible, in the limits of this Report, to name all the places and distances to which the indigent have been forwarded, but enough, I trust, has been stated to show the vast extent over which they have been scattered. I am not aware that the number of indigent settlers this season has been much greater in proportion than usual, but there certainly was a large number of the Irish emigrants in a state of destitution, as to clothes and bedding, far exceeding anything I ever before witnessed; and I fear, if the present distress continues in that country, that we shall be called upon next year to afford relief to a still greater extent. How we are to meet such claims becomes a serious question, for the funds placed at the disposal of this department will not admit of it. I trust, therefore, you will, in your Report, call the attention of Her Majesty's Government to the necessity of increasing the grant. It must be borne in mind, that after the emigrant reaches Quebec, it frequently happens that the most expensive and troublesome part of his journey is to come. The indigent, generally burthened with large families, cannot be permitted to accumulate in the towns in any considerable numbers, during our short and hot summers, even if they could get suitable work. They must be scattered, and enabled, if necessary, to reach their relations and friends, otherwise they would become, as they too frequently do at New York and Boston, a burthen to the rest of the community as soon as the winter sets in and puts a stop to most kinds of out-door work. It is a common occurrence to read in the United States newspapers, complaints of this nature, as well as accounts of large numbers returning to Europe; and I have myself witnessed parties of German and British emigrants, suffering the greatest misery while endeavouring to get into the interior of that country; and this, notwithstanding the fact that those who emigrate to the United States are generally persons of a better description than those that land at Quebec. I trust you will excuse me for again dwelling upon this subject, after having so recently adverted to it in my remarks in the "Colonization Circular." But the probability, I may almost say the certainty, of a numerous emigration of destitute persons next year must be my excuse.

Besides, you are aware, that a very considerable amount is remitted annually from this colony in small sums, by those who have emigrated in previous years, to assist their relations to come to Quebec, with the assurance, that if they can only manage to reach that port, they will be assisted to get to their friends. I have recently seen a letter addressed to persons in Ireland, which stated that the "Government in Canada is good to the poor, and will pay their passages up the country, and give them oatmeal or bread to eat on the road, so you may all come if you can pay your passages to Quebec." In fact, thousands have left the United Kingdom during the last two or three years, entirely depending upon the assistance of the Emigrant Department to enable them to reach their destination in Western Canada.

During my visit to the Western Agencies late in September last, I was agreeably surprised to find very few emigrants unemployed, nor do I apprehend any difficulty in finding work for a much greater number next year, if the means to scatter them is placed at the disposal of the agents,—for the province is steadily advancing in wealth and population, and is capable of sustaining in comfort almost any number of labourers, provided they can be transported to the places where their services are required.

The past season in this section of the province has not been as healthy as usual. The prevailing diseases have been fever, dysentery, and cholera morbus; 583 persons have received medical attendance and comforts at the emigrant hospitals, of whom 42 have died. The hospitals were closed on the 31st ulto., except at this agency, which remained open until yesterday, when the last patients were sent to their friends.

Since writing the above, I have received a letter from the agent at Hamilton, dated the 18th instant, stating that a "large number of poor-looking Dutch emigrants arrived here last evening from the United States on their way to the township of Waterloo." He does not state the number, but I was informed, that it was nearly 500. During the past season several parties of

EMIGRATION.

Dutch and German emigrants landed at this agency, of whom upwards of 200 settled in the province, the remainder proceed to German settlements in the United States.

I have, &c.,

A. C. Buchanan, Esq., &c. &c. &c.

(Signed) A. B. Hawke,
Chief Emigrant Agent
for Upper Canada.

Sir, Quebec, November 20, 1846.

I have the honour to submit, for the information of his Excellency the Governor-General, the accompanying general return of sick emigrants admitted, discharged, and died at the Quarantine Hospital, Grosse Isle, during the past season.

Upon a comparison of this Return with that of former years, it will be observed, that there has been a great augmentation in the number of sick, amounting to double that of most previous years. This increase in the number of sick was expected, from the misery and distress that prevailed throughout Ireland last winter, owing to a deficiency of wholesome food. The prevailing type of disease (independent of the ordinary epidemics) was low fever, with bowel-complaints, such as are usually caused by want. The number of passenger-vessels inspected by me at the Quarantine Station during the season was 206, having on board 32,753 passengers. The deaths on shipboard were this year proportionably more numerous than previous years, there having died on board of vessels on the passage out 204 souls, and in the Quarantine Hospital 68. The names, ages, and other particulars connected with these last are given in paper B. The total number of deaths on the voyage and in the Quarantine Hospital was 272; of these 100 were adults, 110 children under fourteen, and 62 infants.

Fever broke out, and prevailed among the passengers of fourteen vessels.

Measles in five and small-pox in eight. A return of these vessels, with the number of passengers, and the port from whence they sailed, is given in paper C.

The following casualties on the voyage, resulting in death, took place:—A boy was killed from a fall into the hold, on board the ship "Marchioness Abercorn;" one was drowned by falling overboard from the brig "Governor;" one was killed on board the "James Fagan," by being crushed by one of the boats breaking loose; a female died in childbirth on board the schooner "Coquette;" and another from the same cause on board the "Jane Black;" a boy was drowned by falling overboard from the "Nancy;" a man, from the same accident, on board the "Davenport;" and another from on board the "John Francis."

The most numerous cases of decease were on board the barque "Elizabeth and Sarah," from Killala. The subjoined extract, from a communication which I made to the Chief Agent of Emigrants, dated the 20th August, 1846, on the subject of the passengers of this vessel on her arrival, will show the extent of misery and disease.

[For Mr. Douglas's letter, 20th August, 1846, vide page 31.]

Another vessel, among the passengers of which fever and dysentery prevailed to an alarming extent, was the "British Empire" from Tralee. Though the deaths on the voyage in this vessel were only three, yet no less than 79 were admitted to the hospital out of 356. From among the passengers by the "Caithnes-sshire," no less than 36 sick were sent to hospital out of 193 passengers. The sickness of these people was attributed by them to the use of Indian corn meal, in a musty, damaged state. In many other passenger-vessels, where this article had been substituted for biscuit and oatmeal, similar complaints were made. It is found that the Indian corn, from the large size of the grain, is extremely difficult to kiln-dry, and the meal will in consequence be always found liable to attract moisture and become musty in a passenger-vessel where, independent of many other causes, the daily distribution of fresh water in small quantities occasions a constant dampness. A great part of this meal brought out for the use of passengers this year had been imported into Great Britain from New Orleans, thus making two sea-voyages. I have generally found less disease in the Irish vessels, were oatmeal and potatoes alone were used; the biscuit is always very coarse, and frequently mouldy, and, when unexceptionable in other respects, is only eaten by the Irish emigrant when pressed by by severe hunger—he had all his life been accustomed to masticate nothing harder than potatoes or oatmeal, and he tries in vain to overcome his repugnance to biscuit.

A considerable number of pauper emigrants have been sent out this season from the Irish Poor Law Unions. Much sickness has prevailed among these, especially in those that arrived by the ship "Belinda," from Belfast. It is to be regretted that it should not be found necessary to supply these people (many of whom had the appearance of having suffered long from misery) with any other provision for the voyage than a pound of meal per day. They contrast very unfavourably with those sent out under similar circumstances from England; these are generally sent in charge of a medical man, and are supplied with animal food, bread, flour, rice, and medical stores and comforts, in consequence of which I rarely find sick among them, unless epidemic disease has been brought on board. I always understood the pound of biscuit, oatmeal, or Indian corn meal, which the vessel is bound by law to furnish daily to each adult, to be merely a guarantee against the starvation brought on formerly by the improvident use which the emigrant made of his own stores, and to be by no means intended to constitute his only support, as in the case of the Irish paupers in the "Belinda" and other vessels, to whom a pound of damaged Indian meal per day was their only food. If necessary, I might here cite, as evidence of the advantage of a liberal supply of wholesome food in warding off disease, even in a crowded emigrant vessel, the case of the German settlers who arrived this year; these people were supplied abundantly with animal food, bread, flour, lime-juice, and

beer; and though their voyages were longer than vessels coming from Great Britain (in the case of one vessel, extending to eleven weeks), yet out of eight vessels, having on board 902 passengers, I had only to admit seven to hospital. It must be remarked, however, that the sum paid for a steerage-passage by each adult amounted to 100 R. thalers, or 12*l.* sterling, being rather more than what is usually paid for a cabin-passage in most Scotch or Irish vessels.

With reference to the expenditure of the establishment for the past season, I am happy to have it in my power to state that, notwithstanding the number of sick treated in hospital has been nearly double that of former years, yet the amount expended has not been in proportion to this great increase. Last year the number of sick admitted to hospital was 465, and the number of diets issued was 8739. The total expenditure for which, including the pay of the medical superintendent, hospital apothecary, matron, and nurses, was 597*l.* 2*s.* 8¾*d.* This year the number of sick has been 892, the number of diets 16,688, and the expenditure 700*l.* 11*s.* 8*d.*, being an increase of only 103*l.* 8*s.* 11¼*d.* in the hospital, exclusive of medicine and additional bedding and furniture. It should be observed, however, that the principal expenditure, being the pay of the medical officers and nurses, does not differ much with an increase in the number of sick.

I have to regret this season the death of an old and valued nurse-tender, John M'Cargo, by typhus fever, and who had been for some years connected with the hospital. The Rev. Mr. Mylan, the Roman Catholic missionary to the hospital, was also severely attacked with fever, contracted in his ministrations to the sick, but from which, I am happy to say, he recovered. Upon the whole, our deaths among the persons attached to the hospital have been fewer this season than usual, in consequence of the precaution which I find it necessary to adopt, of employing as nurses those only who have already had typhus fever, as, from the horrible state of filth in which the sick are brought on shore from the vessels where fever has prevailed, it rarely occurs that the hospital attendants, whose duty it is to wash and clean them, escape disease.

The stormy weather in the latter end of September and beginning of October rendered it impossible for the contractor to complete the excellent wharf now in the course of erection at the island. It was so far advanced, however, as to enable us to make use of it for embarking on board the steamer our convalescents and their baggage in the month of October. I understand that it is the intention of the contractor to have it ready for service early in the ensuing season.

From the experience of many years of the causes which produce disease among emigrants, I am persuaded that next season the number of sick will exceed that of any other year; the partial failure of the potato crop last season in Ireland caused much sickness, its almost total failure in that country and the north of Scotland this season will have the effect of pouring upon our shores next season thousands of debilitated and sickly emigrants, and I would beg respectfully to suggest the expediency of making such appropriation of funds at the next meeting of the Legislature as will be adequate to meet such contingency.

I have, &c.,

Hon. D. Daly.
&c. &c.

(Signed) G. W. DOUGLAS, M.D.
Medical Superintendent.

(A.)

RETURN of SICK Admitted, Discharged, and Died at the Quarantine Hospital during the Season ending October 31, 1846.

Description.	Admitted.	Discharged.	Died.	Total.	DISEASES. Fever.	Small Pox.	Measles.	Inflammation of Lungs.	Inflammation of Throat.	Consumption.	Fractures.	Contusions.	Erysipelas.	Total.
Men . . .	226	210	16	226	196	5	1	2	1	1	2	1	1	210
Women . .	319	307	12	319	282	17	2	..	..	2	..	..	4	307
Children . .	347	309	38	347	135	84	90	..	..	..	..	..	..	309
Total . .	892	826	66	892	613	106	93	2	1	3	2	1	5	826

(Signed) G. W. DOUGLAS, M.D.,
Medical Superintendent.

(B.)

NOMINAL RETURN of EMIGRANTS who Died at the Quarantine Hospital in 1846.

No.	Names.	Age.	Disease.	Vessel's Name.	Admitted.	Died.	Remarks.
					1846.	1846.	
1	Edward Hays . .	72	Fever . . .	Ship Jane Black . .	May 11	May 17	
2	Nancy M'Norton .	36	,,	Bark Borneo . . .	,, 11	,, 21	
3	John Brenton. . .	40	Paralysis . .	Schooner Mary of Milford.	,, 20	,, 22	Landed in a dying state.
4	Jane Johnston . .	55	Fever . . .	Bark Industry . .	,, 29	,, 29	Ditto
5	Seba	3	,,	Bark Margaret Pollok	June 1	June 2	Ditto
6	M. J. Hunter. . .	16	,,	Ditto	,, 1	,, 5	
7	Catherine M'Guire .	20	,,	Bark Princess Alice .	May 28	,, 8	
8	Pat. Milcaryhny .	1½	,,	Bark Admiral . .	,, 27	,, 19	
9	Edward Flannery .	1	,,	Ship Stadacomer . .	June 16	,, 17	Landed in a dying state.
10	John Davis . . .	10	,,	Bark Caithnesshire .	,, 14	,, 21	
11	Martha Pugh. . .	14 months.	,,	Ship Agamemnon .	,, 17	,, 21	
12	Mary Beatice. . .	20	,,	Bark Caithnesshire .	,, 14	,, 24	
13	Jane Coughlin . .	4	,,	Ditto	,, 16	,, 22	
14	Jane Mooney. . .	65	,,	Sir H. Pottinger . .	,, 19	,, 26	
15	Thomas Warrington .	6	,,	Ship Agamemnon .	,, 16	July 1	
16	Peter M'Cormick .	30	,,	Bark Jessie . . .	,, 23	,, 1	
17	Eliza Lane . . .	14	,,	Andromache . . .	,, 24	,, 2	
18	George Faden . .	3	,,	Margaret Wellesley .	,, 29	,, 2	
19	Susan Medley . .	4	Measles . .	Ship Elizabeth . .	July 2	,, 3	Landed in a dying state.
20	Thomas Martin . .	1½	,,	Ditto	,, 2	,, 3	Ditto
21	Rose Martin . . .	40	Fever . . .	Ditto	,, 2	,, 4	
22	Sarah Savage. . .	24	,,	Ship Miltiades . .	June 23	,, 5	
23	Mary Cadahy . .	6	Measles . .	Ship Sarah . . .	July 8	,, 9	
24	Catherine M'Wiggin.	1	Small-pox .	Ship Virginia. . .	,, 13	,, 13	Died three hours after landing.
25	Margaret Larkin. .	1	,,	Ditto	,, 14	,, 15	
26	Elizabeth M'Kinley .	4	,,	Ship Belinda . . .	,, 14	,, 17	
27	Alice Lynch . . .	4	Fever . . .	Ship Virginia. . .	,, 13	,, 17	
28	Bridget Coleman. .	Infant	,,	Ditto	,, 1	,, 15	
29	Isabel Parke . . .	2	,,	Ship Sea King . .	,, 11	,, 12	
30	Earl Blous . . .	1	,,	Brig Perseverance .	,, 11	,, 13	
31	William Connor . .	8 months.	Debility . .	Ship Belinda . . .	,, 14	,, 22	
32	John M'Cargon . .	79	Fever . . .	Nurse Tender. . .	,, 14	,, 21	
33	Belinda Hunter . .	Infant	Debility . .	Ship Belvidere . .	,, 14	,, 20	
34	James Campbell . .	6	Small pox .	Ditto	,, 14	,, 27	
35	William Campbell .	4	,,	Ditto	,, 19	,, 29	
36	Alexander Hunter .	3	,,	Ditto	,, 19	,, 28	
37	Barbara Close . ,	15	Inflamed lungs	Barque Queen . .	,, 23	,, 30	
38	Jane Beattie . . .	15	Fever . . .	Barque Caithnesshire.	,, 14	,, 28	
39	Catherine Kelly . .	3	Small-pox .	Ship Virginia . .	,, 14	,, 30	
40	James O'Hara . .	6	Fever . . .	Barque Mama . .	,, 27	August 4	
41	William Napman .	25	,,	Ship John Boulton .	,, 27	,, 6	Seaman.
42	Michael Shea. . .	40	,,	Ship British Empire .	August 6	,, 8	
43	John Herety . . .	Infant	Debility . .	Barque Elizabeth and Sarah.	,, 6	,, 12	
44	Donald Gillis . .	23	Fever . . .	Ship Brilliant . .	,, 10	,, 15	
45	Michael Hopkins .	20	,,	Elizabeth and Sarah .	,, 6	,, 15	
46	Catherine Brushman.	60	,,	British Empire . .	,, 6	,, 14	
47	Richard Flynn . .	20	,,	Marquis of Normanby	May 29	,, 17	
48	James Naugle . .	19	,,	Ditto	June 23	,, 17	

NOMINAL RETURN of EMIGRANTS who Died at the Quarantine Hospital in 1846—*continued.*

No.	Names.	Age.	Disease.	Vessels' Names.	Admitted.	Died.	Remarks.
					1846	1846	
49	Robert M'Nab . .	3	Fever	Sarah and Elizabeth .	August 7	August 17	
50	Ann Crane . . .	2	,,	Ditto	,, 11	,, 16	
51	Ellen Rowan. . .	24	,,	Ditto	,, 13	,, 18	
52	Mary Manahan . .	1	,,	Ditto	,, 20	,, 20	
53	James Ekart . . .	9	Dysentery .	Schooner Coquette .	,, 12	,, 21	German settler.
54	Bridget Dixon . .	1	Fever . . .	Barque Elizabeth and Sarah.	,, 10	,, 16	
55	Margaret Marily. .	2 months.	Debility . .	. . .	,, 19	,, 21	Infant born in hospital.
56	Peter O'Donell . .	60	Fever . . .	British Empire . .	,, 10	,, 30	
57	Benjamin Sulivan .	61	,,	Barque St. Lawrence.	,, 23	,, 30	
58	John Hallo.an . .	21	,,	Schooner Undine. .	June 11	Sept. 1	
59	Margaret Haveran .	40	,,	St. Lawrence . . .	August 26	,, 5	
60	John C Donnell . .	6	,,	Ship British Empire .	,, 10	,, 8	
61	Thomas Siffert . .	40	,,	Schooner Coquette .	,, 10	,, 9	
62	Mary Scammon . .	1	Debility . .	. . .	,, 24	,, 20	
63	David Harris . . .	16	Fever . . .	Elizabeth and Sarah .	,, 12	,, 23	
64	Alice Dulan . . .	10	Small-pox .	Barque St. Lawrence.	,, 23	,, 24	
65	Ellen Bury . . .	6 months.	Debility . .	British Empire . .	,, 6	August 25	
66	John Joyce . . .	22	Phthisis . .	Barque Superior . .	Oct. 12	Oct. 29	
67	Ann Burke . . .	20	Fever . . .	Barque Elizabeth and Sarah.	August 6	August 9	

(Signed) G. W. DOUGLAS, M.D.,
Medical Superintendent.

(C.)

RETURN of EMIGRATION VESSELS on Board of which Contagious Disease was found at the Quarantine Station in 1846.

No.	Name of Vessel.	Port.	Disease.	Sailed.	Arrived.
				1846.	1846.
1	Barque Borneo . .	Limerick	Fever	April 4	May 11
2	Barque Dromohair .	Sligo	Small-pox and dysentery.	,, 6	,, 11
3	Barque Highland Mary	Liverpool. . . .	Measles	,, 8	,, 12
4	Barque Fittock . .	Limerick	,, ...	,, 8	,, 14
5	Barque Fergus . .	Hull	Fever	,, 9	,, 25
6	Barque Ayrshire . .	Newry	Small-pox . . .	,, 15	,, 25
7	Ship Admiral . .	Waterford . . .	Fever	,, 17	,, 27
8	Barque Sir H. Pottinger.	Belfast	Measles	,, 15	,, 28
9	Barque Marquis Normandy.	Sligo	Fever	,, 20	,, 29
10	Brig Thetis . . .	Limerick	Fever and dysentery .	,, 18	,, 31
11	Barque Margaret Pollock.	Liverpool. . . .	Fever and measles .	,, 26	June 1
12	Ship Marion . . .	Cork	Fever	,, 16	,, 6
13	Barque Rockshire .	Liverpool. . . .	Measles	,, 25	,, 8
14	Barque Caithnesshire	Belfast	Fever and dysentery .	,, 23	,, 14
15	Barque Marquis Wellesley.	Sligo	Fever	May 8	,, 18
16	Brig Horatio . . .	Sligo	,, ...	April 27	,, 20
17	Barque Eleutheria .	Tralee	,, ...	,, 14	June 23
18	Brig Hannah . . .	Killalee	Fever and measles .	May 5	,, 23
19	Ship Elizabeth . .	Liverpool. . . .	Measles	,, 26	July 8
20	Ship Sarah . . .	Limerick	Fever	,, 26	,, 8
21	Ship Virginia . .	Liverpool. . . .	Small pox . . .	June 2	,, 12
22	Ship Belinda . . .	Belfast	Small-pox and measles.	,, 3	,, 14
23	Ship Mertoun . .	Belfast	Fever	May 28	,, 21
24	Barque Minna . .	Sligo	,, ...	,, 8	,, 24
25	Ship John Boulton .	Liverpool. . . .	,, ...	June 2	,, 25
26	Barque Elizabeth and Sarah.	Killala	Fever and dysentery.	May 26	August 5
27	Ship British Empire .	Tralee.	Fever	June 17	,, 6
28	Brig Coquette . .	Hamburg. . . .	Dysentery . . .	,, 15	,, 9
29	Barque James Moran	Liverpool. . . .	Measles	,, 13	,, 20
30	Barque St. Lawrence.	Cork	Small-pox . . .	July 4	,, 22
31	Ship Rockshire . .	Liverpool. . . .	Dysentery . . .	Sept. 10	Oct. 19

(Signed) G. W. DOUGLAS, M.D.,
Medical Superintendent.

EMIGRATION. (No. 20.) No. 3.

No. 3.

Copy of a DESPATCH from Earl Grey to the Earl of Elgin.

Downing-street, 29th January, 1847.

My Lord,

Page 3. Since I addressed to your Lordship my Despatch of December 31st, I have received information which leads me to anticipate that you will not find it practicable to carry into effect the design of settling in villages, in the manner I have there described, bodies of emigrants proceeding from this country, and also that the adoption of any such measure (which I never expected to have any extensive operation), will prove to be even less required than I had supposed, for the purpose of enabling the greatly increased number of emigrants that will probably arrive in the British North American Colonies in the ensuing season to maintain themselves by their own industry. From communications which the Emigration Commissioners have had by my direction with some of the public companies possessing land in North America, it appears that the experience of those who conduct the affairs of these companies in the colonies is so unfavourable to the expectation that settlements composed of emigrants of the poorer class recently arrived from Europe can be successfully established in any of the British provinces, that none of the companies are prepared to undertake to carry any such design into effect, and all concur in entertaining a very decided opinion that the only mode by which emigrant labourers arriving in Canada can advantageously be provided for, is by enabling them to disperse themselves over the country, where a demand can be found for their labour. Under these circumstances, as the measure which I had in contemplation depended for its success upon the co-operation of the owners of wild land in the North American provinces, and as it is not to be expected that private owners will be found to engage in an undertaking which is considered too hazardous by great public companies, I fear that, for the present at least, the design must be abandoned I confess that it is with extreme reluctance I come to this conclusion, as I continue to be of opinion that very great advantage would result from enabling emigrants to proceed from this country in bands associated together, for the purpose of settling in North America, under the guidance of religious teachers, if the practical difficulties of doing so could be surmounted. Much of the pain which must ever attend the breaking of the ties that bind men to their native country would be spared to those who could emigrate in company with a considerable number of their friends and relations, for the purpose of founding on the other side of the Atlantic new societies composed in great part of the same elements as those to which they had previously belonged. Both politically and morally, great benefit would, I think, result from the formation of such societies, and from the substitution of a mode of settlement in villages for that usually adopted, by which the first occupiers of the wilderness are scattered over the surface of the country, removed from those civilizing influences, and deprived of those facilities for obtaining religious instruction and the means of education for their children of which men can only have the advantage when collected together in somewhat considerable numbers. I will not abandon the hope that hereafter the practical difficulties which stand in the way of carrying these views into effect may be overcome, and that means may be discovered of accomplishing that more systematic colonization of the still unoccupied territory of British North America, by which I am persuaded that the welfare of emigrants would be best assured, and the prosperity of these fine provinces would be carried to a far higher point than it can otherwise attain.

For the present, however, I am compelled to acknowledge that I am unable to suggest any method of effecting what I consider to be so desirable; and I have therefore to inform you that I do not expect you to act upon the instructions you have received for the preparation of villages for the reception of emigrants, unless the facilities for doing so should on the spot prove to be much greater than they appear to be from the inquiries which I have here had the opportunity of making. Much as this is to be regretted, I consider it to be less so than it otherwise would have been in consequence of my finding that the annual Report of the Chief

Page 7 Agent for Emigration at Quebec, transmitted to me by Lord Cathcart, in his Despatch of December 28, which I have within these few days received, justi-

fies a very confident hope that numerous as the emigrants of the approaching season will probably be, no serious difficulty will arise in enabling them to find employment sufficient for their support. It appears, from this Report, that although the emigrants to the Canadas (exclusive of cabin passengers), amounted in the last season to 32,153, and that the accession to the population of the province by the year's emigration is estimated at no less than 28,000 persons, there was at the close of the year "little, if any distress, among the emigrants, unless "the consequence of their own fatuity;" that "employment was generally to be "procured at remunerative wages, and provisions and necessaries were plentiful." Mr. Hawke, the Chief Agent for Canada West, states, that "during his visit to "the Western Agencies late in September last, he was agreeably surprised to find "very few emigrants unemployed, nor does he apprehend any difficulty in find-"ing work for a much greater number next year, if the means to scatter them "are placed at the disposal of the agents, for the Province is steadily advanc-"ing in wealth and population, and is capable of sustaining in comfort almost "any number of labourers, provided they can be transported to the places where "their services are required."

This opinion is confirmed by Mr. Buchanan, the chief Agent at Quebec; and it is a most material fact in corroboration of it, that it is well known that very many of those who have emigrated in the last and some preceding years have been enabled to do so by remittances received from friends or relations who have gone out before them, and who, on their arrival in America, were as completely destitute of means as those whom they are now enabled to assist with the savings they have made from their earnings; thus showing how great must be the demand, and how ample the remuneration for labour in America. Upon the whole, the information before me leaves upon my mind a decided conviction that all that it is necessary to do, in order to provide for the unusually large emigration which may be expected in the present year, is to persevere in the system which has now for some years been acted upon with so much advantage, and to assist the emigrants by affording them information as to the places where they may hope to find work; furnishing them also, when necessary, with the means of conveyance. In this manner, at a comparatively small expense, the whole of the emigrants who have hitherto reached the Province have been satisfactorily provided for; and by extending the means employed, in proportion to the expected increase in the number of emigrants, I see no reason whatever to doubt that a similar result may be hoped for in the ensuing season.

Her Majesty's Government will accordingly submit to Parliament an increased estimate for this service. I need, however, scarcely remind your Lordship that the proposed increase of the vote by no means supersedes the necessity of the same strict caution which has hitherto been observed in extending assistance to emigrants, and in confining that assistance to the cases in which it is really required. The Agents for Emigration, who have up to this time so efficiently performed the duties assigned to them, will, I have no doubt, continue to do so; and will, under your Lordship's superintendence, take care that while all necessary assistance is given to emigrants who require it, that rigid economy of the public money, which is so indispensable, is not neglected. You will convey to Mr. Buchanan and to Mr. Hawke the expression of my entire approbation of the manner in which they have carried on this service.

Your Lordship will observe that in what I have now said I have proceeded on the assumption that the emigration of the present year will be of the same character as that of former years; that is, that it will consist of persons proceeding to America without any direct assistance from Her Majesty's Government, but provided with the means of emigrating either from their own resources or by the contributions of their friends, of their landlords, or, in some few instances, of parishes or unions. It is not proposed by Her Majesty's Government to attempt to give increased activity to the flow of emigration to North America by undertaking to provide for emigrants the means of conveyance, either gratuitously or at a lower cost than that at which they can obtain it for themselves; and as I am aware that a contrary expectation has been very generally entertained, both in this country and in the colonies, and that emigration at the public cost has been recommended as one of the most effectual means that could be made use of for the relief of the distress of Ireland, I

EMIGRATION. No. 3.

think it will be convenient that I should shortly state to your Lordship some of the grounds upon which the determination come to by Her Majesty's Government is founded.

The first question which naturally arose in considering whether it would be advisable to undertake the conveyance of emigrants to British North America at the public charge, was as to the extent of the task which would thus have been thrown upon the Executive Government. It is obvious that if free passages to Canada were offered to emigrants, it would be not only difficult but impossible to confine the boon to those who would otherwise be unable to obtain from other sources the means of emigration. A large proportion of the whole number of emigrants consists of persons of the labouring class, who raise the money required for their passage with very great difficulty, and often by the assistance afforded them by others. Such assistance, as I have already observed, is very frequently given by persons who, having themselves emigrated in former years, remit money which they have earned in America to their friends and relations, who are thus enabled to follow them. It is calculated that the remittances thus received and expended in emigration at Liverpool alone amounted last year to no less a sum than 37,000*l.* If passages were provided at the public expense for all who desired to emigrate, these remittances, and the sacrifices now made by so many persons for the purpose of doing so, would cease, and a very large proportion of those who now, by some means or other, find their own way across the Atlantic, would have to be conveyed at the public expense. Even those who now proceed directly to the United States would seek the same ultimate destination by the route of Canada, in order to avail themselves of the gratuitous passage provided for emigrants to the British colonies. Hence, as the object of the measure would be, that emigration should proceed much faster than it now does, it is a very low estimate of the charge which would be thrown upon the public, to assume that the cost of conveyance from this country to America would have to be provided for at least as many persons as now emigrate at their own expense. But in the last 10 years no less a number than 687,000 persons have so emigrated—the emigration of last year alone having been upwards of 110,000. At present, the emigration is conducted at a very cheap rate. The desire to reach America being exceedingly strong, many of the emigrants are content, in order to do so, to submit to very great hardships during the voyage; indeed, so powerful is this feeling, that were it not for the requirements of the law thousands of emigrants would cross the Atlantic in ships so over-crowded and insufficiently provisioned, that a fearful amount of disease and death must inevitably occur.

If, however, this service were undertaken by the Executive Government, the sort of accommodation which is now submitted to without a murmur would not be endured, and a very superior, and therefore a much more costly conveyance would have to be provided. I find that if undertaken by the public, the conveyance of emigrants to Quebec could not be calculated to cost less than about 5*l.* for each adult, while little more than half that sum is more near to the average charge as now defrayed by the emigrants themselves. Nor is this all. It is obvious that Her Majesty's Government could not convey emigrants to North America, without becoming responsible for their not being left destitute when they arrived there. Under the existing system of spontaneous emigration, emigrants are aware that on their arrival in Canada they have only themselves to trust to, and that except relief in the hospital when sick, and conveyance from the port of debarkation to places where their labour may be in demand, they have no assistance to look for from the Government. Hence they are led to make every possible exertion to maintain themselves, and the result is, that a very large number of emigrants annually find the means of doing so. But for this purpose, very strenuous efforts on their part are necessary, nor is it reasonable to suppose that such efforts would be made by them if they felt that the Government, by carrying them to the colony, had incurred a virtual responsibility for their support. A striking example of the inconvenience hence arising, is afforded by the difficulty which at one time was experienced in prevailing upon emigrants who had been conveyed to New South Wales to leave Sydney (where there was no sufficient demand for their labour), for the purpose of proceeding to the interior of the colony, where employment might readily have been found. In the same manner, it might be expected that no small proportion of those who might be enabled to emigrate to British North America,

by having free passages provided for them, would, for the first winter, at all events, have to be maintained at the public cost.

This would be the more probable, as providing for emigrants free passages to Canada, would, it is to be feared, make a great change in the character of the emigrants. At present it is in general (with the exception of those sent out by Parishes and Unions) the strong and the enterprising that emigrate, since these alone will make the efforts necessary for the purpose. But if the means of emigrating were supplied by the public, a very different class of emigrants would make its appearance; the most infirm, or the least industrious, are those whom their neighbours at home would be the most anxious to put forward to emigrate, and of course such emigrants would be far more likely than those who now go to Canada to become dependent upon charity, and as the burthen could not possibly be thrown upon the provincial revenue, it must fall upon the British Treasury. Looking to all these charges, and to that of the large establishment which would be necessary to carry on so vast a system of emigration, it is not an unreasonable calculation of the expense, direct and indirect, of an emigration conducted by the state, to take it at 10*l.* a-head on the whole number of emigrants sent out. But as it is not unlikely, that without any assistance being granted from the public purse, near double the number of emigrants of last year will, in the approaching season, proceed to North America, and as in the present state of Ireland, the offer of free passages would increase that number to the very utmost limit for which accommodation could possibly be provided, (of course, greatly enhancing the price that would have to be paid for passages); the probability is, that a charge of two millions or more might be thrown upon the Treasury, and what is worse, the system of voluntary emigration, which is now working so satisfactorily, and upon so large a scale, would be entirely deranged, and might not again without great difficulty be restored. Such are some of the reasons which have induced Her Majesty's Government to come to the determination not to afford any pecuniary assistance towards the conveyance of emigrants from this country to the American Continent. I have been anxious to explain these views to your Lordship, in order that you might be fully aware that they have not been adopted from any doubt of the great importance, for the sake both of the Colonies and of the mother Country, of giving every possible encouragement to emigration. On the contrary, you will perceive that it is mainly their fear that emigration might really be checked and discouraged by an abortive attempt to promote it, which has weighed with Her Majesty's Government in the decision they have come to.

In conclusion, I have only to add, that the reasons I have stated for refusing to provide free passages from this country for emigrants to Canada, are of no force in considering the question of giving assistance to emigrants on their arrival in the colony; such assistance and encouragement, to the utmost possible extent, it is the most anxious wish of Her Majesty's Government to afford; and I have to direct your attention to the subject, as one of the very highest importance.

I have, &c.,

GREY.

The Right Hon. the Earl of Elgin,
&c., &c., &c.

(No. 120.) No. 4.

EMIGRATION. Copy of a DESPATCH from Sir W. M. G. Colebrooke, to Earl Grey.

No. 4.

My Lord, Fredericston, New Brunswick, 29th December, 1846.

23rd December. 31st December.

I do myself the honor to enclose copy of a letter from the Emigrant Agent at St. Johns, with his Annual Report, and Quarterly and Annual Returns, made up by anticipation, to the 31st instant, in order to admit of their transmission by the present mail.

In reference to Mr. Perley's observations upon the advantage of selling lands on credit, to be repaid in work on roads, by which the wilderness would be opened, and the settlement of the country accelerated, it may be proper to remark that the adoption of such a plan for opening the wilderness has not been contemplated beyond the privilege proposed to be accorded to settlers of liquidating the sums due for lands purchased by them at the public sales, by means of certificates from the Commissioners and Supervisors of Roads of the sums due to them for work actually and effectively performed, either for wages or on contract by the piece. Such contracts are often taken for the purpose of earning the means of paying for land, and the appropriations for the whole province are necessarily limited to such sums as can be so applied from the commercial revenue, and have no reference to the amount required to meet the growing demand for settlement lands, especially in seasons when emigrants arrive in great numbers, who would be willing to settle them on such conditions.

The forests of New Brunswick being more dense than those of Upper Canada, the settlements for many years were limited for the most part to the margins of the numerous rivers and streams which intersect the province, and the cultivation of the rich alluvial bottoms left dry after the spring floods or freshets. Where roads have been made through the forests, settlements have been formed along them, and in cases where settlers have entered the wilderness before communications had thus been opened, they have been exposed to great hardships and privations, leading sometimes to the abandonment of their locations. The attempts of capitalists to effect such settlements by means of hired labour have not heretofore been successful, although contracts to work by the piece are taken on reasonable terms, the land so reclaimed affording for a long time only a subsistence to actual settlers, and making no return upon the capital so expended, from the difficulty in finding a market for produce.

Such markets in the interior of the country, and remote from the rivers and seaports, must for some time depend on the demands of the lumberers, of whom large parties are annually employed in the forests in cutting timber for ship-building and for exportation, and who require the produce of the neighbouring farms for their horses and cattle.

The advance of funds for the construction of roads and bridges, on security of the lands traversed by them, will not obtain till permanent markets may be established, which would enable the settlers to depend on realizing the means of defraying the incidental charges which such advances would occasion, and the ruder and more simple method of opening roads and settling the forest lands, as practised in the United States, will for some time be alone available.

I have, &c.,

The Right Honourable Earl Grey, &c. &c. &c. W. M. G. COLEBROOKE.

Enclosure No. 1, to Despatch No. 120, December 29th, 1846.

Enclosure No. 1. (Copy.)

Government Emigration Office, St. John, December 23, 1846.

Sir,

I have the honor to enclose the annual returns from this office, in duplicate, for the year 1846, bearing date the 31st instant, agreeably to the standing directions, in order that one set may be transmitted to England by the January mail.

Returns, Nos. 1, 2, 3, 4, 5, 6.

I also enclose the annual Report from this office to His Excellency the Lieutenant Governor. Another set of the returns will be forwarded from here by mail on Wednesday to the Colonial Land and Emigration Commissioners, in obedience to their instructions.

I have, &c.

Hon. John S. Saunders, &c. &c. (Signed) M. H. PERLEY, Government Emigration Agent.

Enclosure No. 2, to Despatch No. 120, December 29, 1846.

To His Excellency Sir William M. G. Colebrooke, K.H., Lieutenant-Governor and Commander-in-Chief of the Province of New Brunswick, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY,

With the annual Returns from the office for the year 1846, I beg most respectfully to submit the following Report:

The whole number of emigrants to New Brunswick during the year 1846, is nine thousand seven hundred and sixty-five (9,765); of these nine thousand landed at this port, and the remainder at St. Andrew's, Richibucto, and Miramichi. Of the whole number, about four thousand five hundred re-emigrated to the United States very soon after their arrival.

Although it was necessary to land all the passengers from several vessels, in consequence of fever prevailing on board, yet I have great satisfaction in stating that the number of deaths is unusually small, only thirty-four having occurred in the voyage, and in quarantine. Of these, the greater number occurred on the voyage; and I feel that it would be injustice to Dr. Harding, the visiting physician at Partridge Island, if I omitted to notice the very great care bestowed by him upon sick emigrants, and the unwearied pains and attention he has bestowed upon all who have fallen under his charge.

During the past season, no less than thirteen prosecutions were instituted against masters of passenger ships for violations of the Passengers' Act, and convictions were obtained in every instance. As each case has been already fully reported, it is only necessary to notice them at present, with the hope that these prosecutions may have the beneficial effect of preventing violations of the law hereafter, and tend to secure the better treatment of passengers during the voyage.

The emigrants who remained in St. John have had employment during the whole season at very fair wages. In consequence, but few proceeded to the rural districts, where laborers have been much wanted. As the farmers cannot afford to pay the higher rates which may be obtained in the city; they have, in many instances, been obliged to limit their farming operations, from the high price of labour.

There is every reason to believe that there will be employment for a very considerable number of farm-labourers in the province during the coming season, and also for female servants, at moderate wages—say, from ten pounds to fifteen pounds sterling per annum for laborers, and from five pounds to seven pounds ten shillings sterling per annum, for females, with board and lodging in each case.

The settlement of this province is advancing very slowly, and until a system of internal improvement on a large scale is adopted and carried out, it must continue to languish. The want of roads and bridges is the great drawback to settlement; and settlers have hardships and privations enough to encounter, without being subjected to the want of the means of communication.

It is greatly to be regretted that the system of selling land on credit, the amount payable in road-work, has not been adopted in this province. In the present position of New Brunswick, this is the only mode in which its settlement will make any considerable advance. The opposition to this system must arise from the want of information as to the true state of the country; and if the opponents of the measure would visit and examine the interior of the province and the backwoods settlements, the error of their views would be so apparent, that no further argument on the subject would be necessary.

The system of selling land at present in operation in New Brunswick, and the application of the proceeds of the sales, are such as to retard settlement very greatly, and to repel from our shores annually thousands of British subjects, who would willingly cast their lot among us, and retain their allegiance to their sovereign. As it is, these people are driven away—settlement scarcely advances—and the enormous quantity of inaccessible wilderness land, as compared with the amount under cultivation, bears heavily upon the province, chills the energy of its inhabitants, and prevents them from reaping the full fruits of their industry.

I have already had the honor of stating to your Excellency, that a very large number of emigrants may be expected to arrive in this province next season. It would be desirable to retain a portion of these in the colony, for the benefit of the agricultural interest. The most effectual means of doing so, would be to offer such facilities, for their eventually becoming settlers, as would induce them to remain in the province. If some measure of this kind is not adopted, the better class of emigrants, as heretofore, will merely pass through New Brunswick to a foreign land, and the poorest and most destitute will remain to burthen the country.

As connected with this subject, I beg once more to draw your Excellency's attention to the disposal of the tax levied on emigrants, and the absolute necessity of causing this fund to be disbursed for the purposes contemplated by the Act which imposes the tax.

It only remains for me mention, that although upwards of two thousand pounds (£2,000) has been collected from emigrants during the past year, no funds have been placed at my disposal; and the necessary outlay and expenses of this office have been, as usual, defrayed by myself.

Which is most respectfully submitted by

Your Excellency's very obedient Servant,

M. H. PERLEY,

Government Emigration Agent.

Hon. John S. Saunders,
&c., &c.

No. 1.

Quarterly Return of Emigrants.

Months composing the Quarter.	Number of Vessels arrived	Number of Deaths on Board or in Quarantine.	Number of Birth on Board or in Quarantine.	Gross number of Emigrants arrived.	Number of Adults.		Number of Agricultural Labourers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Numbers for whom cost of passage defrayed by		Number employed on Government Works.	Number assisted out of Public Funds.	Total Amount Paid.		
					Male.	Fem.		Male.	Fem.		Parochial Funds	Private Funds.			£.	s.	d.
October St. John.	3	nil.	nil.	69	18	26	7	..	4	..	..	..	..	..	..	..	..
October Miramichi.	2	..	..	30	20	10	..	..	..	..	..	..	..	..	..	..	..
October Richibucto	2	..	..	38	20	18	..	..	..	..	..	..	..	..	..	..	..
November . . .	1	3	..	79	23	28	15	..	5	5	..	..	..	..	..	..	..
December	nil.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals . . .	8	3	..	216	81	82	22	..	9	5	..	..	..	..	..	..	..

M. H. PERLEY, Emigration Agent for New Brunswick.

Government Emigration Office, St. John, New Brunswick,
31st December 1846.

No. 2.

QUARTERLY RETURN.—Prices.

RETURN showing the Average Retail Prices of Provisions and Clothing in the Colony of New Brunswick, in the Quarter ended 31st December, 1846.

Articles.	Quantity.	Average Prices (in Sterling.)		
		£.	s.	d.
Salt Beef	per lb.	..	..	3½
Fresh do.	,,	..	..	3
Mutton	,,	..	..	3
Lamb	,,	..	..	3
Veal	,,	..	..	3½
Fresh Pork	,,	..	..	3½
Salt do.	,,	..	..	4
Fowls	per pair	..	1	8
Bacon	per lb.	..	..	5
Salt Butter	,,	..	..	9
Fresh do.	,,	..	..	10
Fresh Milk	per quart	..	..	3
Cheese	per lb.	..	..	6
Eggs	per dozen	..	..	10
Potatoes	per bushel	..	2	6
Bread (best wheaten) . .	4 lb. loaf	..	..	7
,, Seconds	6 lb. loaf	..	..	9
Best Wheat Flour . . .	barrel 196 lb.	1	7	..
Second Quality do. . . .	,,	1	2	..
Oatmeal	per cwt.	..	10	..
Coals	per chaldron	1	..	..
Candles	per lb.	..	..	8
Firewood	cord of 128 cu.ft.	..	18	..
Common Soap	per lb.	..	..	4
Tea	,,	..	2	..
Coffee, green	,,	..	..	10
Rice	,,	..	..	2½
Sugar, brown	,,	..	..	4
Do. loaf	,,	..	..	6
Salt	per bushel	..	1	3
Pepper	per lb.	..	..	10
Salt Fish (the cheapest) . .	per quintal	..	10	..
Do., green	per barrel	..	15	..
Beer	per gallon	..	1	3
Porter, London . . .	per bottle	..	..	10
Men's stout Shoes . . .	per pair	..	6	..
Women's do.	,,	..	4	6
Men's Shirts (cotton) . .	each	..	3	4

M. H. PERLEY,
Government Emigration Agent.

No. 3.

QUARTERLY RETURN.—WAGES.

RETURN showing the Average Wages of Mechanics and others, in the Colony of New Brunswick, for the three months ended December 31, 1846.

TRADE or CALLING.	Average Wages per Diem, without Board and Lodging, (in Sterling).	Average Wages per Diem, with Board and Lodging, (in Sterling).	Average Wages per Anunm, with Board and Lodging, (in Sterling).	Highest and Lowest Rates per Diem without Board or Lodging, (in Stirling).	
				Highest.	Lowest.
			£ s. d.		
Bread and biscuit bakers	..	.	24 0 0		
Butchers	4s. 6d.	2s. 6d.	30 0 0		
Brickmakers	3s. 6d. to 5s. 6d.	2s. 6d. to 3s. 6d.	..		
Bricklayers	5s. to 7s.	3s. 3d. to 5s.	..		
Blacksmiths	5s.	3s.	30 0 0		
Curriers	5s. 6d.	3s. 6d.	34 0 0		
Carpenters and joiners	5s. 6d.	3s. 6d.	35 0 0		
Cabinetmakers	5s. 6d.	3s. 9d.	35 0 0		
Coopers	5s.	3s. 3d.	32 0 0		
Carters	4s.	2s. 6d.	25 0 0		
Cooks (women)	..	..	9 10 0		
Combmakers	. . no employment.				
Dairywomen	..	..	7 10 0		
Dressmakers and milliners	2s. 3d.	1s. 3d.	10 0 0		
Farm labourers	3s.	1s. 6d.	17 0 0		
Gardeners	4s. 6d.	3s.	22 10 0		
Grooms	..	..	18 0 0		
Millwrights	6s. 3d.	4s. 6d.	40 0 0		
Millers	5s. 6d.	4s.	32 0 0		
Painters	5s.	3s. 6d.	..		
Plasterers	5s. 6d.	4s.	..		
Plumbers and Glaziers	. . very little employment.				
Quarry-men	3s.	1s. 3d.	20 0 0		
Ropemakers	..	..	35 0 0		
Sailmakers	..	5s.	37 10 0		
Sawyers	4s. to 6s.	2s. 6d. to 4s. 6d.	32 10 0		
Shepherds	. . no employment.				
Shipwrights and boatbuilders	5s.	3s. 9d.	32 10 0		
Shoemakers	3s. 6d.	2s.	24 0 0		
Slaters and shinglers	5s.	3s. 6d.	..		
Stonemasons	5s.	3s. 6d.	33 0 0		
Tailors	..	..	30 0 0		
Tanners	..	..	35 0 0		
Wheelwrights	..	..	36 0 0		
Whitesmiths	4s. 6d.	3s.	28 0 0		

M. H. PERLEY,
Government Emigration Agent.

No. 4.

1.—What Funds have been placed at your disposal during the past Quarter for the relief of Immigrants?

2.—State the description of Labour which is in request in the Colony.

3.—Would the rate of Immigration of the last Quarter satisfy the existing demand for Labour?

4.—State any particulars relative to Immigration, the demand for Labour and the means of remunerating it, which you think may be useful.

} See Annual Report.

EMIGRATION.

Returns.

No. 5.

RETURN showing the PRICES of Agricultural Produce, Farming Stock, and Implements of Husbandry, in the Colony of New Brunswick, Dec. 31, 1846.

Articles.	Quantity.	Sterling Dollars at 4s. 2d. each. £.	s.	d.	Remarks.
Wheat	per bushel	0	4	0	
Barley	,,	0	2	6	
Rye	,,	0	2	6	
Oats	,,	0	1	6	
Maize	,,	0	3	3	
Peas	,,	0	4	6	
Beans	,,	.	.		Not cultivated for sale.
Buckwheat	,,	0	2	3	
Hay	per ton	2	10	0	
Good cart horse	about	12	10	0	
Serviceable riding horse	,,	20	0	0	
Yoke of oxen	,,	18	0	0	
Sheep per score	,,	9	0	0	
Good milch cow	,,	5	0	0	
Breeding sow	,,	1	15	0	
Pigs	each	0	4	6	
A cart of the description used by farmers.	about	7	10	0	
A waggon, ditto	,,	10	0	0	
A plough, ditto.	,,	2	10	0	
Harrow, ditto	,,	1	10	0	
Country plough	,,	2	0	0	
Sledge for winter	,,	3	10	0	

M. H. PERLEY, Government Emigration Agent.

Government Emigration Office,
St. John's, New Brunswick, Dec. 31, 1846.

No. 6.

ABSTRACT Return of IMMIGRATION to NEW BRUNSWICK during the Year ending December 31, 1846.

QUARTERS.	Number of Vessels arrived.	Number of of Deaths on Board or in Quarantine.	Number of Births on Board or in Quarantine.	Adults.		Children between 14 Years and 1 Year.		Children under 1 Year.		Totals.		Number of Souls.
				M.	F.	M.	F.	M.	F.	M.	F.	
Quarter ending March 31 .	Nil.											
Ditto ending June 30 . .	72	30	15	3,473	3,331	675	704	184	145	4,332	4,180	8,512
Ditto ending September 30	19	1	..	358	418	107	113	20	21	485	552	1,037
Ditto ending December 31	8	3	..	81	82	21	22	5	5	107	109	216
Total	99	34	15	3,912	3,831	803	839	209	171	4,924	4,841	9,765

RECAPITULATION.

	M.	F.
Adults	3,912	3,831
Between 14 years and 1 year	803	839
Under 1 year . . .	209	171
Total . . .	4,924	4,841

Whole number landed in the Colony, nine thousand seven hundred and sixty five souls.

Number of vessels with passengers from Ireland	92
Ditto ditto from England	7
Average length of passage from Ireland, (days)	42
Number of Passengers from Ireland	9703
Ditto ditto from England	62
Ditto ditto Cabin Passengers	160
Number of Agricultural Labourers	2548
Ditto of Domestic Servants, (Male)	24
Ditto ditto (Female)	369

Number of Mechanics engaged in erecting buildings or preparing building materials	60
Number of Tradesmen preparing or selling articles of food . . .	22
Number of Tradespeople engaged in making articles of clothing (Males)	117
Ditto ditto ditto (Females)	12
Number of Mechanics not included in foregoing	76

Government Emigration Office,
St. John's, New Brunswick, Dec. 31, 1846.

M. H. PERLEY, Government Emigration Agent.

EMIGRATION.

No. 5.

No. 5.

Copy of a DESPATCH from Earl Grey to Sir W. M. G. Colebrooke.

Sir, Downing-street, 29th January, 1847.

I have had the honour of receiving your despatch of the 29th of December, No. 120, enclosing the letter and annual report of the Agent for Emigration. The information thus afforded to me is satisfactory, so far as regards the effectual enforcement of the Passengers' Act, and the absence of abuse, or of any difficulty in providing for the emigrants who have remained in the province. I regret however to observe, that the settlement of the fine province of New Brunswick is proceeding so slowly, and I am of opinion that the attention of the Legislature might, with great advantage, be directed to a consideration of the means which it may be in their power to adopt, with a view of promoting the more rapid advance of the colony in population and wealth, and the development of its great natural resources. Her Majesty's Government will be most anxious to co-operate, so far as they have the power to do so, in any well devised measures which may be suggested for this purpose. I concur with you, however, in considering that it would not be expedient to allow land to be sold to settlers upon credit, to be repaid in work on roads. You will express to Mr. Perley, my approbation of the zeal and ability which he has displayed in the execution of his important office.

I have, &c.

Lieut.-Governor Sir W. M. G. Colebrooke, &c. &c. &c. GREY.

London:—Printed by W. Clowes and Sons, Stamford Street,
For Her Majesty's Stationery Office.

EMIGRATION.

FURTHER PAPERS

RELATIVE TO

EMIGRATION

TO

THE BRITISH PROVINCES IN NORTH AMERICA.

[*In continuation of the Papers presented February* 1847.]

Presented to both Houses of Parliament by Command of Her Majesty.
JUNE 1847.

LONDON:
PRINTED BY W. CLOWES AND SONS, STAMFORD STREET,
FOR HER MAJESTY'S STATIONERY OFFICE.

1847.

SCHEDULE.

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FURTHER PAPERS

RELATIVE TO

EMIGRATION TO THE BRITISH PROVINCES

IN

NORTH AMERICA.

(No. 7.)

No. 1.

Copy of a DESPATCH from the Earl of Elgin to Earl Grey.

EMIGRATION.

No. 1.

For Earl Grey's Despatch, 31 Dec., 1846, No. 11, *vide* Papers relative to Emigration, presented to Parliament by Her Majesty's command, Feb. 1847, p. 3.

Government House, Montreal,
25th February, 1847.

My Lord,

I have the honour to report to your Lordship that, in consideration of the difficulties which I had been led to expect would attend the endeavour to carry into effect the scheme of colonization, proposed in your Despatch, No. 11, of the 31st of December, I have hitherto refrained from expending any portion of the sum of £50,000, which I was authorized to advance towards the construction of villages for the reception of immigrants. Many of these difficulties are detailed in a Memorandum furnished me by Mr. Draper, Her Majesty's Attorney General, a copy of which I herewith enclose.

Feb. 17, 1847.

It is satisfactory to me to perceive, that the course which I have pursued in this instance accords with the further instructions conveyed in your Lordship's Despatch, No. 20, of the 29th of January. I am led to believe, from the inquiries which I have made since I arrived in the Province, that the augmentation of the grant for forwarding immigrants from the port of disembarkation to the spot where their labour is required, will be a very judicious and safe measure, and I shall lose no time in giving the necessary instructions to the emigrant agents.

Vide ditto; ditto. pp. 3, 4.

I transmit, for your Lordship's information, the copy of a letter which I have received from Mr. Buchanan, the Emigrant Agent at Quebec, with reference to the disposal of the probable immigration of this year. Suggestions coming from such a quarter are entitled to respect; but until I have had the means of ascertaining more accurately the wants and capabilities of the Province, I do not think that I should be justified in offering an opinion with respect to the practicability of the scheme which he propounds.

Feb. 12, 1847.

I have, &c.,
ELGIN AND KINCARDINE.

The Right Hon. the Earl Grey,
&c. &c. &c.

Enclosure 1 in No. 1.

Encl. 1 in No. 1.

Montreal, 17th February, 1847.

After an attentive consideration of the Despatch of the 31st of December last, containing a suggested scheme for settling emigrants in Canada, the following objections suggest themselves, some of which appear to me to oppose serious difficulties to its practical operation.

The leading proposition is to offer to parties proceeding from the same village or parish, especially if accompanied by their clergyman or priest, the prospect of finding ready for them an opportunity of establishing themselves in a body.

For this purpose it is proposed that situations in which villages are to be formed should be selected in localities which would afford immediate employment for the people at wages: such villages to consist of a sufficient number of log-houses to accommodate at least three hundred souls, and to each house a garden sufficient to occupy the tenant's spare time, but insufficient for his support, or to relieve him from working for wages.

In each village also it is further suggested there should be a rather better house for the clergyman or priest, and a plain wooden building to serve both as a school and a church, these buildings to be of the very cheapest and simplest kind.

EMIGRATION.

Encl. 1 in No. 1.

It is further suggested that an arrangement might be made with the proprietors of large estates of wild land, by which, in consideration of an advance from the government of a part of the money required, they should take upon themselves the task of preparing these villages, the proprietors looking to the emigrants for the ultimate repayment of these advances. But as it is deemed disadvantageous to the success of such emigrants that they should commence their new course under the burden of debt, it is recommended that they should only be tenants of the village log-houses, paying a moderate rent, weekly or monthly, the rent probably not to commence till the termination of the first winter after their arrival, and granting the privilege of purchasing, whenever they had saved the means of doing so, not only the log-house, but also allotments of land attached to them, the price to be settled in the first instance. Thus the proprietors might calculate on receiving from the settlers the means of repaying the advances made by the government, and they would gain the further advantage arising from the increased value given to the adjoining wild lands from the formation of the proposed settlements.

Officers in Her Majesty's service are to be employed with certain powers, to conclude agreements with proprietors for forming villages on this plan.

It is deemed an essential element of success that villages should only be erected in situations where either the proprietor himself has such capital and opportunities of employment, that he will be able, from the first arrival of the people, to afford them work which shall continue at least during the first winter, or else where public and other means of constant employment shall be within easy reach of the village.

When work to the extent of one-half the estimated cost of the village is done, the Government is to advance one-half, and the residue when the village is completed. The advance (including the church and clergyman's residence) not to exceed the rate of 5*l.* per head on each settler, including women and children, assuming that each family will consist of five persons, and to be repaid in ten years by equal annual instalments, interest at the rate of five per cent.

Care to be taken to secure a sufficient provision of food during the first winter. The proprietors, it seems, are to be looked to, to assist in this arrangement.

The whole sum to be advanced not to exceed 50,000*l.*

The plan may be briefly expressed as follows:—To provide log-houses and small allotments of land sufficient for a garden, erected together so as to form a village of not less than sixty houses, with a clergyman's residence and place of worship, ready to receive emigrants on their arrival.

Such villages to be in a situation to combine the following advantages:—1st. To be in the neighbourhood of wild lands, the property of the proprietor on whose land the village is erected, so that the settlers may purchase allotments of wild land sufficient to settle on and farm, or at least, that by the increased value of these wild lands, the proprietor may derive a profit sufficient to induce him to undertake the erection of the villages. 2nd. To be in such a situation as to enable the emigrants settling in these villages to obtain employment at wages, especially during the first winter. The settlers to pay a small rent for these houses, with the privilege of becoming the purchasers thereof, and of allotments of land attached thereto.

I am not sure whether this means the allotment first referred to, for a garden "sufficient to occupy the tenant's spare time, but insufficient solely to provide for his subsistence, or make it unnecessary that he should also work for wages;" or whether, as seems probable, it means an allotment of the lands of the proprietor of the village, situate somewhere near, and sufficient in quantity to enable the occupier to earn a subsistence by its cultivation. The following passage, in another part of the despatch, seems to point at the latter conclusion: "If the immediate difficulties of a first settlement can be surmounted, there is little reason to fear the ultimate success of the emigrants in a country where there is so large an extent of fertile land available for the supply of their wants." And, indeed, it is hardly to be supposed that the plan contemplates the introduction of a large body of settlers, who are to be the purchasers of log-houses and garden-plots, dependent for their subsistence on daily labour, without the ultimate prospect of becoming farmers dependent only on the produce of their own labour expended on their own land. To those who were honest, sober, and industrious, this would be a certain result in a few years, more or less according to circumstances. The improvident, idle, and dissolute not only would not attain the result, but there is little reason to suppose they would even become the proprietors of the houses in which they were first received.

The leading difficulty that will present itself, when it is endeavoured to put such a plan into practice, is to find a sufficient block of land for the formation of a village, as proposed, so situated as to combine the different requisites.

As regards Upper Canada, the land is divided into townships, which are again divided into ranges of lots or concessions, as they are termed, of lots, generally about two hundred acres each. Each range of lots or concession is usually bounded in front by a reserve for a road, and similar reserves are made between every two, three, four, or more lots, leading from one concession to another. Under the system of granting and disposing of lands which has prevailed for many years, very few extensive grants in large blocks have taken place; and the largest landed proprietors have their lands scattered either throughout different townships, or different parts of the same township, but not lying in any very larger quantity immediately adjoining one another. It will, therefore, be no easy matter to find a lot of land fit for a village plot, such as is suggested, sufficiently near to the other unimproved lands of the proprietor to enhance the value of any considerable number

of his lots. The occupied lands of settlers, or the unoccupied lands of similar proprietors, will intervene, or will reap a portion of the advantage to arise from his outlay in founding the village, if success attend it, without incurring any risk if it fails.

It is only in townships which are mainly, if not entirely, unsettled, that a scheme of this sort can realize the prospect of profitable return held out to the proprietor who is to furnish land for a village, clear it, build houses, and fence garden-plots in readiness for the tenants. Such townships are in fact a surveyed forest, are on the outskirts of the settlements, with few roads leading to them, and those indifferent—probably none through them—distant from markets and from mills—in short precisely where employment for labour is most difficult to be obtained. The proprietors of the surrounding wild lands (non-residents) have no employment to give, and such farmers as have the means to pay them, and who would gladly hire them at certain seasons of the year, will be so distant as to render it impossible that the labourer should quit his cottage in the morning and return to it after his work at night. And in the winter season, and in such localities or townships there would be no employment of any kind for these labourers except the clearance of the land on which they were ultimately to settle. To combine, therefore, the neighbourhood of large tracts of wild land, with the certainty of employment for a large body of labourers, will, as a rule, be found nearly impossible. There may, it is true, be an exception found if any of the proposed railroads through Upper Canada are carried into immediate operation, and pass through tracts of land suitable for the plan laid out; but this will not meet the exigencies of its immediate execution, and cannot be relied on except for particular localities. Employment for daily labourers who are to return nightly to their homes requires a demand for their labour near to their homes; but this involves their being placed in a township settled by resident farmers in circumstances to hire labourers apostulate at direct variance with the other part of the plan, viz., that a person shall be induced to found a village by the profit to arise from his neighbouring *wild* land being enhanced in value by this settlement of labourers.

Assuming the intention of the framers of this plan to be, as before suggested, that the emigrants thus settled in villages, are ultimately to become farmers, and consequently resident on tracts of about fifty acres, the smallest quantity sufficient for such an object, there will be an additional objection, inasmuch as it will never be worth their while to purchase (what will then be) the temporary accommodation of a house and garden lot; and the village will be, in the course of a few years, deserted by all the settlers who have been provident and successful, leaving the proprietor of the land indebted to the Government for the advances made, the expenditure of which will, so far as the houses at all events are concerned, be of little value to him as a means of repayment. And it is again worthy to be repeated, that every settler who is really provident and fortunate will soon find that he can raise himself above the condition of a labourer, owning only a cottage and garden plot; and he will not remain in that condition longer than until his savings enable him to do better.

And if it is intended that the village should be a permanent establishment, it must embrace other residents than mere labourers. And the locality selected must possess other advantages than those alluded to. There must be sufficiently near, a mill site for a grist and saw mill, and the proprietor must be able and willing to expend the necessary capital for putting them up. Until this is done there can be no village permanently and successfully established, It is unnecessary, however, to dwell on this view of the question, which exclusively concerns the ultimate profit or indemnity of the proprietor of the land. And for this reason I omit to dwell on the risk he runs—that of his village houses, some may never find tenants—that of the tenants, some may immediately remove in the hope of bettering their condition, or from a mere desire of change—or others at a later period who have acquired the means of purchasing land, and that of those who remain, various causes may render a part unable ever to purchase from him, or not to be depended on for the regular payment of even a small rent.

Finally, it may be generally stated that the establishment of permanent communities of labourers who are to become, by their industry, the proprietors of cottages and a garden plot, and yet to continue to depend on the wages of labour for their support, will be found incompatible with the existing state of things in Canada. Every successful labourer will sooner or later discover that the sum he will have to pay for his log-house and village lot will be far better employed in part payment of a lot of land large enough for a farm to support himself and his family, the cultivation of which will ultimately enable him to pay the residue of the purchase, and to make himself independent; and whenever he makes the discovery, he will find out also that the log-house and garden is the least advantageous investment of his savings that he could possibly resort to.

In my humble opinion, therefore, the object of every plan for encouraging emigration should be to enable the parties to provide for themselves by the cultivation of land on their own account, and not as labourers for others, and that all the assistance afforded to them should be so directed as to lead immediately towards this result.

The natural course of emigration is truly pointed out in the Despatch. The parties depend on their own resources, connexions, and exertions, for present subsistence or future establishment. Each person or head of family goes where previous invitation or personal observation and inquiry may lead. The mass of emigration is dispersed through the country, and becomes rapidly absorbed in its resident population, whether as mechanics and servants in towns, or among the agricultural parts of the province. Canada, it is confidently believed, will continue in this manner to absorb a very large annual emigration; but their dispersion is an inevitable condition to this result. But if it is intended

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to settle them in large bodies, and to keep them together, extraordinary means must be resorted to, and, as an indispensable attendant, extraordinary expense. Money must be found to provide shelter and food for the emigrant until he is able to provide for himself. It is on this system that former settlements in Upper Canada have been conducted—such, for example, as that in the neighbourhood of Peterborough ; but where land and provisions are thus given, and the settler is not called upon to make any return, the expense is very heavy, and it cannot be expected that at such an expense any large emigration can be conducted. The settler, then, must be made to contribute to his own establishment. He has nothing but his labour to give, and that labour must be devoted partly to his own settlement, and partly to other employment on the hire of others, as the means of his present subsistence.

I believe that proprietors could be prevailed upon to unite together to glve up a certain per centage of each hundred-acre lot they own (say one-eighth part), on condition of a settler being located on it. This land would be a free gift, not to the emigrant, but to the Government under whose direction a log-house would be built for the reception of a tenant on every such portion of each hundred acres. It would be for the Government to determine the terms on which the tenant would become the proprietor of the land thus given. The opening out of roads in or to the proposed new settlement would be the employment afforded. This should be at a fixed number of days per week ; the remaining days the settler would occupy himself in improving his own location. This employment being continued for the first eight or twelve months, ought to leave the settler in a position to take care of himself afterwards. The proprietors of land would, by having the roads opened, find the residue of their lots sufficiently increased in value to remunerate them for what they gave up. The Government might be partially reimbursed out of the land surrendered, and the residue of the expense must be a free gift, because, in my humble opinion, it is vain to expect that any plan for settling emigrants in numbers together can be carried out without incurring an expenditure for part of which no direct return can be obtained; and in this or any plan that can be suggested, the utmost to be looked for is to interest parties other than the Government, to share the first expense by some contribution, and to enable the settlers to depend as quickly as possible on themselves alone. But I am convinced that emigrants cannot be brought into the country and settled in a body without an outlay exceeding what any private resources will meet.

Companies might indeed be induced, by a sale to them of large blocks of land at a small price, to expend capital in putting settlers on part of it, looking to be remunerated by the sale, at an increased price, of the residue; but this involves a gift of public land instead of a donation of money. It would be a contribution from the province towards the settlement of emigrants, and would also be a partial abandonment of the system of sale of the wild lands of the Crown.

I am fully sensible that, in the foregoing observations, I have done little more than point out the difficulties and the expense attendant on any attempt to direct and govern a system of emigration. I have, however, thought it better to do this than, by withholding my views on these points, to appear to treat a plan as likely to prove successful in which I am unable to avoid seeing the elements of certain failure; and in the suggestion I have offered I have merely desired to point out that, if emigrants are to be guided and assisted in settling, they should be located at once with a view to supporting themselves out of the land they occupy, and aided in getting work, to put them in a position to buy provisions for the first year, and that to accomplish this an expenditure must be incurred, the complete reimbursement of which ought not to be expected or relied upon.

(Signed) Wm. H. Draper.

Encl. 2 in No. 1.

Enclosure 2 in No. 1.

Office of Her Majesty's Chief Agent for the Superintendence of Emigration,
Quebec, 12th February, 1847.

My Lord,

In the month of December last I had the honour of laying before His Excellency the Earl Cathcart my annual Report on the emigration to this province during the year 1846 ; and I would most respectfully beg to refer your Excellency to it for a statement of the transactions of this department for the past season.

The melancholy accounts which we have lately received of the distress and destitution which exist among a large portion of the labouring population of the United Kingdom, embolden me to address your Excellency, and to submit for your consideration a few observations, which I consider it my duty to offer on the means of affording permanent relief to a portion of the industrious poor of the mother country, and for their establishment in this colony, with advantage to themselves and to the province generally.

That distress exists to a most fearful extent in Ireland and the Highlands of Scotland is no longer to be denied; and, notwithstanding the prompt and energetic measures of Her Majesty's Government, and of the wealthy and influential gentry throughout the country, in making arrangements for sending relief to the most distressed districts, it is to be feared that numbers die daily from actual starvation. In this deplorable state of things it is not to be expected that any proposal, having emigration for its base could prove an immediate remedy, or even relief, since some months must elapse before any

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steps could be taken in the matter. It is with a view to the future that I now address your Lordship.

A systematic plan of emigration and colonization has for several years past been alluded to as likely to be brought forward as a Government measure; but nothing, so far as I have been able to learn, has yet been decided upon.

The average annual voluntary emigration to this colony, during the past eight years, has been upwards of 25,000 souls, who have been received and absorbed without difficulty, and at a very small expense to the Government. This number might extend itself to 30,000 or 35,000 without inconvenience or suffering under the present system.

But for the Government to undertake the sending out of any large number of destitute families, without proper provision being made for their settlement and maintenance on arrival here, for a period of at least twelve months, would entail serious distress and misery, and result, perhaps, in a materially injurious effect on our future emigration.

Any plan undertaken by the Government, for the removal to this province of the destitute classes of the population of the mother country, should, I conceive, include their establishment as settlers, and their support for a period of from twelve to fifteen months after arrival, and this cannot be accomplished for less than 60*l.* sterling, at the lowest estimate, for each family, consisting of a man, his wife, and three children, or equal to three and one-half adults on the average.

The suggestions, therefore, which I am desirous of submitting for your Excellency's consideration relate to, first, the emigration of families who are without means; and, secondly, to the assistance of families who possess from 25*l.* to 50*l.* sterling.

Of families of good character, but who are without means, I suggest the propriety of the Government sending out, say 5,000, equal to 25,000 souls, to be employed in the construction of the Quebec and Halifax Railway, to be guaranteed employment for two years, at 2*s.* sterling per day, and a grant of fifty acres of land on the route of the railway.

This road, as a great national work, is admitted by every one connected with this country to be of the first and most vital importance, not only to the colony but to the mother country; and it will, when completed, tend more to advance the interests and prosperity of this noble appendage to the British Crown than any other measure.

It will serve to open out a large and valuable tract of country for settlement.

A portion of the money which is now being expended in providing temporary relief to the distressed in Ireland and elsewhere, might be advantageously employed on this work; and by the settlement of these poor people along the route of the railway, they would soon be able to provide for themselves and their families, permanently, by their labour on their own lands.

Secondly. With reference to the assistance of persons who might possess small capital.

Families of this class, if supplied by Government with a free passage to the port of landing in the colony, would be placed in a position at once to enter upon the occupation of land, and to permit the field for labour to remain open for their more destitute fellow-countrymen.

The plan I would propose is as follows:—

That any family desirous of emigrating to settle in Canada, should on application to any of the Government Emigration Agents in the United Kingdom, or to such other person as Her Majesty's Colonial Land and Emigration Commissioners may appoint, producing at the same time a certificate of good character, signed by two magistrates, and depositing with the Government Agent (for which they would receive a receipt) a sum not less than 30*l.* sterling, should receive an order for their passage to Quebec. On their arrival in the colony they should be immediately forwarded to their destination. An advance should be paid to them for this purpose; and on their entering on their location, the balance of their deposit should be paid them in full.

These precautions I should only consider it necessary to adopt in order to prevent the bounty of the Government being taken advantage of by persons who might emigrate with the intention of settling in the United States.

Or more effectually to secure the settlement of the applicants in the colony, or in the event of their being dissatisfied with the arrangements made for them, to protect the Government from all loss, the following arrangements might be adopted:—

To select a township and lay it off in 100 acre lots; a free grant of 50 acres to be allotted to each family, a log shanty erected on it, and two acres of land cleared and prepared for receiving seed.

These improvements to be charged to the settler, and deducted from the amount of his deposit; as also the expense attending his removal from the port of landing, and the balance to be applied to his maintenance until he might be able to raise his first crop. The remaining 50 acres of his lot to be reserved for a period of five years, for purchase by the settler, at an established price per acre.

None but married men with families to be allowed to participate in this arrangement. The settler when not employed on his own land, to have the privilege of any public work in the neighbourhood, or in making preparations for future settlers.

In the event of the settler, on arrival, objecting to the arrangements, and the location prepared for him, the amount of his deposit to be refunded him, less the expense incurred by the Government for his passage.

A settlement on this plan might be commenced in each section of the province, one in New Brunswick, and one in Nova Scotia. The lands selected should be as near the

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line of navigable waters as practicable, in order to lessen the expense of transport from the port of landing.

One resident agent would be sufficient for each settlement; the agents of this department, with a little additional assistance, might perform the rest of the duty.

The sum necessary to support and provide for a family consisting of a man, his wife and three children, from their landing in the colony, until they could raise their first crop, say, during a period of 15 months, I estimate at 40*l.* sterling. But as the family would have frequent opportunities of working for others, and of earning something, this sum might be considered more than sufficient. In the event of the family reaching their location by 1st June, they would be enabled to reap a crop the first year.

These suggestions are necessarily very imperfect, and they are offered only as a rough outline of a plan which I would submit for your lordship's consideration. Should the system be considered worthy of notice by Her Majesty's Goverment, I am prepared to furnish the particulars connected with it, and carry out the details.

I have, &c.,
(Signed) A. C. Buchanan,
Chief Agent.

The Right Hon. the Earl of Elgin,
&c. &c. &c.

No. 2.

(No. 47.) No. 2.

Copy of a DESPATCH from Earl Grey to the Earl of Elgin.

My Lord, Downing-street, April 1, 1847.

I have had the honour of receiving your Lordship's Despatch, No. 7, of 25th February, with its Enclosures, on the subject of emigration. The papers furnished to you by Mr. Draper and by Mr. Buchanan certainly place in a strong light the difficulties of any plan for the systematic settlement of emigrants which has yet been proposed; difficulties which are greatly increased, or more properly speaking, are mainly to be traced to the manner in which so large a portion of the public lands of Canada have already been alienated, and to the fact that by long usage men's minds are become habituated to the irregular and unsystematic methods of occupying the territory which have hitherto prevailed.

I cannot hope that under these circumstances it will be practicable during the present season to carry into effect any scheme of colonization in the proper sense of the word, and I am compelled to come to the conclusion that all that can be done for the present is to persevere in the use of the same means which have for some years been employed, in order to afford to the very large number of emigrants who are now flocking to the ports of embarkation the assistance they will require when they reach the colonies.

But though more than this may for the present be impracticable, I confess that even the able papers of Mr. Draper and of Mr. Buchanan, supported, as I must admit them to be, by the testimony of all the gentlemen of practical experience upon this subject whom I have had the means of consulting, have not been able to satisfy me, that, with the co-operation of the Provincial Legislature, it would be impossible to establish some system for the future by which colonization might be carried forward upon a more regular plan, and upon a larger scale than has yet been attempted. The persuasion that this might be accomplished is very generally entertained in this country, and I have the honour of enclosing a memorial addressed to the First Lord of the Treasury (just published as a pamphlet), which advocates the adoption of such a measure, and which has been so strongly pressed upon the consideration of Her Majesty's Government, that I am anxious to learn what may be the opinion, which, with the extensive means of obtaining accurate information upon the subject within your reach, your Lordship may form upon it. You will observe that although the pamphlet is written with talent, and there is much that is striking in all the preliminary observations, yet in the practical part of the plan which it is intended to advocate there is considerable vagueness and obscurity, and an absence of those details in the arrangement of which so much of the difficulty of every scheme of emigration has been found to consist. So far, however, as details are given, the suggested measure seems to be open to serious objections. I greatly doubt whether the District Councils, upon the co-operation of which so much reliance is placed, are bodies which would be found either able or willing to afford the aid expected from them in carrying on public works, with the view of affording employment to emigrants; I also greatly doubt whether any advantage at all proportioned to the cost would arise from the proposal to pay to a

great company the sum of 5*l.* for every emigrant fairly settled upon the land. I find from the information collected by the Emigration Commissioners, and published in their last circular, that in the last twenty years 1,337,000 persons have emigrated to different parts of North America, of whom by far the majority were of the labouring class. These emigrants have, for the most part, ultimately established themselves either as settlers or as permanent residents in the towns, without any cost to the public beyond the trifling sums annually expended under the system now in force, but had the plan of the authors of this pamphlet been in operation, the gratuitous assistance offered would have attracted to the British Provinces a large proportion of those who have actually gone to the United States, and it is a very moderate estimate to suppose that bounty would have been claimed for the settlement of 400,000 of these emigrants, so that the sum of 2,000,000*l.* would have been thus expended. To this must be added the proposed contribution of one-third the cost of the passage to America of the whole body of emigrants, which, calculated at only 1*l.* for each emigrant, would have amounted to 1,337,000*l.* Thus, without accomplishing more than has now been accomplished at scarcely any expense to the public, a total expenditure would have been incurred of no less than 3,337,000*l.*, and it would only have been the money in excess of this amount so laid out which would have really contributed to increase the stream of emigration from this country.

But assuming that Parliament were prepared to grant such a very large sum of money for this purpose, I cannot but believe that more would really be accomplished towards encouraging emigration by applying it to the construction of great public works, such for instance as railways, by which employment would be provided for a large number of emigrants in the first instance, and a great extent of land would be rendered far more accessible, and therefore available for settlement, than it now is. The demand for labour thus created would, I am inclined to think, create a spontaneous emigration to a larger extent, and of a more healthy character, than the adoption of such a scheme as has been suggested.

So far as I can at present judge of this scheme, it does not, therefore, appear to me to be one calculated to succeed; but, as I have already observed, I am not yet convinced that with the effective co-operation of the Colonial Legislature a great extension, and at the same time a more regular character, might not be given to the present tide of emigration, without imposing any considerable, perhaps even any permanent, burthen upon the British Treasury. We know that, unaided and undirected in their efforts as they now are, numbers of the emigrants who reach Canada, with no resource but their labour to trust to, are enabled in the course of a few years to realize property, and even to remit considerable sums of money to the friends and relations they have left behind. It is also notorious that, in the present mode of conducting the settlement of the territory, there is a great waste of labour, and that far less results are obtained by means of the same amount of exertion than might be looked for, under a system which secured a greater degree of mutual co-operation and assistance amongst those who now trust in a great measure to their individual and isolated efforts. It is impossible to read any of the numerous and interesting accounts published during the last few years, of the life of settlers in the back woods of British North America and of the United States, without being struck with the hardships and difficulties endured by them, and with the great waste of labour incurred, entirely in consequence of the want of some means of giving increased efficiency to labour by combination, and by the division of employments. We hear continually of bread being scarce where corn is cheap and abundant, because, from the distance of mills and the badness of the roads, it takes many days of toilsome labour for men and horses to carry a small quantity of corn to be ground, and to bring it back in the shape of flour. We hear of days wasted, in perhaps the busiest part of the season, in carrying to a distant forge to be repaired some necessary implement of agriculture, which in England would be taken to the village shop and be again ready for use in an hour. I say nothing (important as are such considerations) of the privations to which scattered settlers necessarily undergo from want of adequate means of religious instruction, of education for their children, and of medical assistance, and of the absence of all the main advantages of a civilized society. Looking merely to the pecuniary results of the existing modes of settlement, it seems to me impossible to doubt that it is highly wasteful, and that the same labour, better applied and directed, might produce a far larger amount of comfort and advantage

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to the early settlers in a new territory, and exempt them from many of the privations and hardships to which they are now exposed.

It is difficult to understand what natural obstacle prevents such a territory from being occupied, not by individuals, but by societies properly organized for mutual support and assistance, carrying with them, as they advance, all the means and appliances of civilization. For this purpose, what seems to be most required, is to carry further than has yet been done, the principle of making all who obtain land pay for it such a price as at once to afford the means of effecting those improvements, by the construction of roads and bridges, and by erecting schools and other public buildings which are necessary for its regular and systematic occupation.

If no public lands were alienated but at a price sufficient to pay for such improvements, and if the money obtained from their sale were so expended, land would only be purchased where the improvements were already in progress, while the settler, receiving in return for the enhanced price he paid for land, not only the land, but the advantage of those works by which its profitable occupation is facilitated, would not in reality pay more, perhaps not so much, for the mere land, as when it is disposed of at a very low and almost nominal price. Where the previous improvident alienation of large quantities of land presents an obstacle to the adoption to the system of selling land in this manner, precisely the same results are attainable by the imposition of a moderate tax upon all land, whether wild or reclaimed, and applying the proceeds to the same sort of improvements. Such a tax is not felt as any practical burthen upon settled land, but presents a powerful bar to the acquisition or retention of land which cannot be turned to some account. Such are the considerations (as it appears to me the just and important considerations) upon which the policy I have now described has been recommended. I have thought it right thus shortly to recapitulate them to your Lordship, because the principles on which they rest must be steadily borne in mind in judging of any plan of colonization. Acting upon these principles, I am of opinion that the mode in which colonization may with most prospect of success be promoted, is by the application of any money which may be hereafter granted or advanced by Parliament for this purpose, in opening land for settlement, by making such improvements as I have described, or by constructing public works of a more important character—such as railways and canals. In this manner immediate employment might be afforded to the emigrants, while at the same time they would be trained in those descriptions of labour most required in the country in which they are ultimately to settle. I agree with Mr. Draper in thinking it desirable that emigrants going out as labourers should not permanently continue as such, but should as speedily as possible be converted into small landowners; but I am of opinion that the only way in which this object can be effected with safety and advantage, is by affording them, in the first instance, employment at good wages, by which the provident and industrious amongst them will speedily be enabled to purchase land, and by doing so, (supposing the system I have recommended to be adopted,) they will repay the sums originally advanced to them in wages while employed upon those works which have opened the land they have acquired for permanent settlement.

The effect, in short, of the measures I have thus sketched rather than described, would be to effect settlements by means of advances by the State, but with this most important qualification, that these advances would be made in such a manner as to avoid constituting the State the creditor of a numerous body of small settlers, thus tempting them to improvidence and discouraging industry; and instead of this the public money would be invested in the improvement of land, the property in which would only be transferred when a price sufficient to cover the expense incurred was paid for it. It was upon these views that the plan of forming villages, detailed in my despatch of December 31, was founded, and Mr. Draper has misunderstood me in supposing that I meant the labourers established in the proposed villages to continue in that rank of life; what I contemplated was, that they should be encouraged to purchase farms in the immediate neighbourhood of the villages in which they were originally established, and to improve by degrees the log-houses at first provided for them into comfortable dwellings. I thought, and still think, that living together in villages would be favourable to civilization and improvement; nor do I see that this would be at all inconsistent with their cultivating the adjoining and surrounding land as proprietors I have only to add that Her Majesty's Government share in the strong desire which has been so

generally expressed to promote the adoption of some well considered and systematic plan of colonization in British North America, believing that this would be attended with great benefit both to the colonies and to the mother country. But great as would be the advantages of such a measure, they would still be less than the evils which might follow from the hasty adoption of an ill-matured and impracticable scheme; nor do I think it possible to proceed without the hearty co-operation of the Provincial Legislatures. It is for these reasons that I have so fully explained to you my views upon the subject. I confidently leave it to your judgment, after consulting the Lieutenant-Governors of the Lower Provinces, and the members of your council, to determine in what manner the co-operation of the different Legislatures may be best invited, assuring you that if you should be able to arrange with them any plan which may appear calculated to prove successful, Her Majesty's servants will not be slow to propose, nor, judging from the opinions generally expressed, would Parliament be slow to sanction, the employment of the pecuniary resources of this country in furtherance of such an object.

I have, &c.,

(Signed) GREY.

The Right Hon. the Earl of Elgin,
&c. &c. &c.

(No. 48.) No. 3. No. 3.

Copy of a DESPATCH from Earl Grey to the Earl of Elgin.

My Lord, Downing-street, 1st April, 1847.

Adverting to my despatch of this date, No. 47, I have to observe that as the proposed formation of villages for the reception of emigrants is for the present abandoned, no part of the sum of 50,000*l.* which you were authorizedto advance for that purpose will be required ; but, on the other hand, I have to inform you that Her Majesty's Government have determined to propose to Parliament a vote of 10,000*l.*, for the relief of sick emigrants, and for forwarding those who are destitute to places where their labour may be in demand. This is double the amount of the grant made for these purposes in any former year, and ten times that which has been taken in each of the last few years. It is therefore proper that I should apprize you that so large a vote is intended to be taken, not in the expectation that the whole or even the greater part of it will be required, but as a precaution (which I am sure the people of Canada will appreciate), lest any undue burthen should be thrown upon the Province in consequence of the great increase which is anticipated in the number of emigrants during the present season, and of the increase in the proportion of sick that is, I fear, also to be expected, owing to the pre-disposition to disease which must be occasioned by their previous sufferings from want. It will, therefore, be the duty of the emigration agents in no degree to relax their vigilance in resisting ill-founded claims to assistance, or the strictness of their economy in consequence of the increased amount of the vote, of which I trust a considerable balance will remain applicable to the service of next year.

I have, &c.,

(Signed) GREY.

The Right Hon. the Earl of Elgin,
&c. &c. &c.

(No. 41.) No. 4. No. 4.

Copy of a DESPATCH from the Earl of Elgin to Earl Grey.

Government House, Montreal,
My Lord, 8th May, 1847.

I have the honour to submit, for your Lordship's consideration, a copy of a letter from Mr. Forbes of Carillon, on the river Ottawa, and late M. P. P. for the county of Two Mountains, communicating the desire, which at his suggestion has been expressed by a number of Irish settlers, in his neighbourhood, to have their relatives sent out to them from Ireland, and their readiness to provide for them after their arrival.

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2. Mr. Forbes has brought this subject under my notice, in the hope that Government would furnish the means of transport for the friends of these settlers, and for any other persons similarly situated, by which means a considerable number of families in Ireland would be relieved, without any further charge for their support in Canada.

3. His letter is accompanied by a statement, prepared by the Roman Catholic clergyman of St. Columban, of the names of the settlers, and of the names and residences in Ireland of the parties whom they desire to receive amongst them.

4. I also enclose a copy of a memorandum on this proposition by Mr. Hawke, the Emigrant Agent for Upper Canada, with whose opinions my own entirely coincide. The assistance sought for might with great advantage be extended by charitable persons or societies; but it is to be apprehended that if the Government were to interfere, the exertions now made by persons already established in this country to provide the means of transport for their friends at home would be materially diminished.

I have, &c.,

The Right Hon. the Earl Grey, (Signed) ELGIN AND KINCARDINE.
&c. &c. &c.

Encl. 1 in No. 4.

Enclosure 1 in No. 4.

Ottawa River, Carillon,
23rd April, 1847.

My Lord,

At the interview I had with your Excellency, when I was last at Montreal, I took the liberty to suggest whether a plan might not be devised to bring emigrants to this country, from Ireland, in particular, without becoming a burthen to it on their arrival.

Enclosure from his daughter and son in law.

The idea occurred to me upon receiving a letter from a poor settler, Barrett, residing in the parish of St. Columban (a purely Irish settlement), distant about 25 miles from this place.

On this subject I communicated with the worthy Catholic clergyman of St. Columban (the Rev. Mr. Falvey) by letter, of which the enclosed is a copy.

Mr. Falvey's reply, which has been delayed from some irregularity in the post office department, did not reach me until yesterday, by a special messenger, through whom I requested the Rev. gentleman would send me his list of those persons desiring to get their families and friends out, with the least delay possible; and I trust I may receive it in time to forward to your Excellency for transmission by the mail about to leave.

Mr. Falvey's letter, as well as that of Barrett, will go far to obviate the difficulty Her Majesty's Government labours under with regard to relieving Ireland of a certain portion of its dependent population, without becoming a burthen to Canada. At the same time, it may serve to convince the Home authorities, that if the plan could be extensively carried out in the North American colonies, in general, it might be considered by those settlers already established in them as a boon, for which they will ever feel grateful to the mother-country.

We have other Irish settlements in this neighbourhood, Protestant as well as Catholic, having wherewithal to subsist in comfort, who would gladly avail themselves of a measure of this kind, but who are without the means of paying any portion of the expense of removing their relations and friends from the destitution that they are aware awaits them at home.

Should your Excellency see fit to transmit these documents to the Right Honourable the Colonial Secretary, and to adopt any suggestion at the same time, it might be hinted how far the plan may be capable of the greatest extension through the Emigrant Agents established in different parts of the colonies, who ought to be able to collect every requisite information on the subject, if not to serve the purposes of the early emigration this year, still to place at his Lordship the Earl Grey's disposal the chance of, in some measure relieving Ireland, before the hardship of another winter approaches.

This may be beneficially extended to the destitute in the Islands and Highlands of Scotland, who have numberless friends in this and the other colonies.

I have, &c.,

The Right Hon. the Earl of Elgin, (Signed) C. J. Forbes.
&c &c. &c.

Dear Father and Mother,

Ardnaglass, 6th September, 1846.

I received your kind and affectionate letter dated 24th May, which gave us great pleasure to hear of your being in good health, as it leaves us at present; thank God for his mercies to us. Dear father and mother, pen cannot dictate the poverty of this country, at present, the potato crop is quite done away all over Ireland, and we are told prevailing all over Europe. There is nothing expected here, only an immediate famine. The labouring class getting only two stone of Indian meal for each day's labour, and only three days given out of each week, to prolong a little money sent out by Government, to keep the people from going out to the fields to prevent slaughtering the cattle, which they are threatening very hard they will do,

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before they starve. I think you will have all this account by the public print before this letter comes to hand. Now, my dear parents, pity our hard case, and do not leave us on the number of the starving poor, and if it be your wish to keep us until we earn at any labour you wish to put us to, we will feel happy in doing so. When we had not the good fortune of going there, the different times ye sent us money; but alas, we had not that good fortune. Now, my dear father and mother, if you knew what hunger we and our fellow-countrymen are suffering, if you were ever so much distressed, you would take us out of this poverty Isle. We can only say, the scourge of God fell down on Ireland, in taking away the potatoes, they being the only support of the people. Not like countries that has a supply of wheat and other grain. So, dear father and mother, if you don't endeavour to take us out of it, it will be the first news you will hear by some friend of me and my little family to be lost by hunger, and there are thousands dread they will share the same fate. Do not think there is one word of untruth in this; you will see it in every letter, and of course in the public prints. Those that have oats, they have some chance, for they say they will die before they part any of it to pay rent. So the landlord is in a bad way too. Sicily Boyers and family are well; Michael Barrett is very unwell, this time past, but hopes to recover. John Barrett is confined to his bed by rheumatism. The last market, oatmeal went from 1*l.* to 1*l.* 1*s.* per cwt. As for potatoes there was none at market. Butter 5*l.* per cwt., pork 2*l.* 8*s.* per cwt., and every thing in provision way expected to get higher. The Lord is merciful, he fed the 5000 men with five loaves and two small fishes. Hugh Hart's mother is dead; he is in good health. So I conclude with my blessing to you both, and remain your affectionate son and daughter.

(Signed) Michael and Mary Rush.

Mr. Thomas Barrett, St. Columban.

For God's sake take us out of poverty, and don't let us die with the hunger.

Mem.—James Boyers, and Cicily his wife, and their children; the wife's sister of Thomas Barrett, now of Canada, a small farmer, but formerly of Dromore, county of Sligo, where Boyers and his family live at present.

Sir, Carillon, 30th March, 1847.

One of your parishioners, Thomas Barrett, called upon me in the early part of this month, to request I would adopt some means to get sent out from Ireland his daughter, her husband, and their three children, and, if possible, Barrett's wife's sister and her family, in order that their lives may not be sacrificed in the visitation with which it has pleased God to afflict that unhappy country; an office I most willingly undertake, and trust may be fortunate in the attempt; and what may ensure its greater probability, is the assurance I am authorized by Barrett to make to the Relief Committee in Dublin, that he will receive all these members of his family until they can be otherwise provided for, so that they shall not become a burthen upon this colony on their arrival.

Barrett is, from his own statement, so poor, that he can bear no portion of the expense of their transmission.

But, as most of the persons of the class of Barrett's family in Ireland are likely soon (if they are not already so) to become dependent upon the bounty of the Home Government, or the charitable contributions of the benevolent at home or abroad, it is but fair to conjecture that it may be advisable to employ a part of the funds so raised for the purpose I have mentioned, thereby relieving the country of a portion of its pauperism.

This object will not only be gained, but the same class of persons will readily find here a profitable employment, and become consumers of British manufactures to a certain extent.

I have promised Barrett, that, if my proposition is assented to, I will cause his family to be directed to my care, and that I will safely see them forwarded to him.

Now, kind Sir, my object in writing to you is, to request you will ascertain whether, amongst your parishioners, there are others who would be willing to receive any of their relations, if either the Home Government or the Relief Society should be willing to entertain my suggestion, and you will much oblige me if you will communicate with me on the subject at an early moment.

The personal knowledge I have of your character is a sufficient guarantee to me that, in addressing myself to you on this occasion, I am not imposing an unwelcome task on you.

I have taken the liberty to interest his Excellency the Governor General in this matter, and I have every reason to hope this Nobleman will give to my suggestion at home the weight of his influence.

It must be clearly understood, that a sufficient guarantee must be given by such of your parishioners as may desire to have their relatives or friends sent out, that they will receive them into their families upon their arrival. On my part I shall be equally willing to do for them as I have engaged to do for Barrett's people.

I have, &c.,

(Signed) C. J. Forbes.

The Rev. Mr. Falvey, P.P.,
St. Columban.

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DEAR SIR, St. Columban, 20th April, 1847.

ON Saturday evening last, I received your letter of the 30th ultimo, in which you inform me of your proposed plan of procuring the free transport from Ireland to this country of persons whose relatives or friends would be disposed to receive them on their arrival here, and assist them until they should find means to support themselves.

On the following day (Sunday), I acquainted my people with your project; and after mass some 10 or 12 called on me, expressing the greatest eagerness to see their friends rescued from the imminent danger of famine that they apprehend threatens many amongst them, and promising that they will receive them with open arms, and assist them as far as in their power lies.

As soon as you ascertain that your proposition is acceded to, I shall, on receiving a line from you, forward the address of the respective individuals to you, or send the interested parties themselves to give the information you may demand.

On mentioning to those persons who applied to me that *you* were the originator of the plan, they could not find words to express their gratitude; and certainly, whatever may be the issue, they should be void of gratitude if they did not appreciate your benevolent and disinterested intentions.

In consequence of the delay that occurred in the forwarding of your letter, I prefer writing by hand, particularly as the bearer is one of the persons who wish to see their friends in safety in this country, by whom you will have the goodness to send me a line, informing me if it be necessary to take any further steps at present.

Hoping that your charitable undertaking will succeed to your wishes,

I have, &c.,

(Signed) JNO. FALVEY, P.P.

C. J. Forbes, Esq.,
Carillon.

DEAR SIR, Carillon, 30th April, 1847.

IN my letter to his Excellency the Governor General, dated the 23rd instant, I mention that I had applied to the Rev. J. Falvey, the Catholic clergyman of the parish of St. Columban, for a list of those settlers who may be desirous of having relations and friends sent out from Ireland, in case Her Majesty's Government should, under the circumstances explained by me to his Lordship, see fit to defray the charges thereof; Mr. Falvey's letter accompanying the list which I now transmit, I received only yesterday.

Taking each of the families applied for at only three persons besides the parent, there will be upwards of 120 for this parish alone, who are guaranteed not to become burthensome to the country upon arrival; from which some idea may be formed of the relief that could be given to Ireland, could any project be grounded upon the plan I have ventured to suggest to his Lordship.

I have, &c.,

(Signed) C. J. FORBES.

J. E. Campbell, Esq.,
Civil Secretary.

SIR, St. Columban, 26th April, 1847.

I REPLY to your communication of the 21st instant, and am sorry that I cannot keep pace with your zeal in this charitable undertaking. I have not been able to procure the necessary information sooner, in consequence of the bad state of the roads in this parish; but now that I have the address of the expected immigrants, I forward it to you will all possible expedition.

In order to make the affair as simple and plain as possible, and give you less trouble, I send you, in three distinct columns, the names of the persons who send for their friends, then the persons sent for, and, lastly, the address of those individuals.

I have, &c.,

(Signed) JNO. FALVEY, P.P.

C. J. Forbes, Esq.

Encl. 2 in No. 4.

Enclosure 2 in No. 4.

MEMORANDUM. Montreal, 7th May, 1847.

I AM of opinion that there are thousands of settlers in Canada who would readily undertake to provide for their relations if they could be brought to them free of expense. The funds placed at the disposal of the Emigrant Department only authorize relief to the indigent after they land at Quebec. I have been frequently applied to of late years to know whether

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any Government assistance would be granted in such cases as those mentioned by Mr. Forbes; and offers have been made of small sums, averaging from 5 to 12 dollars, towards defraying the expense of their transport. But all that it was in my power to do, was to assure the applicants that if they would exert themselves, and save enough to pay their friends' passages to Quebec, they should be forwarded for the remainder of the journey free of expense.

There are very few instances of emigrants becoming a burthen to the community after they reach Canada, unless they remain in the towns.

The sums remitted by settlers in Canada, to enable their relations to emigrate, are rapidly increasing in amount. A few years ago, such remittances were rare, they are now becoming almost general. The effect of saving money for such a purpose is highly beneficial, as it acts as a spur to industry and makes them saving and prudent. I am apprehensive if once the Government interfered it would check the present movement. The news would soon spread throughout the province, and the remittances to a great extent cease; for they would naturally conclude that if aid was given to the settlers in the parish of St. Columban to bring out their relations, it could not be withheld from others similarly circumstanced. Nor does it appear to be fair to confine such assistance to settlers from one part of the United Kingdom any more than to one section of Canada. I have received repeated applications of the same kind from Scotch settlers of late years.

(No. 50.) No. 5. No. 5.

Copy of a DESPATCH from Earl Grey to Sir W. M. G. Colebrooke.

Sir, Downing-street, 29th January, 1847.

I have had the honour of receiving your Despatch of the 29th December, No. 120, enclosing the letter and annual report of the Agent for Emigration. The information thus afforded to me is satisfactory, so far as regards the effectual enforcement of the Passengers' Act, and the absence of abuse, or of any difficulty in providing for the emigrants who have remained in the Province. I regret, however, to observe that the settlement of the fine Province of New Brunswick is proceeding so slowly; and I am of opinion that the attention of the Legislature might, with great advantage, be directed to a consideration of the means which it may be in their power to adopt, with a view of promoting the more rapid advance of the colony in population and wealth, and the development of its great natural resources. Her Majesty's Government will be most anxious to co-operate, so far as they have the power to do so, in any well-devised measures which may be suggested for this purpose. I concur with you, however, in considering that it would not be expedient to allow land to be sold to settlers upon credit, to be repaid in work on roads.

For Sir W. M. G. Colebrooke's Despatch 29th December, 1846, No. 120, *vide* Papers relative to Emigration, presented by Command, February, 1847.

You will express to Mr. Perley my approbation of the zeal and ability which he has displayed in the execution of his important office.

I have, &c.

Sir W. M. G. Colebrooke, &c. &c. &c. GREY.

(No. 33.) No. 6. No. 6.

Copy of a DESPATCH from Sir W. M. G. Colebrooke to Earl Grey.

Fredericton, New Brunswick,
27th April, 1847.

My Lord,

Having in pursuance of the Instructions contained in your Lordship's Despatch, No. 50, of the 29th of January, in communicating the correspondence to the Provincial Assembly, invited the House to co-operate with Her Majesty's Government in the measures which might be calculated to accelerate the settlement of the Province and the development of its resources, I take the earliest opportunity of apprising your Lordship of the result of these communications, and of the prospects which offer for the accomplishment of your Lordship's view.

From the copies of the Assembly Journals which I herewith forward, your Lordship will observe that after the receipt of my message, a Bill was brought forward in the House to provide for the survey and laying out of vacant lands, and for the appointment of agents to receive emigrants, and

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conduct them to their locations. But with every disposition in the majority of the House to co-operate with the Government in their views, the measure, after much discussion, was finally abandoned, and a select committee was appointed to prepare an address to Her Majesty on the subject; but after mature consideration, the difficulties appeared to be such as to deter them from pledging the House to the expenditure of moneys beyond the means of the Province—considering that although the employment of emigrants on public works would advance the settlement of the lands, the placing of inexperienced emigrants in the woods would lead to distress and failure: on which grounds the Committee was ultimately discharged.

As the Legislature has passed two Railway Acts, with liberal provisions made by the Assembly, in the expectation that these works would hold out employment to skilled and common labourers, and which Acts have been forwarded by me for confirmation, I hope that to some extent your Lordship's views may be realised; but without the undertaking of works of greater magnitude, I have no expectation that any considerable number of emigrants can be employed, and unless the means of subsistence may be possessed by them, or obtainable through public or private employment, the occupation of wilderness lands would be impracticable.

On receipt of Your Lordship's Despatch, No. 57, of the 27th February, in reference to this subject, I applied to the Surveyor-General for the information required in regard to the settlements which had been formed, and I enclose a copy of his answer; and as some delay must occur in pursuing these inquiries in different parts of the Province, I transmit a Report, made to me in 1844, by the Commissioners who superintended the formation of the settlements on the Saint Andrew's Road. It must be observed, however, that the settlers were hardy and experienced men, accustomed to labour in the woods, and who, having the advantage of employment in opening the roads on which they have located, were thus enabled to subsist until their lands could be rendered productive, and from their wages to make provision for their families until they could be removed to the locations.

As I propose to bring the subject under the consideration of the Executive Council at their next meeting, which will take place as soon as the state of the roads will admit them to travel after the breaking up of the frost, I will take an early opportunity of addressing your Lordship again on the subject; in the mean time I am able to state, that although the Executive Government have no authority under the Civil List Act to dispose of vacant Crown Lands otherwise than by public sale, the purchase of the lands *on credit*, under the regulations in force, would not constitute an obstacle to the successful settlement of them, provided timely arrangements could be made for the reception of emigrants, by the application of funds in opening roads and clearing as much land adjacent to them as would be required for putting in the first crops. As this work could only be efficiently performed by men accustomed to the country, and as contracts can be made for its performance by the piece, at moderate rates, it would be necessary, in selecting lands contiguous to other settlements, to cause them to be laid out in blocks, and having traced the connecting lines of road, to lay out locations adjacent to them, in allotments of 50 acres, and, by clearing the woods on one side of the road, to reserve those on the opposite side for future settlement.

It might be advisable further to erect, by contract, at intervals, loghouses of sufficient dimensions to accommodate settlers with their families, and by charging the expense of the works on the allotments, together with the price of the land, to grant at once a title to the lot, endorsing on the grant the charges to which it would be subject, whereby the settler would be encouraged by the possession *on credit* of an improved property, on which he would at any time, if compelled to quit it, be enabled to realise the value of any further improvements he might make. Such transfers are sometimes unavoidable, and often frequent, from the casualties which occur; and by these arrangements the parties are not liable to lose the value of their intermediate labour, while the public interests are secure by the transfer of the location to a more effective settler, who, if he should neglect it, or fail to pay the interest, would be liable to the foreclosure of the mortgage.

The clearing the road of the stumps of trees, levelling and ditching it, would be a work which the settlers could perform in the intervals of their occupation,

in fencing and planting their cleared lands; and if such settlements were in progress, I entertain no doubt that the Assembly would readily accede to the appropriation to the roads of the proceeds of the land sales, which as the settlers would have the full benefit of these roads, and could not, indeed, settle in the wilderness without opening them, would make the concession equal to a free grant.

From the obstacles raised in carrying out the Regulations of 1st December, 1842, for the *previous* survey and settlement of locations, and not from any doubt of the views under which they were framed, the Regulations of the 11th May, 1843, were promulgated, by which individual settlers were again allowed to apply for lands and provide for the expenses of survey, reserving to the Government, for special consideration, where parties of settlers might *associate* for the purpose of occupying tracts of wilderness lands. Since that period, two or three large tracts have been sold to individual purchasers, and one for actual settlement, but no new settlements have been formed, although the older settlements have been progressively extended by the sale of contiguous allotments.

From the foregoing account of the preparation required for the occupation of wilderness lands by emigrant settlers, your Lordship will comprehend that a considerable outlay would in the first instance be required, from which no immediate available return could be expected; but if possessed of the means of maintaining themselves till their lands could be rendered productive, or having profitable employment provided for them, they would annually be able to augment their resources, and thus add to the security for the sums advanced; and, if after the formation of the first settlements, other locations should be laid out for the reception of new families of emigrants, and those already settled should have acquired the necessary experience to enable them to take the contracts for extending the roads, clearing the lands, and erecting the first buildings, they would thus be enabled to redeem the principal and interest due by them, and secured on their own locations; and thus the first advances would become the means of effecting the progressive formation of prosperous settlements in the wilderness, by which the aggregate resources of the country would be improved. To form an estimate of these, I need only refer to the accurate returns made by Mr. Wilmot in 1844, and which were laid before the Assembly, in regard to settlements which derived their only advantage from the funds advanced for the construction of the roads which traverse them, being the present high road between Fredericton and St. Andrews; and your Lordship will hence comprehend that the reluctance of the Assembly to provide for an extension of these new settlements does not proceed from any failure to appreciate the advantages derived from them, but from a reluctance to charge the commercial revenue of the Province with a greater burthen than that of maintaining the roads essential to the settlements already formed, and where the repayment of any advances except in labour, if executed on credit, is known to be impracticable.

In the neighbouring States where such works are defrayed altogether by assessment, the practice is to dispose at once of the vacant lands in townships, and to make them chargeable for the roads, under certain regulations which enable the settlers upon them to contribute by their labour; and as each township is a corporation, and as squatters cannot be dispossessed without the payment of the value of their improvements or "*betterments*," and as they are directly interested in opening roads, they are soon in a condition by their votes to put the law in force, assessing the proprietor, or compelling the sale of the land, to defray the assessments.

The provincial laws, however, not being so stringent on the proprietors of wild lands, a different system is necessarily pursued; and except in the application of the statute labour to repairs, the opening of roads is wholly dependent on the appropriations which are annually made by the Assembly, and which are necessarily regulated by the demands of the people, and the influence they are enabled to exert through the members of their respective counties in obtaining small grants; a system which, however objectionable and inadequate as a means of settling the Province, cannot under existing circumstances be superseded.

That new lines of road through fertile tracts of land might be opened in every district of the province is, however, unquestionable, and if locations

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were thus to be laid out in connection with existing settlements, not only would the preparation of the locations be readily effected by the inhabitants, but their assistance be given in locating the emigrants; and in this manner they might be advantageously distributed and settled along connecting lines of road, and be able not only in a few years to provide for themselves, but to redeem by their labour the advances made and chargeable on their locations.

To elucidate this, I may observe that the charge for cutting out a mile of road through the forest by contract, 66 feet wide, in order to secure sufficient "skirting" to admit air and light, is 26*l.* sterling; and for stumping, ditching, and "turnpiking," or levelling, is 60*l.* sterling; and as the contract price for cutting down and burning forest land for cropping is from 2*l.* to 3*l.* sterling per acre, and for erecting a log-house, 8*l.* to 10*l.*, an estimate may readily be formed of the whole charge of preparing to whatever extent required for the location of emigrant settlers. Where the land is good, a "frontage" of 10 chains, or one-eighth of a mile, would be sufficient for each location of 50 acres; thus allowing 16 locations for each mile of road. Where the land is inferior the number would necessarily be reduced by enlargement of the "frontage," and as the emigrants might remove to the location where the road had been opened by cutting down the trees, they would have the benefit of employment in the work of "stumping, ditching, and levelling it." If accompanied by their families, a further expense would necessarily be incurred in the erection of temporary buildings, or "*shanties*," for their accommodation, which, however, would afterwards serve for stores or barns; and a building of 50 feet square and 20 wide, of this description, would cost about 25*l.* sterling.

In order to secure success to settlements thus formed, it would be necessary, after ascertaining the charge for improvements at the foregoing rates, to provide for the occupation of the allotments along *one side* of the road, recording or endorsing on the grant for each allotment the proportional charge for the land and improvements, for which the settler would execute a bond; and in addition to the immediate advantage of public works in completing the road, he would look forward, when he had acquired sufficient experience, and his land had yielded the means of subsistence, to be able to redeem the mortgage by taking the contracts for similar clearances and improvements on the opposite side of the road for the benefit of future settlers, and also for the extension of the lines of road and the transverse roads at every two or three miles required to open the rear allotment for new settlers. By this method, also, the settler would become possessed at once of his rights by the grant on which his qualification as an elector would depend after six months; and he would also be relieved from anxiety arising from a doubtful tenure, which a demand for the payment of the principal and interest of the debt in money would occasion; and any funds which he possessed might be made available to him in the purchase of stock and implements of husbandry, as he progressively required them, although in some cases they might be applied at once in redeeming the mortgage, and thus cancelling the future demand for interest. It is not unusual in the United States for experienced axemen in this manner to prepare locations and dispose of them to settlers; and this system would probably obtain where a class of emigrants came out in possession of funds, enabling them to pay for such improvements; but in any event it will be apparent, that in the progress of the settlements thus formed, the advances made at the outset would become the means of progressively extending the settlements in the opportunities afforded to the settlers of redeeming them *by labour*, first, in the construction of the roads, and ultimately as they acquired the necessary experience and skill in opening new locations further in the forest, for the occupation of others.

It will be observed in the printed regulations of 1842 and 1843, that provision has been made for reserving suitable allotments in each location for schools and places of worship, and these I have no doubt will be gratuitously conceded by the Assembly; and if, in addition to the provincial allowance for a schoolmaster or a teacher in each settlement thus formed, a small allowance or stipend could be granted for a clergyman or minister of the religious denomination of the associated party, where the numbers located together might amount to four or five hundred, a bond of union amongst them would thus be secured, which would be conducive to their spiritual and temporal welfare. There is, however, another point which I cannot permit myself to overlook in detailing the measures by which the settlement of the country may be practically promoted.

In the military settlements formed in this province after the American Revolution, there was no municipal organization, and hence the settlements have failed to possess that self-dependence, and that corporate spirit, which is so strikingly evinced where those elementary forms of the English Constitution have been preserved; and to this cause the slow progress in which the country has since been settled may partly be ascribed.

If your Lordship will refer to my Despatches (No. 37, of the 15th July and 29th September, 1841), you will observe the importance which I have attached to this defect, and having obtained the passage of a Bill through the Assembly in 1842, founded on the voluntary principle of the English Corporation Reform Act, I regretted that it was lost in the Legislative Council; and the failure to revive it has arisen solely from the apprehension raised that the people would be liable to assessment for their roads, &c.

Considering that British subjects who remove to the colonies so situated are thus virtually disfranchised, I submit to your Lordship whether it is not constitutionally just to secure to them on their emigration the privilege of carrying out the laws of their country, so far as they may be found applicable; and if an Act of Parliament should be passed authorising such associations to incorporate in the United Kingdom, and conferring on such bodies certain pecuniary advantages for a term of years on their emigration to the provinces, I entertain no doubt that the Legislature of this Province would readily co-operate in a *general* measure of the kind, if made applicable to all these provinces, by passing any auxiliary Act to give effect to it that might be required; and as New Brunswick contains two-thirds of the ungranted lands of British North America, and the present inhabitants are confessedly unable from their own resources to accelerate the settlement of them, and as, moreover, these lands constitute a domain from which it would be impolitic and unjust to exclude the English people by denying to them the full privileges of their Constitution, while the Americans, with their popular institutions, are making such spirited advances in their immediate vicinity, I hope that the opportunity may not be lost of maturing a sound system, by which the country may be settled in perpetuity as a British possession; and I should anticipate that, by completing at once the grants to the settlers, on the plan I have proposed, they would acquire that influence which would ensure attention to their interests. The failure of the New Brunswick Land Company may partly be ascribed to their inexperienced management at the outset, and the large sums they were required to pay in money for their land, but also to their neglect to give titles to the settlers for their lands until paid for, by which they failed, until lately, to acquire any political influence or weight in the country, or a participation in the advantages derived by other settlements of inferior importance.

But I look for higher advantages from the municipal organization which I have recommended; not only would the elementary forms of the English Constitution be planted in the provinces, with the habits of self-dependence they alone can engender, but the investment of private capital in the settlement of the provinces would be encouraged; and as the regulations or bye-laws under which such associations would be formed would vary with the dispositions and views of the parties, free scope would be given for those experiments which would develop the resources of the country as well as improve its institutions.

It is thus that in New England every township is the seat of some manufacture suited to the locality, and which is the source of the prosperity of the people of every class, by creating a demand for employment and local market for produce; while in New Brunswick, it is remarkable, that, with the exception of the encouragement given for the erection of mills for sawing lumber, and some grist mills, there has been scarcely an attempt made to establish any kind of manufacture; the peasantry being dependant in many cases on their own rude contrivances for the most ordinary conveniences. Where roads are established to markets, and the means of carriage are possessed, they are enabled to exchange their produce for such things in the towns; but there are many coarse articles which might be profitably fabricated in their settlements, and some which, in time, from local advantages, might become valuable as exports. Indeed, where associations were formed in England, there might be an advantage at once in making provision for carrying on certain trades: constant employment would everywhere be given to shoemakers, as well as to carpenters and blacksmiths; and in the progress of the settlements, where a

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sufficient extent of pasturage had been acquired for the maintenance of sheep, and in situations where they thrive well, the introduction of cloth manufactures on a small scale, has been found to be useful in affording to the farmers an opportunity of exchanging their wool for wrought fabrics, as a substitute for their "homespun" cloth; leaving such undertakings to private enterprise in the progress of the settlements and the augmentation of their resources, I should rely on the success of the measures I have advised for the ultimate development of the varied resources of the province, and the prosperity of the people.

In reference to the observations of the Assembly, in their resolution as to the undertaking, by Her Majesty's Government, of some works of magnitude, on which emigrant settlers might be employed, I conclude that the allusion is intended to apply to the projected railway through these provinces, for which an exploratory survey is now in progress; and having perused the Report which Lieutenant Henderson has made of his explorations, in concert with the late Captain Pipon, the obstacles opposed to the carrying a railway across the heights of land which divide the Lower Provinces and Canada, can by no means be considered to have been surmounted. As, however, the practicability of traversing the provinces in various directions with railways has been practically tested, and as the facilities in constructing them in a wooded country are shown to be such as greatly to reduce the expense, it remains to be considered whether the commencement of such a work should be delayed until the completion of the survey in progress; and if in the present year the detailed survey of certain parts of the line were to be accomplished, as, for example, from Halifax to the Bend of Petticodiac, and from thence to Fredericton, or through the level tracts of the northern districts, the progressive settlement of such lines of railroad, by means of the employment they would afford, would justify a guarantee of a *minimum* rate of interest for the capital invested. This principle has been adopted by the Assembly in two cases, and it is strongly recommended by the consideration, without much risk to the Government, that the annuitant is thus directly encouraged to embark his capital in such adventures, to the exclusion of the gambling speculator, and the artizan enabled safely to invest his deposit where he may find profitable employment and a means of settling his family. That the Assembly would authorize a free grant of the land for such works as they did in favour of the project of a military road, may be confidently anticipated; and the progressive settlement of these lines would render the resources of the country accessible, were it only at first in the supplies of timber for the European markets from the recesses of the forest. That such railways would, from the intercourse that would grow up, become sources of profit to capitalists, may also be looked for, even though it should be necessary to connect them on either side of the hill ranges by cutting a military road through the passes. It is evident that this conviction has actuated the Saint Andrews Company, who are about to commence their railway from that place, in the prospect that the export of timber alone, with the passenger traffic, will render the investment profitable.

The construction of railways on piles has been recommended in Mr. Wilkinson's Report, and is approved by other engineers as adapted to these provinces; and as plank roads have been found economical in Canada, the expense of these structures in a wooded country would be comparatively small.

It only remains for me to add that the House of Assembly has placed 3000*l.* chargeable on the Emigrant Fund, at the disposal of the Executive Government to relieve destitute and diseased emigrants who may arrive, and assist them to their destination; and if Her Majesty's Government should determine to act on any of the foregoing suggestions for the settlement of emigrants in the province, your Lordship may rely on the active co-operation of this government in giving effect to these views; and any funds entrusted to it for the settlement of emigrants would be faithfully and economically administered, with the assistance of gentlemen who are well acquainted with the country. As some of the views I have entertained are interesting to the other provinces, I propose to enter into communication with Lord Elgin on the subject of them.

I have, &c.,

The Right Hon. the Earl Grey, &c. &c. &c.

W. M. G. COLEBROOKE.

Enclosure 1 in No. 6. Encl. 1 in No. 6.

EXTRACT, JOURNALS, HOUSE of ASSEMBLY, March 19, 1847.

A Message from His Excellency the Lieutenant Governor.

The Honourable Mr. Baillie, a Member of Her Majesty's Executive Council, by command of His Excellency the Lieutenant-Governor, delivered the following message:—

"NEW BRUNSWICK.—*Message to the House of Assembly, March* 19, 1847.

"W. M. G. COLEBROOKE, *Lieut.-Governor.*

"The Lieutenant-Governor, referring to his opening speech, and to his despatch of the 29th December 1846, and the despatch of the Secretary of State for the Colonies of the 29th January last, copies of which, with other papers, accompany this message, invites the Assembly to co-operate with Her Majesty's Government in such measures as may be calculated to accelerate the settlement of the province, and the developement of its great natural resources.

"W. M. G. C.'

The despatches accompanying this message being read at the clerk's table, are as follow:—

Settlement of Province.

EXTRACT of DESPATCH No. 65, of July 2, 1846, from SIR WILLIAM COLEBROOKE to Mr. GLADSTONE.

The loans authorized to be made to poor settlers through the Justices of the Peace in counties, to be returned in labour upon the roads, have in some counties been taken up; the principle is not inapplicable to the condition of the people in the remote settlements where the greatest distress has prevailed, and who, having no access to markets, could not look forward to being able to repay such advances in money.

(Signed) W. M. G. COLEBROOKE.

EXTRACT of DESPATCH No. 31, of November 12, 1846, from Earl GREY to Sir WILLIAM COLEBROOKE.

I have advised Her Majesty to leave to its operation the Act No. 1699, which provides for making loans to poor settlers for the purchase of potato seed. But I must remark, that the proposed mode of obtaining the repayment of these loans by labour on the roads is a bad one. All experience shows that labour in payment of a debt is always inefficient; the settlers should repay by instalments in money. If it be necessary to enable them to do so, they might be given employment on the roads at fair wages, which, if possible, should be paid by the piece.

——— (Signed) GREY.

Sir W. M. G. Colebrooke to Earl Grey, dated Fredericton, New Brunswick, Feb. 29, 1846. *Vide* Papers relative to Emigration, presented by Command, Feb. 1847, page 38.

Lord Grey to Sir W. M. G. Colebrooke, dated Downing-street, Jan. 29, 1847. *Vide* page 16 of this paper.

EXTRACT, JOURNALS, HOUSE of ASSEMBLY, April 12, 1847.

On motion of Mr. Brown,

Whereas the subject of Immigration, so intimately connected with the prosperity of this province, has deeply engaged the attention of this House during the present Session, and a Bill for the encouragement and settlement of emigrants has been reported by a Select Committee, and fully discussed by the House: and whereas the said Bill was abandoned for the purpose of substituting, in lieu thereof, an humble and dutiful address to Her Most Gracious Majesty the Queen; and a Committee was appointed to prepare the said address: and whereas it appears, on further investigation, that the subject is surrounded by very serious difficulties and liabilities, involving the unavoidable expenditure of large sums of money, altogether beyond the means of this province; and although this House is of opinion that the employment of emigrants on any Public Works carried on by the Home Government on a large scale, would tend to advance the settlement of the wilderness lands, while the placing of inexperienced settlers in the woods would unavoidably lead to distress, suffering and want; therefore—

Resolved, That it is inexpedient at present to make any further or other provision for emigrants than that already made by existing laws and regulations, and that the Select Committee appointed to prepare the said address be accordingly discharged.

Enclosure 2 in No. 6. Encl. 2 in No. 5.

SIR, Crown Land Office, 12th April, 1846.

I HAVE the honour to acknowledge the receipt of your communication, dated 10th April instant, enclosing the copy of a Despatch from the Right Hon. Earl Grey, relative to settlements formed on the Association system, and desiring from me a Return and Report in terms of the Despatch, so far as the information in my possession may enable me to do so.

The only information which I possess upon the subject of Lord Grey's Despatch, is the names of purchasers under the Association system; the amount of purchase money, whether due or paid; the interest on each, whether due or paid; and the number of bonds taken and grants issued.

These heads of information would but imperfectly acquaint Lord Grey with the practical result of the system in question; and I therefore beg to suggest, for his Excellency's considera-

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tion, whether it may not be expedient to direct an inquiry and examination into the present state of the various Association settlements, in order to ascertain the number of settlers actually remaining in possession of the land sold to them, the improvements made, and such other matters as may be requisite for the construction of a perfect Return and Report, embracing the various heads of information specified by Lord Grey.

The expense of this inquiry, if conducted with a due regard to economy, could not amount to a large sum; and the information thus required would be advantageous to the Provincial Government, as well as to the Secretary of State.

I have, &c.,

(Signed) Thos. Baillie, Surveyor-General.

The Hon. the Provincial Secretary.

Encl. 3 in No. 6.

Enclosure 3 in No. 6.

Regulations for the Disposal of Crown Lands.

By Order of his Excellency the Lieutenant-Governor in Council, 1st Dec., 1847.

1st. No land to be sold unless in locations previously surveyed under the directions of the Government.

2nd. Purchasers of lots of 50 acres and under, not being indebted to the Crown for any land previously purchased, may be allowed to claim credit for the purchase money, upon giving bonds to the Crown, payable with interest annually in advance, at the rate of six per cent., and paying the first year's interest at the time of sale, upon executing which bond, a grant to be passed to the purchaser.

3rd. In default of regular payment of the interest annually when due, or under other circumstances injurious to the effective settlement of the land, the bonds will be put in suit.

4th. Persons purchasing more than 50 acres, must pay the whole amount of the purchase money down at the time of sale, it being clearly understood that the 50 acres is the limit of the Government credit to any individual settler.

5th. Persons who have occupied and improved without title or permission, portions of Crown land included within any surveyed location, are not to expect any compensation or consideration for such improvements; but if they become purchasers of such portion, they may have credit for the purchase money to the extent of 50 acres, in common with other settlers, and receive titles on executing bonds, and paying interest as aforesaid.

6th. Reserves to be made in every location of lines of roads, and allotments for schools and places of worship, which reserves will not be allowed to be broken or sold.

Persons desirous of forming a settlement, may make application at the Crown Land Office, stating their names, and pointing out the situation where they may wish to settle, when, if approved of, a survey will be ordered; and the lots when surveyed, will, after due notice in the *Royal Gazette,* be put up for sale at public auction, at an upset price to be fixed by the Government.

Purchasers at such sale are distinctly to understand, that they must come prepared, either by themselves or their agent, to pay the first year's interest on the purchase money at the time of sale; and that no grant will be passed, or permission given to occupy the land, without such payment being made, nor until the bond for payment of the purchase money shall have been duly executed and delivered; and that the bonds will be peremptorily enforced against any purchaser who may neglect to clear and settle the land, or who shall be found cutting off and disposing of the timber without making efficient settlement.

The attention of persons desirous of purchasing more than 50 acres is also called to the 4th Article of the Regulations, by which they will observe, that no part of such purchase is to be on credit, but the whole purchase money is to be paid down at the time of sale.

By order of the Lieutenant-Governor,

Wm. F. Odell.

Secretary's Office, 2nd December, 1842.

Regulations for the Disposal of Crown Lands in the Province of New Brunswick.

By Order of his Excellency the Lieutenant-Governor in Council, 11th May, 1843.

Whereas it is considered that much expense and trouble will be saved by persons who are desirous of purchasing Crown Lands, especially in remote parts of the province, by authorising local sales thereof to be held in convenient places; and as it is expedient to prescribe certain Regulations respecting applications for and sales of such Crown Lands; It is therefore ordered—

1st.—That in future, public sales of Crown Lands will be held, as occasion may require, on the first Tuesday in every month by the Surveyor-General, in his office at Fredericton, and by a Deputy-Surveyor thereunto specially appointed for each county.

2nd.—That all applications be addressed by petition to his Excellency the Lieutenant-Governor, and transmitted either by the applicant or through the Local Deputy, under cover to the Surveyor-General, and accompanied by a report from the Local Deputy, describing the land, and setting forth whether it is required for actual settlement, together with such other information as he may deem necessary to be communicated.

3rd.—That if the application be approved of, and the land applied for be not already surveyed, a warrant will forthwith issue to authorise the survey to be executed, on guarantee to the Surveyor for the expenses of survey, according to such Regulations and at such rates as

may be prescribed for surveys in the department of the Surveyor-General; and where the applications for land in any locality may be numerous, care will be taken that the charges be proportionably reduced.

4th.—That on the return of the survey duly executed, the description of the land, the time and place of sale, and the upset price, will be annouced in the *Royal Gazette*, and also by handbills to be publicly posted in the county where the land lies, at least twenty days previous to the day of sale; and the charges for all such surveys shall be paid down by the purchaser or his agent at the time of sale, in addition to such part of the purchase money as will be required, or the sale to be deemed null and void.

5th.—That if the land applied for should have been previously surveyed, the like notice of the time and place of sale, &c. be forthwith published, and three-pence per acre, survey money, paid down by the purchaser or his agent at the time of sale, in addition to the part of the purchase money required as before, or the sale to be null and void.

6th.—To facilitate these arrangements, outline maps of the several counties are to be made as soon as practicable, for the use of the Surveyor-General and Deputy Surveyors, and for the information of the public, on which are to be recorded the situation and limits of the lands when surveyed and advertised for sale.

7th.—The upset price of all Crown Lands for actual settlement is to be not less than 3*s.* an acre, exclusive of the charge for surveying the same. Twenty-five per cent. of the sale price to be paid down, and the remainder to be payable in three equal annual instalments, to be secured by bond of the purchaser; each instalment to bear interest at six per cent. per annum, from and after the day the same becomes due. Purchasers who may pay down the full purchase money at the time of sale will be allowed a deduction or discount of one-fifth for prompt payment.

8th.—That in future no consideration or allowance whatever will be made on account of unauthorised improvements on Crown Lands which shall not have been commenced or made on or before the 1st day of May of this present year, but the allotments with such improvements will be sold in the same manner as other Crown Lands.

9th.—That in cases of the sales of land where improvements may have been made prior to the 1st of May, and where the occupier is not the purchaser, the Surveyor-General or Deputy-Surveyor will value the same, subject to an appeal by petition to the Governor in cases of objection to such valuation; and the purchaser shall be required to pay such valuation on the day of sale to the person entitled thereto, or in cases of appeal, to deposit the same, in addition to the purchase and survey money, as hereinbefore provided.

10th.—That all local deputies making sales under these Regulations be required to make a return thereof to the Surveyor-General within fourteen days after such sales respectively, and of all bonds which he may have taken for securing the payment of instalments.

11th.—That every such deputy be also required to transmit within thirty days after such sales respectively, a duplicate of the said return to the Receiver-General, and to remit to him all monies received on account of such sales, except the sums paid for surveys and deposited for improvements, of which he is to render an account; and he will be allowed to retain for his remuneration a commission of five per cent. of the purchase money so received—such per centage in no case to exceed in the whole the sum of 100*l.* per annum. And the Receiver-General shall within six days after his receipt of such return and remittance, render to the Surveyor-General a copy of the return duly authenticated.

12th.—That where the purchase money has been paid down under the conditions of the 7th Clause, a grant will immediately pass to the purchaser, but in other cases an occupation ticket will be issued to him on the day of sale, signed by the Surveyor-General; such ticket will not give any power or authority to the occupant to cut and remove from his allotment any timber or logs until all the purchase money is paid, but all timber and logs so cut shall be liable to seizure, unless paid for according to existing Regulations for the disposal of Crown timber and lumber; in which case the amount so paid shall be carried to the credit of the purchaser, and towards the liquidation of the instalments which remain due or unpaid for the said allotment.

13th.—That every deputy authorized to perform the foregoing duties will be required to give a bond to the Queen, with two approved securities, in the penal sum of 400*l.*, conditioned for the faithful performance of his duty.

14th.—That no deputy shall be permitted, either directly or indirectly, during the continuance of his official employment, to purchase or be in any manner interested in any Crown Lands whatsoever.

15th.—That where large parties of settlers may associate and make application for the purchase of tracts of wilderness lands, in situations distant from any settlements already formed or in progress, and to which communications may not have been opened through the forest, they will set forth in their petitions, and the Surveyors in their reports, all such particulars; and when the difficulties to be overcome may require greater facilities than are provided for in the foregoing Regulations, the case will be reserved for the special consideration of the Lieutenant-Governor and Council; and when such parties may engage to defray the charges of surveying their locations, and also of the bye roads required to be opened to and through their settlement, and to which they are willing to apply their own labour, the Deputy-Surveyors will be authorized to execute such surveys. In laying out such locations, the Surveyors are to attend to the 6th Clause of the Regulations of the 2nd of December last, in reserving lines of road, and allotments for schools and places of worship, which reserves will not be allowed to be broken or sold.

By order of the Lieutenant-Governor,

Secretary's Office, May 11, 1843. Wm. F. Odell.

EMIGRATION.

Encl. 3 in No. 6.

HARVEY SETTLEMENT.

Report from Honourable L. A. Wilmot, Commissioner for Harvey Settlement.

MAY IT PLEASE YOUR EXCELLENCY, Fredericton, February 9, 1844.

I HAVE the honour to lay before Your Excellency a Statistical Return of the Harvey Settlement for the past year, including also the new settlers in the rear lots.

The great success which has followed the labours of these industrious and valuable settlers is an unquestionable proof of what may yet be done on our millions of wilderness lands.

The Return shows that from land where not a tree had been felled in July, 1837, there have been taken during the past autumn, 260 tons of hay and straw, and 15,000 bushels of grain, potatoes and turnips.

It is desirable that the accompanying Return may be circulated among the settlers' friends and countrymen in the North of England, as well as in other parts of the United Kingdom, so that the capabilities of our new land soil may appear, and that it may also be made known that we have at least five millions acres yet undisposed of—a great portion of which is of better quality than the land at Harvey—whereon the sober and industrious emigrant may create a home under the protection of British laws, and in the enjoyment of British Institutions.

I have, &c.

His Excellency Sir W. M. G. Colebrooke, K.H.,
&c. &c. &c.

L. A. WILMOT, Commissioner.

Return of Harvey Settlement for the Year 1843.

NAMES.	Acres in Crop, 1843.	Acres new Land, for Crop next Year.	Acres in Meadow this Year.	Acres in Pasture.	Tons of Hay.	Tons of Straw.	Bushels Potatoes.	Bushels Wheat.	Bushels Oats	Bushels Barley and Buckwheat.	Bushels Turnips.	Bushels other Roots.	Cows.	Oxen.	Horses.	Sheep.	Swine.	Young Cattle.	Dwelling Houses.	Barns.	Other Out-houses.	Number in Family.	Estimated Value of Land and Improvements. £. s. d.	REMARKS.
William Embleton	6	3	3	1	3	3	300	12	100	6	3	1	2	..	..	4	2	2	1	1	..	7	60 0 0	The estimated value of improvements is made up exclusive of the buildings, and no one settler would part with his lot at the stated value.
James Mowatt	8	4	8	3	3	3	300	4	90	14	..	..	1	..	..	..	3	2	1	1	1	4	100 0 0	
William Messer	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Thomas Herbert	14	8	12	3	5	5	400	6	250	31	..	1	2	..	1	7	4	1	1	1	2	8	155 0 0	
William Grieve	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
John Cockburn	16	10	12	6	14	5	600	18	250	34	70	3	4	1	2	7	6	2	1	2	4	8	180 0 0	There is a good school in the middle of the settlement, and the average attendance of scholars during the past year was 30.
David Letford	6½	5	4	2	3	2	40	5	50	18	4	1	1	..	..	..	5	..	1	1	3	7	118 0 0	
John Thomson	6½	4	7	2	6	4	200	12	70	1	..	..	1	2	..	2	2	..	1	1	2	8	100 0 0	The settlers accompany the original Return with the following observations:—
Robert Wilson	15	10	13	2	12	6	700	16	300	50	6	3	2	2	..	..	9	3	1	1	2	10	165 0 0	
Henry Craigs	11½	5½	12	3	9	6	200	8	130	8	13	..	1	..	1	3	3	..	2	1	2	5	150 0 0	"The climate of New Brunswick agrees well with the constitution of Englishmen; the air is salubrious, and the water as pure and wholesome as any in the world.
William Bell	6	5	6	1	3	3	100	5	120	14	9	1	2	2	..	..	2	..	1	1	2	5	130 0 0	
Thomas Mowatt	8	4	3	1	1	3	200	12	100	42	1	1	1	2	..	..	2	2	1	1	2	6	92 0 0	
James Vishet	5	1½	14	6	8	2	160	7	20	16	..	..	1	2	..	..	2	2	1	1	1	2	150 0 0	
Alexander Hay	10	4	2	1	1	4	150	15	100	44	..	1	1	2	..	..	5	2	1	1	2	8	100 0 0	"During the six years of our location there has occurred but two deaths, while there have been thirty-nine births without the presence of medical aid.
Andrew Montgomery	6½	2	6	..	1	1	60	4	50	..	..	..	2	.	1	8	3	3	1	1	3	4	150 0 0	
Matthew Percy	11	5	7	2	6	6	400	24	200	48	6	3	1	2	..	8	4	1	1	1	3	5	135 0 0	
James Corne	9	5	6	4	3½	4	200	19	100	7½	3	1	2	2	..	..	4	1	1	1	2	8	126 0 0	"Six years' experience have convinced us that notwithstanding the privations to which new settlers are exposed, diligence and perseverance must ensure success."
Thomas Kay	6½	3	3	1	3	3½	235	13	90	26	2½	1	2	..	..	2	2	2	1	1	3	4	73 0 0	
George Davidson	4	3	2	1	2	2	150	4	70	10	..	..	2	..	..	1	3	3	1	1	1	3	75 10 0	
John Scott	5	2	6	2	2	4	80	8	80	11	..	..	1	..	..	..	3	1	1	1	1	2	90 10 0	
Thomas Percy	8	4	5	5	8	6	300	15	100	15	12	3	3	..	1	9	5	2	1	1	2	4	180 10 0	
John Carmichael	6	2	3	1	1½	2	200	7	50	25	1	..	1	..	..	2	2	1	1	1	1	7	92 0 0	
John Wightman	7	3	4	1½	6	3	300	4	100	15	10	..	1	2	..	..	3	1	1	1	2	6	135 0 0	
John Nesbitt	10	5	10	..	5	5	300	6	100	8	10	..	2	..	1	6	7	5	1	1	2	8	130 0 0	
Robert Tait	10	3	..	..	..	3	300	5	70	15½	..	..	1	..	..	..	5	1	1	1	..	2	70 0 0	
William Patterson	10	4	6	1	5	3	330	16	100	15	..	..	2	..	1	..	4	3	1	1	2	3	120 0 0	
William Robison	10	6	4	..	4	3	450	25	230	30	10	..	2	..	1	..	7	..	3	1	2	11	130 0 0	
	219½	111	158	49½	115	91½	6,955	270	2,920	504	160	20	41	19	9	59	97	40	28	26	47	147	3,007 10 0	
Robert Embleton	7	4	1	..	1	4	200	16	100	15	14	..	1	..	..	..	4	..	1	1	3	1	78 0 0	
George Nesbitt	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
George Embleton	..	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	5	72 0 0	
George Cockburn	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
James Swan	7¾	5	1¼	..	1	4	200	12	130	8	..	..	1	2	..	..	2	2	1	1	1	4	100 0 0	
Thomas Briggs	6	5	4	..	3	3	180	10	130	..	..	..	1	2	..	..	2	..	1	1	1	5	100 0 0	
Matthew Little	14	13	4	..	4	7	700	20	300	..	3	..	1	..	..	..	35	3	1	1	1	1	149 0 0	
James Little	6	3	2½	1	2	1½	300	5	70	..	..	..	1	..	..	..	2	1	1	1	..	1	90 0 0	
William Little	9	13	2½	3½	3½	6	570	..	240	..	..	..	2	..	1	..	8	2	1	1	1	1	133 0 0	
David Little	4½	11	6	2	7	2	350	3	60	3	..	..	2	..	..	..	2	3	1	1	..	1	138 0 0	
A. Hughen	3	2	..	..	..	1½	200	..	50	..	..	1	1	..	..	..	2	2	1	1	..	3	64 0 0	
Luke Craigs	..	7	..	..	..	..	..	..	..	..	..	..	1	..	..	..	7	1	..	..	..	5	50 0 0	
James Craigs	3	6	..	..	2	..	130	..	30	..	..	..	1	2	..	3	3	..	1	1	..	4	58 0 0	
John Moffat	..	7	..	..	..	..	..	..	..	..	..	..	1	..	..	..	2	2	1	..	..	3	50 0 0	
Thomas Brown	6	4	..	..	..	2	100	5	50	..	..	..	..	2	..	..	2	..	1	1	..	1	50 0 0	
M. Gill	6	4	..	5	..	..	30	..	..	30	..	..	..	..	..	..	..	..	1	..	..	..	150 0 0	
William Cockburn	..	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Robert Piercy	..	7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
	72¼	100	21	11½	23½	31	2,960	71	1,160	56	17	1	13	8	1	3	72	16	13	10	7	35	1,282 0 0	

9th February, 1844.

(Signed) L. A. Wilmot,
Late Commissioner.

EMIGRATION.

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RECAPITULATION.

——	Old Settlement.	Back Settlers.	Totals.
Acres in Crop	219½	72	291½
Acres new new land for Crop next year	111	100	211
Acres in Meadow	158	21	179
,, Pasture	49½	11½	61
Tons of Hay	115	23½	138½
,, Straw	91½	31	122½
Bushels Potatoes	6,955	2,960	9,915
,, Wheat	270	71	341
,, Oats	2,920	1,160	4,080
,, Barley and Buckwheat	504	56	560
,, Turnips	160	17	177
,, other Roots	20	1	21
Cows	41	13	54
Oxen	19	8	27
Horses	9	1	10
Sheep	59	3	62
Swine	97	72	169
Young Cattle	40	16	56
Dwelling Houses	28	13	41
Barns	26	10	36
Out Houses	47	7	54
Number of Souls	147	35	182
Estimated value of improvements, exclusive of Buildings	£3,007 10 0	£1,280 0 0	£4,289 0 0

(Signed) L. A. WILMOT, Commissioner.

Fredericton, February, 1844.

TEETOTAL SETTLEMENT.

Report from Honourable L. A. Wilmot, Commissioner for Teetotal Settlement.

MAY IT PLEASE YOUR EXCELLEFCY, Fredericton, January 25, 1844.

I HAVE the honour of herewith laying before Your Excellency a Tabular Return of the improvements, crop, stock, &c., of the "Teetotal Settlement," up to the close of the last year.

The results of this, the second effort in which I have been engaged, in forming settlements in the wilderness, have afforded me the most unmingled gratification.

Where but two years ago stood a dense forest, there have been gathered by 35 settlers during the past autumn 7276 bushels of grain, potatoes and turnips.

The accompanying return shows an estimated value of 1137*l.* in buildings and clearings, and when there is added to this the market value of the crop, exceeding 800*l.*, we have about 2000*l.* return (exclusive of the making of four and a quarter miles of road) from a tract of land, which, in its wilderness state, would not in the same time have produced one shilling.

I cannot now consider the successful occupation of our wild lands by associated bodies of settlers, having the privilege of making their own roads at a reasonable rate, as a doubtful experiment. No antagonist theory can prevail against the practical experience which can now be referred to.

Similar management must produce similar results, and I am well persuaded that no other system is so well calculated to promote the improvement of our millions of wilderness acres, and thus to advance the population and commerce of the province.

I have, &c.,

(Signed) L. A. WILMOT, Commissioner.

RETURN of TEETOTAL SETTLEMENT for the YEAR 1843.

NAMES.	Houses.	Out Houses.	Acres cleared.	Acres cropped.	Bushels Potatoes.	Bushels Turnips.	Bushels Oats.	Bushels Wheat.	Bushels other Grain.	Cows.	Other Cattle.	Swine.	Number in Family.	Estimated value of improvements.
														£.
James Barrett . .	1	1	2	2	Crops lost		..	..	..	..	..	..	1	14
Daniel Donovan . .	1	2	7	5	130	..	60	10	..	..	..	..	1	44
Richard Davis . .	1	2	3	4	150	20	30	5	10	1	..	1	5	32
John Sullivan. . .	1	2	3	2	20	12	30	..	..	..	..	..	1	14
Michael Sullivan . .	1	2	5	5	300	30	40	10	17	..	..	4	2	39
James Crane . . .	1	2	5	4	200	20	40	..	..	1	..	..	3	35
James Cailey . . .	1	1	4	2	..	..	..	..	..	..	..	..	1	25
Michael O'Brien . .	1	..	5	2	50	12	..	..	..	..	..	..	2	24
Cornelius Clancy . .	1	1	5	4	130	..	40	..	..	..	..	..	1	35
Cornelius M'Donald .	..	..	3	2	40	12	20	..	..	..	..	..	1	14
David Scanlin. . .	1	1	3	3	200	15	30	5	..	..	..	..	4	27
Michael Crowley . .	1	1	5	3	100	..	25	..	..	..	..	1	2	31
Jeremiah Crowley .	1	1	6	4	200	20	30	..	..	1	..	1	4	37
James Gorman . .	1	1	7	5	300	25	45	12	..	1	horse	3	2	43
Owen Smith . . .	1	1	5	3	140	12	40	..	..	..	2 horses	..	1	31
Daniel O'Brien . .	1	1	4	4	200	12	50	4	..	..	..	..	1	33
John Mahony. . .	1	2	4	4	200	20	30	..	..	1	..	3	5	33
Dennis Riorden . .	1	1	5	3	180	15	25	..	..	1	..	..	2	31
John O'Brien . . .	..	1	4	3	150	..	20	..	..	..	..	..	1	23
George Wynne . .	1	1	5	4	140	20	..	9	..	..	..	3	1	33
Miles O'Leary. . .	..	..	4	..	..	..	..	..	..	..	..	..	..	8
Simon O'Leary . .	..	..	5	3	..	..	..	..	..	..	..	..	..	22
Michael Mahoney .	1	2	5	3	150	12	30	..	..	..	..	1	4	31
Daniel Hurley. . .	1	2	4	3	120	15	20	8	..	1	..	2	4	29
John Driscoll, 1st .	..	..	3	2	..	..	25	..	..	..	..	..	..	14
James Driscoll . .	1	1	5	4	150	..	25	..	..	.	..	..	1	35
Daniel Couglan . .	1	2	5	3	130	12	20	..	..	..	..	..	5	31
Jeremiah Donovan .	..	..	3	2	..	..	..	..	..	..	..	..	1	14
John Driscoll, 2nd .	1	1	5	3	130	13	20	..	..	1	..	..	3	31
John Barry . . .	1	1	6	4	230	20	40	10	..	..	..	1	3	37
Edward Connor . .	1	1	5	3	200	15	25	..	..	..	..	1	4	31
John M'Curdy . .	1	1	4	3	200	20	..	..	..	..	..	1	4	29
Daniel Sullivan . .	1	1	6	4	150	15	25	6	10	..	..	..	4	37
John Kingston . .	1	1	4	2	100	12	15	..	..	1	..	2	6	25
Timothy Daly, 1st .	1	1	5	4	250	20	30	6	..	1	..	..	4	35
John Couglan . .	1	1	5	4	300	20	40	10	..	1	..	1	4	35
John Russel . . .	1	2	4	5	330	25	40	..	..	..	..	1	2	37
Timothy Daly, 2nd .	1	..	3	3	200	20	30	..	..	..	..	1	3	24
James Mahon. . .	1	..	3	2	100	..	10	..	..	..	..	2	7	20
Henry Wynne . .	..	..	3	2	130	..	20	..	..	..	..	..	1	14
Totals . .	33	41	177	127	5,700	464	980	95	37	11	3	29	101	1,137

REMARKS.—The valuation is exclusively confined to the Improvements, and does not include the Purchase Money to the Crown. In making up the estimate, each House is valued at 6*l.*, Out House, 3*l.*, and 4*l.* per acre is allowed for the land thoroughly cleared, and 2*l.* per acre for that only partially cleared.

RECAPITULATION.

Houses, 33; Out Houses, 41. Acres cleared, 177; Acres cropped, 127. Bushels Potatoes, 5,700; Turnips, 464; Oats, 980; Wheat, 95; other Grain, 37. Cows, 11; Horses, 3; Swine, 29. Total number of souls in the Settlement, 101.

(Signed) L. A. WILMOT, Commissioner.

EXTRACT of a LETTER relative to the opening of ROADS in the State of Maine, dated January 14th, 1847.

IN reply to your inquiry as to the legal mode of laying out and making roads in Maine and the means by which the same are maintained, I would say that our statutes recognize three different classes of roads, to wit, county roads, town roads, and private ways.

The first class comprises those roads which lead from town to town; the two other classes comprehend roads lying wholly within the limits of a town; and the distinction between these two is, that a town road is laid out and made at the expense of the town for the accommodation of all the inhabitants, while private ways are intended for the use of certain of the inhabitants specially, and are made and maintained at the expense of those for whose use they are practically designed.

The county roads are located by the Court of County of Commissioners, a tribunal which has succeeded to the Old Court of Sessions. When a road leading from one town to another or lying in several towns, is wanted, a petition for its location is presented to the County Commissioners at a regular Session. If the Court is satisfied that the petitioners are responsible and that it is expedient to inquire into the merits of the petition, the Commissioners at the time appointed, and after thirty days public notice in all the towns in which the road, or any part of the road, may lie, proceed to view the route of the proposed road, and to hear all parties interested; if they deem the road one of "common communion and necessity," they lay it out, and estimate the damage sustained by the several proprietors of the lands through,

EMIGRATION.

Encl. 3 in No. 6.

or over, which it passes. A return of their doings, and plan of the road are made and recorded, and the matter is continued for two of the regular Sessions of the Court, in order to give to these whose lands are taken, an opportunity of claiming more damages than had been awarded them. If such claims are made, the parties preferring them may have a hearing before a jury, or a Committee as may be agreed, and the proceedings in relation to the road are delayed until such claims are disposed of; then, or in case no such claims are presented, after the two continuances, the proceedings are closed, and the location established. The damages sustained by the different individuals as estimated by the Commissioners, are determined after a hearing by the jury or committee, are paid from the County Treasury, upon orders drawn by the Court of Commissioners.

The owners of the land through which the road is laid, are allowed one year from the time when the proceedings before the Court of County Commissioners are closed, to take off the wood standing on the route, and a time, not exceeding three years is allowed for opening and making the road.

After the road is located and established, it is to be opened and made by the towns through which it passes, each town making so much as lies within its boundaries, in the same manner that town roads are made. If any town neglects to open and make the road within the limited time, the Commissioners have power to appoint an agent, who may proceed in such way as he may deem best to complete the road. The town pays all the sums expended for the purpose, and the statute contains provisions for enforcing the assessment, and collection of the taxes necessary for such purposes.

Town roads and private ways, are laid out by the select men of the respective towns; when requested to lay out a town road, they give seven days public notice of the intention. At the time appointed, they make the location, and report the boundaries and admeasurment to a meeting of the inhabitants, and their Report must be filed in the office of the town clerk, seven days before the meeting at which their Report is to be acted upon. If the Report is accepted, and allowed at such meeting, the road is established. The select men determine what damages, if any, are sustained by individuals through whose land the road is made, subject to the right of the land owners, if dissatisfied with the amount allowed, to apply to the County Commissioners, and have their rights ascertained by a jury, or a committee, if the parties so agree; the damages when ascertained are paid by the town.

If the select men refuse to lay out a way when requested, or if the town, after a road has been laid out by the select men, refuse to accept and allow it, the petitioners may apply to the County Commissioners, and they after due notice, and a hearing of all parties interested, may in the latter case, approve and allow the road and direct the laying out and acceptance to be recorded by the clerk of the town; in the former case, they may cause the road to be laid out. After town roads are laid out and accepted, if the town neglects to open and make them, the statute provides the same mode of doing it as in the case of county road, i.e. by an agent appointed by the Commissioners.

The same provisions apply to private ways as to town roads, excepting that the damages suffered by the owners of land, are borne by the particular individuals for whose benefit the road is made.

The several towns are required by law to keep all county and town roads within their boundaries in repair, and for neglecting to do this, they are subject to indictment, and upon conviction are fined such a sum as shall appear to the Court sufficient to make the necessary repairs, and the fine is expended under the direction of an agent appointed by the Court for that purpose. These cases are cognizable in our district Court, which has succeeded to our Court of Common Pleas.

At their annual meetings in March and April, the towns usually vote such a sum of money as is needed for making and repairing their roads, and choose Surveyors of Highways to superintend this matter. The town is divided into districts by the select men, and a Surveyor of Highways is assigned to each district; it is the duty of each Surveyor to see that the roads in his district are kept in repair. The towns may vote to assess the sum to be raised for the highways in money, like other taxes, or in labour and materials. If it is assessed to be paid in money, it is collected with the other taxes, goes into the Treasury, and is drawn out by the select men as wanted. If the Highway Tax is assessed to be paid in labour and materials, each Surveyor of Highways is furnished with a list of the taxable persons in his district, and the amount of Highway Tax assessed on each individual, and he gives to all notice of the time when he will proceed to work upon the roads. As many as choose appear at the fixed time, and work out their tax at certain rates per hour, determined by vote of the town. If any neglect to pay their tax in this way, or by furnishing materials to be used in making the repairs, the Surveyor returns to the select men their names as delinquents, and their Highway Tax is added to their money taxes for the next year. There are but few towns that assess their road taxes to be paid in money, but generally in the labour and materials.

Towns have also the power of choosing Road Commissioners instead of Surveyors, but I do not go into an account of their powers and duties, as I think there are very few towns that exercise this power.

Sir, Fredericton, November 5, 1841.

In reply to your favour of the 29th October (which I have been prevented by pressing business in the Court, that adjourned only the day before yesterday, from giving my earlier attention to), in which you say his Excellency requests me to state, "Whether if parties purchase Crown Lands at auction, there be any obligation that prompt payment should be

made, or if the Crown is precluded from allowing a delay of the payment money, taking interest for the same; and if an occupancy on these terms would create any rights against the Crown from long possession, and whether any form or instrument would be required to hold the land until a grant was made."

As to the first query, I am of opinion, that under the Civil List Bill the Crown is not compelled to demand immediate payment from a person purchasing Crown Land at auction, and that the purchaser may be allowed such period of time for payyment as the Crown may deem expedient, provided there be no Royal Instructions to the contrary.

Secondly, that an occupancy of the land under the terms of the agreement for purchase, would not create any rights against the Crown, unless that occupancy should continue without interference on the part of the Crown for a period of forty years, after the time limited for such person to occupy, in which last case, under our Provincial Statute, it may be questionable whether the Crown might not be barred from entering.

And lastly, I consider a license to occupy, should be given in proper form in writing.

But I think the better way would be to give the person agreeing to purchase, a grant at once, taking a bond from him for the purchase money, payable by instalments, with interest, which bond would bind the lands until the money shall be paid. The obligation being endorsed upon the grant.

I have, &c.,

Hon. Wm. F. Odell, &c. &c. (Signed) CHARLES J. PETERS, Attorney-General.

(No. 38). No. 7. No. 7.

COPY of a DESPATCH from Sir W. M. G. COLEBROOKE to Earl GREY.

MY LORD, Fredericton, N. B., May 13, 1847.

IN my Despatch, No. 33, of the 27th April, I explained to your Lordship, at some length, the measures by which a settlement of the forest lands of this province might be progressively effected. Being aware that a considerable number of emigrants from the United Kingdom were likely to come out, chiefly consisting of the class of small farmers, I felt anxious to meet your Lordship's inquiries, as to the degree of encouragement that might be reasonably held out to them in the prosecution of any extensive plan of systematic colonization, by pointing out the inducements and facilities which might be calculated to render such an undertaking successful.

Since the date of my Despatch, overtures have been received from some extensive proprietors in Scotland for the purchase of large tracts of Crown land, with a view to the settlement of emigrants upon them, and some discussion has also been raised upon a plan which has been promulgated for the formation in these provinces of extensive settlements of emigrants from Ireland. Notwithstanding that the views of those who have projected these undertakings are patriotic and benevolent, it nevertheless becomes my duty upon this, as upon former occasions, to express my conviction that such plans which contemplate the removal of large numbers of the most indigent class of labourers with their families with a view to their settlement in this country are altogether delusive.

In my Despatch, No. 77, dated August 29th, 1845, I had occasion to point out the consequences which had resulted from a number of poor persons of this class having been sent out who became dependent during a long and severe winter on parochial support; and the failure, some years ago, of the New Brunswick Land Company in an undertaking to settle a large body of cottier emigrants from Scotland, who, after the disbursement on them of a large capital, abandoned their locations, affords sufficient evidence of the impracticability of all such projects.

The limited extent to which persons of that class can obtain employment in the province has hitherto discouraged them from coming out in any numbers; but as the parochial charges for relief have chiefly arisen from their destitution, and as their inability to perform any kind of labour in the woods during the long winters which prevail in this climate would deprive them of this resource if they should emigrate in any numbers, the Legislature, however liberally disposed, would be called on to amend the provincial Poor Laws, and to appeal to Her Majesty's Government to obtain indemnification for the charge to which the community would become liable, and which it would be wholly incompetent to sustain.

Even to the small farmers, who for the most part emigrate to these pro-

EMIGRATION.
No. 7.

vinces, the undertaking of effecting a settlement in the forest is most arduous, and the most prosperous of this class would be unable to afford any material assistance to their indigent fellow-countrymen in such circumstances.

The prosecution of extensive works, such as the drainage of marsh lands, the opening of roads, and the construction of railroads, while conducing to the prosperity of the Colonies, and facilitating the settlement of the vacant lands, would not render it less imprudent to take any direct measures for promoting the emigration of the most indigent class; for although some part of the labour of such works might be performed by them, the systematic colonization of the lands adjacent to such works, and which ought simultaneously to be promoted, would depend upon others, and when the work had been completed, or at the approach of winter, when it would be suspended, the greater number of such labourers would probably disperse in search of employment to other quarters, or repair to the towns for support.

The practice elsewhere adopted of holding out the prospect of high wages, and thereby attracting large numbers of labourers where works are in progress, in order to obtain a reduction of the rate by a competition against the labourer, ought not to be followed in such undertakings, where by assembling them in larger numbers than they could be employed at remunerating rates, they would be divested of every resource and exposed to much suffering.

Contracts for work are often executed by the old settlers at reduced rates in the neighbourhood of their homes, but it is only from their possession of other resources that they can afford to undertake them.

If, therefore, my Lord, emigration is to be a resource by which a beneficial change may be effected in the rural economy of those parts of the United Kingdom where distress has so unhappily prevailed, I beg leave most emphatically to express to your Lordship my conviction that the removal to this province of the most indigent class, either with a view to their immediate settlement on wilderness lands, or even for their temporary employment on public works, ought not, by any measures of the Government, or the proprietors of land, to be directly promoted, and that any undertaking of this kind on an extensive scale, while it would be productive of great suffering to the emigrants, would entail burthens for their support, the responsibility for which would not equitably be imposed on the Colonies.

On the other hand, if encouragement should be given to the emigration of a more efficient class of settlers from all parts of the United Kingdom by the prosecution of such useful works, not only would the provinces but the settlers themselves be greatly benefited. At the same time I should earnestly hope that by a judicious system of "Home Colonization," aided by such public and private employment as may be held out, not only may the present distress of the more indigent classes be alleviated, but their condition be gradually improved; and by training them in the skilful management of small portions of land, and inspiring them with a taste for superior comforts and conveniences, that they might be prepared in their turn to become enterprising and useful settlers in the provinces, if under such circumstances their numbers should be found to be redundant. These remarks are indeed applicable to all parts of the United Kingdom, where large numbers of the labouring or operative classes are occasionally subject to distress from the failure of employment and the ordinary means of subsistence; and as the property of the country must, in such cases, be necessarily chargeable for their maintenance, it is to be regretted that they should be encouraged, without preparation, to look as a resource to the colonies, rather than, by the adoption of judicious measures at home, to train and prepare them for so arduous a mode of life. It is hence that, while the small farmer who emigrates rarely fails to succeed as a settler, the labourer or the operative encounters difficulties which he finds himself unable to subdue, and which is precisely the consequence of his engaging, without preparation or training, in the most arduous of all enterprises, in which habits of self-dependence, powers of endurance, and practical acquaintance with the arts adapted to his situation, are indispensable: even with these, it is necessary that he should possess the means of supporting himself during the struggle inseparable from a life in the wilderness, in the acquisition of which he may, doubtless, be much facilitated.

The execution of useful and reproductive works in a situation where he may obtain employment without neglecting his location, may be considered to be

essential to him, not only as a means of subsistence at the outset, but to enable him to husband his own resources, and to liquidate the charges incidental to a first settlement.

In a closely-wooded country, the necessity of associating with others is also apparent, not only from the sufferings and privations to which single settlers in the wilderness are exposed, but as a means of effecting those improvements and ameliorations which it is of the first importance to his welfare to provide for. It is in this view that I have recommended that encouragement should be given to the formation of such associations of emigrants, and their incorporation, in order to preserve to them the means of carrying out to the colonies those improvements which would conduce to their own future benefit, and to that of the public.

Amongst the advantages which a new settlement thus organized would possess, would be the opportunity of acquiring corporate property, the value of which would augment with its resources; and in a country where it has hitherto been found to be impractible to establish those relations by which the owners of land are enabled to maintain on their property a prosperous tenantry, such arrangements are indispensable to enable the local communities to acquire those habits of dependence on their combined exertions which are necessary to their social improvement.

The endowment of churches and schools has, to some extent, obtained in this province, and although the diversity of sects has operated unfavourably on these institutions, no jealousy has heretofore arisen to prevent a fair participation in these advantages.

One of the first Acts passed by the Loyalists who settled the province in 1786 (26 Geo. III. cap. 4), was to "preserve the Church of England as by law established, and to *secure liberty of conscience* in *matters of religion*;" and in maintaining the principles which led them to incur such great sacrifices, they have, by successive Acts, manifested every liberal disposition towards those of other denominations who have settled amongst them.

I have, &c.,

(Signed) W. M. G. COLEBROOKE.

The Right Hon. the Earl Grey,
&c. &c. &c.

LONDON:
Printed by WILLIAM CLOWES and SONS, Stamford Street,
For Her Majesty's Stationery Office.

SHIPPING (COLONIES).

RETURN to an Order of the Honourable The House of Commons, dated 10 June 1847;—*for*,

A RETURN "of the Number of SHIPS, and their aggregate TONNAGE, which cleared out from the Ports of the United Kingdom for Ports in *Canada* and *British North America*, distinguishing each Colony, in each Year from 1830 to 1846, both Years inclusive."

In the YEAR	NEWFOUNDLAND.		CANADA.		NEW BRUNSWICK.		NOVA SCOTIA, including PRINCE EDWARD'S ISLAND and CAPE BRETON.	
	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.
1830 -	277	38,261	747	214,027	532	159,590	155	38,340
1831 -	309	41,622	872	253,425	477	142,518	143	34,858
1832 -	281	39,016	919	262,967	539	155,182	128	30,361
1833 -	335	49,085	850	244,779	457	130,591	124	29,710
1834 -	292	43,726	986	288,180	456	134,870	143	35,739
1835 -	224	32,744	1,006	312,079	613	189,286	134	35,276
1836 -	218	30,493	1,027	327,347	487	151,861	126	33,959
1837 -	212	28,414	915	303,027	411	142,874	112	32,419
1838 -	167	20,894	951	335,916	528	194,799	102	32,275
1839 -	189	22,774	993	348,743	550	202,013	108	31,924
1840 -	225	28,288	1,219	437,218	522	186,800	128	40,385
1841 -	226	31,196	1,123	412,727	446	163,688	137	43,389
1842 -	194	25,360	739	267,492	275	107,965	121	44,753
1843 -	206	26,108	1,121	428,602	498	200,848	167	53,750
1844 -	202	28,801	1,106	424,197	605	230,008	144	38,262
1845 -	210	29,306	1,371	559,299	732	279,639	190	46,736
1846 -	226	32,559	1,420	564,373	808	315,624	209	64,949

Custom-House, London,
15 June 1847.

W. H. Noss,
Reg. Gen[l] of Shipping.

SHIPPING (COLONIES).

A RETURN of the Number of SHIPS, and their aggregate TONNAGE, which cleared out from Ports of the United Kingdom for Ports in *Canada* and *British North America*, distinguishing each Colony, in each Year from 1830 to 1846, both Years inclusive.

(*Mr. Hume.*)

Ordered, by The House of Commons, *to be Printed,*
17 *June* 1847.

522.

BRITISH NORTH AMERICAN PROVINCES.

RETURN to an Address of the Honourable The House of Commons, dated 7 August 1848;—*for*,

"COPY of CORRESPONDENCE between the GOVERNORS of the BRITISH NORTH AMERICAN PROVINCES and the SECRETARY OF STATE, relative to the Introduction of Responsible Government into those Colonies."

Colonial Office, Downing-street, 8 August 1848.

B. HAWES.

(*Mr. Labouchere.*)

Ordered, by The House of Commons, *to be Printed*, 10 *August* 1848.

SCHEDULE.

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15.	Sir E. Head to Earl Grey - (No. 27)	20 May 1848	On introduction of principle of Responsible Government - - - - - - - - - -	40

COPY of CORRESPONDENCE between the GOVERNORS of the BRITISH NORTH AMERICAN PROVINCES and the SECRETARY OF STATE, relative to the Introduction of Responsible Government into those Colonies.

CANADA.

—No. 1.—

(No. 19.)

COPY of a DESPATCH from Lord *John Russell* to the Right Hon. *C. Poulett Thomson.*

Sir, Downing-street, 14 October 1839.

No. 1.
Lord John Russell to the Right Hon. C. Poulett Thomson.
14 October 1839.

IT appears from Sir George Arthur's despatches that you may encounter much difficulty in subduing the excitement which prevails on the question of what is called "Responsible Government." I have to instruct you, however, to refuse any explanation which may be construed to imply an acquiescence in the petitions and addresses upon this subject. I cannot better commence this despatch than by a reference to the resolutions of both Houses of Parliament, of the 28th April and 9th May, in the year 1837.

The Assembly of Lower Canada having repeatedly pressed this point, Her Majesty's confidential advisers at that period thought it necessary not only to explain their views in the communications of the Secretary of State, but expressly called for the opinion of Parliament on the subject. The Crown and the two Houses of Lords and Commons having thus decisively pronounced a judgment upon the question, you will consider yourself precluded from entertaining any proposition on the subject.

It does not appear, indeed, that any very definite meaning is generally agreed upon by those who call themselves the advocates of this principle; but its very vagueness is a source of delusion, and, if at all encouraged, would prove the cause of embarrassment and danger.

The constitution of England, after long struggles and alternate success, has settled into a form of government in which the prerogative of the Crown is undisputed, but is never exercised without advice. Hence the exercise only is questioned, and however the use of the authority may be condemned, the authority itself remains untouched.

This is the practical solution of a great problem, the result of a contest which from 1640 to 1690 shook the monarchy and disturbed the peace of the country.

But if we seek to apply such a practice to a colony, we shall at once find ourselves at fault. The power for which a minister is responsible in England is not his own power, but the power of the Crown, of which he is for the time the organ. It is obvious that the executive councillor of a colony is in a situation totally different. The Governor, under whom he serves, receives his orders from the Crown of England; but can the colonial council be the advisers of the Crown of England? Evidently not, for the Crown has other advisers, for the same functions, and with superior authority.

It may happen, therefore, that the Governor receives at one and the same time instructions from the Queen, and advice from his executive council, totally at variance with each other. If he is to obey his instructions from England, the parallel of constitutional responsibility entirely fails; if, on the other hand, he is to follow the advice of his council, he is no longer a subordinate officer, but an independent sovereign.

There are some cases in which the force of these objections is so manifest, that those who at first made no distinction between the constitution of the United Kingdom and that of the colonies, admit their strength: I allude to the questions of foreign war and international relations, whether of trade or diplomacy. It is now said that internal government is alone intended.

CANADA.

But there are some cases of internal government in which the honour of the Crown or the faith of Parliament, or the safety of the state, are so seriously involved, that it would not be possible for Her Majesty to delegate her authority to a ministry in a colony.

I will put for illustration some of the cases which have occurred in that very province where the petition for a responsible executive first arose—I mean Lower Canada.

During the time when a large majority of the Assembly of Lower Canada followed M. Papineau as their leader, it was obviously the aim of that gentleman to discourage all who did their duty to the Crown within the province, and to deter all who should resort to Canada with British habits and feelings from without. I need not say that it would have been impossible for any minister to support, in the Parliament of the United Kingdom, the measures which a ministry, headed by M. Papineau, would have imposed upon the Governor of Lower Canada;—British officers punished for doing their duty; British emigrants defrauded of their property; British merchants discouraged in their lawful pursuits,—would have loudly appealed to Parliament against the Canadian ministry, and would have demanded protection.

Let us suppose the Assembly, as then constituted, to have been sitting when Sir John Colborne suspended two of the judges. Would any councillor, possessing the confidence of the Assembly, have made himself responsible for such an act? And yet the very safety of the province depended on its adoption. Nay, the very orders of which your Excellency is yourself the bearer, respecting Messrs. Bedard and Panet, would never be adopted or put in execution by a ministry depending for existence on a majority led by M. Papineau.

Nor can any one take upon himself to say that such cases will not again occur. The principle once sanctioned, no one can say how soon its application might be dangerous, or even dishonourable; while all will agree that to recall the power thus conceded would be impossible.

While I thus see insuperable objections to the adoption of the principle as it has been stated, I see little or none to the practical views of colonial government recommended by Lord Durham, as I understand them. The Queen's Government have no desire to thwart the representative assemblies of British North America in their measures of reform and improvement. They have no wish to make those provinces the resource for patronage at home. They are earnestly intent on giving to the talent and character of leading persons in the colonies advantages similar to those which talent and character, employed in the public service, obtain in the United Kingdom. Her Majesty has no desire to maintain any system of policy among her North American subjects which opinion condemns. In receiving the Queen's commands, therefore, to protest against any declaration at variance with the honour of the Crown, and the unity of the empire, I am at the same time instructed to announce Her Majesty's gracious intention to look to the affectionate attachment of her people in North America as the best security for permanent dominion.

It is necessary, for this purpose, that no official misconduct should be screened by Her Majesty's representative in the provinces; and that no private interests should be allowed to compete with the general good.

Your Excellency is fully in possession of the principles which have guided Her Majesty's advisers on this subject; and you must be aware that there is no surer way of earning the approbation of the Queen than by maintaining the harmony of the executive with the legislative authorities.

While I have thus cautioned you against any declaration from which dangerous consequences might hereafter flow, and instructed you as to the general line of your conduct, it may be said that I have not drawn any specific line beyond which the power of the Governor on the one hand, and the privileges of the Assembly on the other, ought not to extend. But this must be the case in any mixed government. Every political constitution in which different bodies share the supreme power is only enabled to exist by the forbearance of those among whom this power is distributed. In this respect the example of England may well be imitated. The Sovereign using the prerogative of the Crown to the utmost extent, and the House of Commons exerting its power of the purse to carry all its resolutions into immediate effect, would produce confusion in the country in less than a twelvemonth. So in a colony: the Governor thwarting every legitimate proposition of the Assembly, and the Assembly continually recurring to its

power

power of refusing supplies, can but disturb all political relations, embarrass trade, and retard the prosperity of the people. Each must exercise a wise moderation. The Governor must only oppose the wishes of the Assembly where the honour of the Crown or the interests of the empire are deeply concerned; and the Assembly must be ready to modify some of its measures for the sake of harmony, and from a reverent attachment to the authority of Great Britain.

I have, &c.
(signed) *J. Russell.*

— No. 2 —

(No. 20.)

Copy of a DESPATCH from Lord *John Russell* to the Right Hon. *C. Poulett Thomson.*

Sir, Downing-street, 16 October 1839.

No. 2. Lord John Russel to the Right Hon. C. P. Thomson. 16 October 1839.

I am desirous of directing your attention to the tenure on which public offices in the gift of the Crown appear to be held throughout the British colonies. I find that the Governor himself, and every person serving under him, are appointed during the royal pleasure, but with this important difference: the Governor's commission is, in fact, revoked whenever the interests of the public service are supposed to require such a change in the administration of local affairs; but the commissions of all other public officers are very rarely indeed recalled, except for positive misconduct. I cannot learn that during the present or the two last reigns, a single instance has occurred of a change in the subordinate colonial officers, except in cases of death or resignation, incapacity or misconduct. This system of converting a tenure at pleasure into a tenure for life, originated probably in the practice which formerly prevailed of selecting all the higher class of colonial functionaries from persons who, at the time of their appointment, were resident in this country; and, amongst other motives which afforded such persons a virtual security for the continued possession of their places, it was not the least considerable that, except on those terms, they were unwilling to incur the risk and expense of transferring their residence to remote, and often to unhealthy climates. But the habit which has obtained of late years of preferring, as far as possible, for places of trust in the colonies, persons resident there, has taken away the strongest motive which could thus be alleged in favour of a practice to which there are many objections of the greatest weight. It is time, therefore, that a different course should be followed, and the object of my present communication is to announce to you the rules which will be hereafter observed on this subject in the province of Lower Canada.

You will understand, and will cause it to be made generally known, that hereafter the tenure of colonial offices held during Her Majesty's pleasure will not be regarded as equivalent to a tenure during good behaviour; but that not only such officers will be called upon to retire from the public service as often as any sufficient motives of public policy may suggest the expediency of that measure, but that a change in the person of the Governor will be considered as a sufficient reason for any alterations which his successor may deem it expedient to make in the list of public functionaries, subject, of course, to the future confirmation of the Sovereign.

These remarks do not extend to judicial offices, nor are they meant to apply to places which are altogether ministerial, and which do not devolve upon the holders of them duties in the right discharge of which the character and policy of the government are directly involved, They are intended to apply rather to the heads of departments than to persons serving as clerks or in similar capacities under them. Neither do they extend to officers in the service of the Lords Commissioners of the Treasury. The functionaries who will be chiefly, though not exclusively, affected by them, are the Colonial Secretary, the Treasurer or Receiver-General, the Surveyor-General, the Attorney and Solicitor-General, the Sheriff or Provost Marshal, and other officers, who, under different designations from these, are intrusted with the same or similar duties. To this list must also be added the members of the council, especially in those colonies in which the Legislative and Executive Councils are distinct bodies.

The application of these rules to officers to be hereafter appointed will be attended with no practical difficulty. It may not be equally easy to enforce them in the case of existing officers, and especially of those who may have left this country for the express purpose of accepting the offices they at present fill. Every reasonable indulgence must be shown for the expectations which such persons have been encouraged to form. But even in these instances it will be necessary that the right of enforcing these regulations should be distinctly maintained in practice, as well as in theory, as often as the public good may clearly demand the enforcement of them. It may not be unadvisable to compensate any such officers for their disappointment, even by pecuniary grants, when it may appear unjust to dispense with their services without such an indemnity.

I have, &c.,
(signed) *J. Russell.*

—No. 3.—

(No. 28.)

COPY of a DESPATCH from Governor-General the Earl of *Elgin* and *Kincardine* to Earl *Grey*.

Government-house, Montreal, 11 March 1848.

No. 3. Governor-General the Earl of Elgin to Earl Grey. 11 March 1848.

My Lord, (Received 10 April 1848.)

I HAVE the honour to report for your Lordship's information, that an amendment to the Address, in reply to the speech from the Throne, declaratory of want of confidence in the provincial administration, was carried in the Legislative Assembly by a large majority. In consequence of this vote, the members of the Executive Council tendered to me their resignations in a body, which I felt it my duty to accept. Their retirement has rendered it necessary that I should seek for new advisers, and I have accordingly appointed the following gentlemen to office, with seats in the Executive Council:—

Hon. Louis Hypolite Lafontaine, Attorney-General for that part of the province formerly Lower Canada.

Hon. Robert Baldwin Sullivan, Secretary of the province.

Hon. Robert Baldwin, Attorney-General for that part of the province formerly Upper Canada.

Hon. Francis Hincks, Inspector-General of Public Accounts.

Hon. Thomas Cushing Aylwin, Solicitor-General for that part of the province formerly Lower Canada.

Hon. James Leslie, President of the Committee of the Executive Council.

Hon. Réné Edouard Caron, Speaker of the Legislative Council.

Hon. James Hervey Price, Commissioner of Crown Lands.

Hon. Louis Michel Viger, Receiver-General.

Hon. Etienne Paschal Taché, Commissioner of the Public Works.

Hon. Malcolm Cameron, Assistant-Commissioner of Public Works.

2. Many of these gentlemen are already well known to your Lordship, and they possess, as a body, in a high degree, the reputation of ability and the confidence of Parliament. I have every hope that I shall be able, with their assistance, to administer the government to your Lordship's satisfaction, and with advantage to the province.

I have, &c.,
(signed) *Elgin* and *Kincardine*

—No. 4.—

(No. 209.)

No. 4. EXTRACT of a DESPATCH from Earl *Grey* to Governor-General the Earl of *Elgin* and *Kincardine*, dated Downing-street, 5 May 1848.

Louis Hypolite Lafontaine.
Robert Baldwin Sullivan.
Robert Baldwin.
Francis Hincks.
Thos. Cusling Aylwin.
James Leslie.
Réné Edouard Caron.
James Harvey Price.
Louis Michel Viger.
Etienne Paschal Taché.
Malcolm Cameron.
4th May 1848.

I HAVE to acknowledge the receipt of your Lordship's Despatch (No. 28), of the 11th of March, and to acquaint you that the names of the gentlemen enumerated in the margin having been submitted to the Queen in Council, Her Majesty has been pleased to approve of their appointment to seats in the Executive Council of Canada; and I transmit herewith 11 warrants, under the Royal Sign Manual, authorizing your Lordship to carry the same into effect.

* * * * * * * *

NOVA SCOTIA.

—No. 5.—

(Private and Confidential.)

EXTRACTS of a DESPATCH from Earl *Grey* to Lieutenant-Governor Sir *John Harvey*, K.C.B., dated Downing-street, 3 November 1846.

No. 5.
Earl Grey to Lieut.-Governor Sir John Harvey.
3 November 1846.

I HAVE received your Despatch of the 15th September, marked "Private and Confidential," in which you communicate to me your views upon the state of affairs which you have found on arriving in Nova Scotia.

Circumstances prevented me from answering your despatch, as you wished me to have done, by the packet which left England on the 3d instant; but the interval which has since elapsed has enabled me to devote more time to the consideration of the questions which you have brought under my notice than the brief space between the arrival and the departure of the North American packet would have allowed me to do.

I perceive, from your representation of the position of affairs in Nova Scotia, that there are questions to be determined in respect to the government of that province of no ordinary difficulty, and that it is of the utmost importance that the first measures of your administration should be preceded by the most careful deliberation. The knowledge which I possess of the local politics of Nova Scotia is at present too limited to enable me, with confidence in my own judgment, to give you any positive and detailed directions as to the course which circumstances may require you to adopt in the present conjuncture; but though it is out of my power to give you such instructions, there are certain general principles which ought, as I conceive, to govern your conduct in this and in similar cases; and which, as they admit of being stated, ought, I think, to be communicated to you for your guidance.

I shall advert first to the important topic of the composition of the Legislative Council. In making appointments to this body, it ought undoubtedly to be the object of the administrator of the Government so to compose it as to make it fairly represent the opinion of the majority of the intelligent members of the community; but supposing the selection of the present members to have been ill-advised, and that the Council in consequence is not in harmony with public opinion, the question arises, what is then the proper course to be adopted? Under such circumstances there are two considerations to which it is necessary to advert. First, that it is impossible to allow the Legislative Council to obstruct permanently the passing of measures called for by public opinion, and sent up by the popular branch of the Legislature. Secondly, that it is a serious evil to be compelled to make an addition to the members of this body for the purpose of changing the character of the majority; since each such addition creates both a precedent and a necessity for a similar and perhaps larger addition whenever a change in public feeling gives the ascendancy to a new party in the assembly. It is difficult to reconcile these almost conflicting considerations, but this, in my opinion, may be attempted with the greatest hopes of success, by adopting as a rule that an addition is not to be made to the Legislative Council with a view to changing the character of the majority, except under circumstances of clear and obvious necessity. An anticipation that public business will be impeded because there is a majority in the Legislative Council attached to the political party which has not the confidence of the colony is insufficient to justify the appointment of additional members. Practical inconvenience must have actually arisen, and to a serious extent, before resort can with propriety be had to any measure for increasing the number of the Council. If that body be found obstructing pertinaciously the progress of public business, and the passing of laws which public opinion demands, an addition to it would then be felt to be a just and necessary measure, and would not excite the same indignation, on the part even of those against whom it might be directed, as would be the case if adopted on lighter grounds; while the probability is that the members of the Legislative Council, knowing that if it should become necessary this measure must ultimately be resorted to, will shrink from

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* * * * * *

I come now to the second question which you have submitted to me in your Despatch, namely, the propriety of dissolving the present House of Assembly.

* * * * * *

I am of opinion that under all the circumstances of the case, the best course for you to adopt is to call upon the members of your present Executive Council to propose to you the names of the gentlemen whom they would recommend to supply the vacancies, which I understand to exist, in the present Board. If they should be successful in submitting to you an arrangement to which no valid objection arises, you will of course continue to carry on the government through them, so long as it may be possible to do so satisfactorily, and as they possess the necessary support from the Legislature. Should the present Council fail in proposing to you an arrangement which it would be proper for you to accept, it would then be your natural course, in conformity with the practice in analogous cases in this country, to apply to the opposite party, and should you be able, through their assistance, to form a satisfactory Council, there will be no impropriety in dissolving the Assembly upon their advice; such a measure, under those circumstances, being the only mode of escaping from the difficulty which would otherwise exist of carrying on the government of the province upon the principles of the constitution.

The object with which I recommend to you this course, is that of making it apparent that any transfer which may take place of political power from the hands of one party in the province to those of another is the result not of an act of yours but of the wishes of the people themselves, as shown by the difficulty experienced by the retiring party in carrying on the government of the province according to the forms of the constitution. To this I attach great importance; I have therefore to instruct you to abstain from changing your Executive Council until it shall become perfectly clear that they are unable, with such fair support from yourself as they have a right to expect, to carry on the government of the province satisfactorily, and command the confidence of the Legislature.

Of whatsoever party your Council may be composed, it will be your duty to act strictly upon the principle you have yourself laid down in the memorandum delivered to the gentlemen with whom you have communicated, that, namely, " of not identifying yourself with any one party," but instead of this, " making yourself both a mediator and a moderator between the influential of all parties." In giving, therefore, all fair and proper support to your council for the time being, you will carefully avoid any acts which can possibly be supposed to imply the slightest personal objection to their opponents, and also refuse to assent to any measures which may be proposed to you by your council which may appear to you to involve an improper exercise of the authority of the Crown for party rather than for public objects. In exercising, however, this power of refusing to sanction measures which may be submitted to you by your council, you must recollect that this power of opposing a check upon extreme measures proposed by the party for the time in the government, depends entirely for its efficacy upon its being used sparingly, and with the greatest possible discretion. A refusal to accept advice tendered to you by your council is a legitimate ground for its members to tender to you their resignation, a course they would doubtless adopt should they feel that the subject on which a difference had arisen between you and themselves was one upon which public opinion would be in their favour. Should it prove to be so, concession to their views must, sooner or later, become inevitable, since it cannot be too distinctly acknowledged that it is neither possible nor desirable to carry on the government of any of the British provinces in North America in opposition to the opinion of the inhabitants.

Clearly understanding, therefore, that refusing to accede to the advice of your council for the time being upon a point on which they consider it their duty to insist, must lead to the question at issue being brought ultimately under the decision of public opinion, you will carefully avoid allowing any matter not of very grave concern, or upon which you cannot reasonably calculate upon being in the end supported by that opinion, to be made the subject of such a difference. And if, unfortunately, such a difference should arise, you will take equal

care

care that its cause and the grounds of your own decision are made clearly to appear in written documents capable of being publicly quoted.

The adoption of this principle of action by no means involves the necessity of a blind obedience to the wishes and opinions of the members of your Council; on the contrary, I have no doubt that if they see clearly that your conduct is guided, not by personal favour to any particular men or party, but by a sincere desire to promote the public good, your objections to any measures proposed will have great weight with the Council, or should they prove unreasonable, with the Assembly, or, in last resort, with the public.

Such are the general principles upon which the constitutions granted to the North American colonies render it necessary that their government should be conducted. It is, however, I am well aware, far easier to lay down these general principles than to determine in any particular case what is that line of conduct which an adherence to them should prescribe. In this your own judgment and a careful consideration of the circumstances in which you are placed must be your guide; and I have only, in conclusion, to assure you that Her Majesty will always be anxious to put the most favourable construction upon your conduct in the discharge of the arduous duties imposed upon you by the high situation you hold in Her service.

— No. 6. —

(Private and Confidential.)

EXTRACT of a DESPATCH from Lieutenant-Governor Sir *John Harvey*, K.C.B., to Earl *Grey*, dated Government House, Nova Scotia, Halifax, 17 December 1846.

(Received 31 December 1846.)

No. 6.
Lieut.-Governor Sir John Harvey to Earl Grey.
17 December 1846.

WITH reference to my despatch of the 2d instant,* transmitting a copy of a communication which I had addressed to the members of Her Majesty's Executive Council in this province, of which the object was to require them to submit to me the names of three or more individuals of talent and influence to supply the existing vacancies at that Board, in accordance with the principles propounded in my memorandum, I have now the honour to lay before you copy of the reply of the Council, and of the remarks which have been made thereon by the leading individuals of the liberal party to whom it was communicated by me.

After the perusal of these documents, no surprise can be felt by your Lordship at the failure of the attempt to effect, under present circumstances, any cordial fusion or coalition between two parties in whose views and sentiments so little disposition to approximate has as yet been manifested. I am, nevertheless, happy in being enabled to renew to your Lordship the expression of my conviction, that the public interests will not suffer during the approaching legislative session from any factious opposition, as regards measures calculated to promote the real interests of the colony.

* * * * * * * *

Should any further correspondence of importance arise out of the last paper, which, however, I scarcely anticipate, it will, of course, be communicated to your Lordship by the next mail. In the meantime, I would beg to observe that in whatever manner the existing vacancies in the Executive Council may now be supplied, the principle upon which that Board should be re-constructed must necessarily again become a question for consideration after the character and composition of the future Assembly shall have been determined by the elections of 1847.

Enclosure 1, in No. 6.

COPY of SUPPLEMENTARY MEMORANDUM.

Encl. 1, in No. 6.

As it appears to me important that I should not be misunderstood in respect to a question of so much importance as that of the principle upon which the appointments to office will be made by me; and with reference to a somewhat hurried conversation which I had this afternoon with Mr. Wilkins on this subject, I deem it proper to state that the object of the memorandum, which I this day read to and placed in the hands of the Executive Council, was to impose upon that body, or rather to request it to undertake the task of suggesting to me

* Not printed.

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me the means of supplying the existing vacancies at that Board upon the principle therein indicated, the *modus operandi* being confided wholly to them; a suggestion was introduced into that memorandum as to the basis upon which (alone) it appeared to me that that object could be accomplished, and in which I expressed my readiness to concur; viz., a fair and equal partition of offices of emolument; but in this point the initiative must be taken by the Council, and not by me, if they sincerely desire to carry out the object which they have undertaken; as Her Majesty's representative, I will be no party to depriving any of Her Majesty's servants of the offices they hold, otherwise than by giving my assent to a voluntary surrender of them, should they think fit to make it, for the attainment of a great public object; but, as Her Majesty's representative, I will take care that all future appointments shall be made upon the principle which I have announced of perfect impartiality.

Government House, Halifax, December 2, 1846. (signed) *J. H.*

Enclosure 2, in No. 6.

May it please your Excellency, Halifax, 1 December 1846.

Encl. 2, in No. 6.

We have considered the communication which your Excellency has been pleased to address to us relative to the formation of a council on the principles which you have announced; and we beg to assure your Excellency that we have given to the written papers and verbal explanations with which you have honoured us the attention so justly due, as well to the importance of the interests involved as to the commands of your Excellency.

It gratified us to hear your Excellency distinctly propound, that whilst you desired the aid of a Council composed of influential men of all parties, you disclaimed the principle of equal numerical representation at the Board, and entirely rejected the idea that questions should be decided in council by majority of votes. With such sentiments, the practice of this province and our opinions comport; and we also entirely accede to the principle announced by your Excellency, that in the distribution of the patronage of the Crown in relation to offices which by vacancies hereafter arising may be placed at your disposal, your Excellency would be regulated, as far as the public service would permit, by a just and equal regard to the claims of individuals of all classes.

In this connexion of the subject under consideration, we deem it proper to explain to your Excellency, that if either the existing constitution of the Council, or anything in the recent administration of the affairs of the province, should seem to be at variance with the principles thus announced by your Excellency, and of which we have respectfully expressed our approval, the apparent inconsistency is not attributable to the late Lieut.-Governor or to his advisers. With a view to conciliation, the offices of emolument, vacated by the Members of Council who retired in the end of 1843, were kept vacant, or filled only conditionally for as long a period as the public service would permit. Three unsuccessful overtures were made to the opposition for the construction of the Executive Council; and when the fruitless issue of these efforts, and an uncompromising opposition rendered further proposals hopeless and inexpedient, and unavoidably forced upon the Government a party aspect that would gladly have been averted, nothing remained but by keeping the vacancies in the Executive Council unfilled to continue to evince the principle on which it was wished to act.

It follows, from the observations we have made, that we are prepared to submit to your Excellency the assurance that, as we have ever been willing, so we are now ready to unite at the Council Board with gentlemen who bear a different party name from that which has been attached to those who have now the honour to address your Excellency. And in obedience to the desire you have expressed that we should offer our advice on this subject, we recommend that the vacant seats in the Executive Council should be tendered to gentlemen belonging to the party in opposition, when your Excellency shall be in a condition to make such tender with effect and benefit.

Here, may it please your Excellency, we might stop. But convinced that the character of the province, and its improvement and welfare, are deeply and injuriously affected by the continuance of party hostilities having no questions of public moment to justify them, we feel the duty to be imposed on us to make every advance towards conciliation consistent with principle and the position we occupy.

In considering the means by which we might promote the restoration of harmony, we are aided by your Excellency's information, that no stipulations have been made by the other side. Had it been otherwise we should have felt ourselves unable, with propriety, to make the advance we are about to do, for it would be wrong, in a case that demands perfect candour, to conceal that what we are willing spontaneously to surrender on considerations affecting our own minds, we should feel, on principle, required to withhold, had it been demanded or even suggested by others.

With this explanation, we beg to inform your Excellency that, influenced by the desire to promote the peace and welfare of their country, Mr. Almon and Mr. Dodd have placed in the hands of their colleagues the declaration of their readiness to resign, the former his seat in the Executive Council, the latter the Solicitor-generalship, so soon as that union of parties at the Council Board, which, in common with your Excellency, we think the interests of the province demand, shall be arranged, and their resignation be required for carrying it into full effect. The course thus adopted by Messrs. Dodd and Almon has placed their colleagues in a trying situation, who desire not to withhold from your Excellency, that when the

the proposal was first suggested to them by these gentlemen, they rejected the idea of this sacrifice on the part of their friends with repugnance, and have only finally acquiesced in consequence of the urgent solicitation and arguments with which they pressed their proposition.

We shall regret if this act on the part of the Executive Council shall be disapproved by our friends, or if the motives that dictate it shall be subject of misapprehension or misrepresentation by any. We believe we fulfil our duty in taking advantage of the assumption of the government by your Excellency to bring into operation in this mode the same principles for which, during more than three years, we have contended, when the situation of affairs, and the welfare of the province, demanded their maintenance by a different line of action.

Your Excellency having required the free expression of our opinions, we think it right to say, that the increase of the Executive Council to 12 is liable to objections which only some strong public exigency should counterbalance; and we are aware that there are gentlemen in the Assembly, whose opinions are entitled to consideration, who are opposed to any augmentation beyond nine, the number mentioned in the Royal Instructions.

Upon mature deliberation, we also consider it inexpedient that we should at present suggest to your Excellency the names of the members of the opposition to whom, in our opinion, offers of seats in the Executive Council might with most propriety and advantage be made. We think that, preliminary to any overture, we should be informed, in some definite manner, whether the willingness we have expressed to unite in the formation of a council with gentlemen of the opposition, is met by a reciprocal sentiment, for if this be not the case, any further proceeding is impracticable, and all that we have proposed becomes inoperative.

Should the result of this inquiry be such as to lay a foundation for proceeding towards the object of your Excellency's communication, we shall be prepared cordially to co-operate with your Excellency, with an earnest desire to elevate the country and promote the efficiency of your Excellency's administration. If the principle of the union of parties in the Executive Council shall be acknowledged by the other side, your Excellency will have four seats in the Executive Council, and the Solicitor-generalship, to use as means of conciliation and evidences of the sincerity of our profession. If this principle be rejected, or, if being admitted, any appointments or arrangements shall be required to which we cannot accede, we shall but stand in the position we occupied previous to your Excellency's appeal to us on Wednesday last, having afforded the additional evidence contained in this paper of our desire to promote the harmony of the province.

(signed) *J. B. Robie.*
Rupert D. George.
J. W. Johnstone.
E. M. Dodd.
M. B. Almon.
Lewis M. Wilkins.

May it please your Excellency, Halifax, 8 December 1846.

We have the honour to acknowledge your Excellency's supplementary memorandum, bearing date the 2d December instant, which was delivered to Mr. Wilkins by your Excellency on Saturday, the 5th instant, after Mr. Dodd's departure for Cape Breton.

Previously to its delivery by your Excellency, and as early as Thursday forenoon, while Mr. Dodd was in town, we had, with him, fully considered the subject of your Excellency's original memorandum, and had concurred in and arranged the proposals and sentiments that are contained in the communication which your Excellency will receive with this, and which is dated on the 4th instant.

It has become necessary for us to refer to this circumstance, because our communication was prepared solely in reference to the first memorandum presented to us by your Excellency in connexion with the oral explanation of a passage in it which your Excellency was pleased to convey to us through Mr. Wilkins, whilst neither the passage alluded to, nor the explanation of it, as communicated to us by Mr. Wilkins, contained any allusion to the suggestion of your Excellency made in the supplementary memorandum, as to your willingness to assent to a voluntary surrender of offices, should any of the incumbents of them think fit to make it for the attainment of a great public object, and because we are persuaded it will be gratifying to your Excellency to perceive that we had thus anticipated your Excellency, in regard to that suggestion, two of the members of the Executive Council having, before it had been imparted to us, spontaneously expressed their willingness to make such a surrender whenever it might be the means of accomplishing such an object.

Some of the members of your Council cannot call to mind that any reference was at any time made by your Excellency, in their presence, to the subject of the concluding paragraph of your Excellency's supplementary memorandum, and none of us have looked upon it as entering in any way into the considerations, and to which our attention has been directed by your Excellency's communications to us previously to the supplementary memorandum. On a point which may be deemed to touch very essentially the interests of individuals, and yet more deeply the public welfare, we would be wrong to remain silent after your Excellency has thus brought it to our notice, and our duty to your Excellency requires us to say, unreservedly, that while two of our members have been willing, of their own accord, to offer

the surrender of offices held by themselves for purposes of consideration, it would be utterly repugnant to our principles, as public men, and to our feelings as individuals, to advise or influence any gentleman holding an office of emolument to surrender it for the purpose to which your Excellency has alluded.

(signed) *J. B. Robie.*
Rupert D. George.
J. W. Johnstone.
M. B. Almon.
Lewis M. Wilkins.

Enclosure 3, in No. 6.

MEMORANDUM for the Members of the Executive Council.

Honourable Gentlemen,

Encl. 3, in No. 6. I HAVE perused, with much satisfaction, the letters which you have addressed to me under date the 4th and 7th instant, in reply to my memoranda of the 2d, received by me yesterday, and I willingly recognize in them the evidence of a sincere desire on your part cordially to co-operate with me in the endeavour to construct such an Executive Council Board as, while it may fairly represent the two political parties to which the inhabitants of the province appear respectively to adhere, may, at the same time, give to the head of the Government the benefit of the assistance of the most talented and influential individuals of each in conducting the administration of its civil affairs.

To Messrs. Dodd and Almon I feel a degree of obligation beyond what I am able to express; and in bringing their disinterested and patriotic conduct to the knowledge of the Queen's Government, it will afford me much gratification to express my opinion that they have respectively established a strong claim upon the approbation of their Sovereign, which will, I am convinced, be cheerfully recognized.

No time will be lost by me in bringing the propositions embodied in your papers into discussion with some of the leading individuals of the opposite party, and in communicating to you the result.

With regard to the concluding paragraph of my supplementary memorandum, you are correct in believing that it was not intended to be placed before you by me, as embodying any distinct proposition for your acceptance or rejection, or that it had ever been meant to be propounded to you collectively—to the of your body it certainly had not, and to the other three it was mentioned incidentally as an object which appeared to me very desirable, if attainable without undue interference with the rights and interests of others. In these views Mr. Dodd appeared entirely to agree with me in my conversation with him, both in Cape Breton and here, as I believed had the Attorney-General, Sir Rupert George, though all admitted the difficulties in the way of its present attainment.

Government House, Halifax,
11 December 1846.

(signed) *J. Harvey.*

Enclosure 4, in No. 6.

MEMORANDUM.

Encl. 4, in No. 6. IN laying before you, and inviting your attentive consideration and that of your friends to the enclosed correspondence, which I have held with the members of Her Majesty's Council, having for its object the formation of an united Government, it appears to me proper to observe (as my desire is, while endeavouring to combine both parties in the public service, not to give a political triumph to either), that it would be premature to proceed to the discussion of details or individual selections for office previous to the affirmation by both of the principle upon which it is proposed to construct such a Government. I repeat my conviction that the distinct admission by both parties of the principle propounded as a basis, would tend to clear the question, and the discussions connected with it, of many of its difficulties.

With these remarks I invite as early an expression of your sentiments upon the proposition as may be convenient.

J. H.

Joseph Howe and W. Young, Esq. Government House, December 14, 1846.

Enclosure 5, in No. 6.

May it please your Excellency, Halifax, 17 December 1846.

Encl. 5, in No. 6. WE have given to the papers handed to the Speaker and Mr. Howe on Monday last the grave consideration to which any communications coming through or from the head of the Government are entitled, and we now proceed to discuss their contents with the frankness

frankness which seems to be expected from us, and in the confident belief that your Excellency's candour and distinctness from all the parties who have been called by their public positions to take part in this inquiry.

Lest the mode adapted should be drawn into precedent, we must express our regret that your Excellency should have been advised to lay before the members of the opposition the communications, oral and written, which have passed between your Excellency and the Executive Council; these, we humbly conceive, ought to be of the most private and confidential nature. If a distinct proposition is the result, the opposition have something tangible to deal with; but they ought not to be called upon to criticise communications out of which, so far as they can perceive, nothing has yet grown but a dexterous evasion of a clear and positive command.

Your Excellency, in your Address to the Executive Council dated 2d of December, calls upon them to aid you in the formation of a mixed government, including the talented and influential of all parties—to propose to you the names of the gentlemen whom they would recommend to supply vacancies—and you inform them that a fair distribution of official patronage (in which you are ready to concur) will necessarily constitute the basis of the proposed coalition or fusion of parties.

These directions are clear and specific, and we can perceive at once the object which your Excellency had in view, and recognize the means by which you propose to arrive at it as constitutional and legitimate. We regret to observe, that in no one particular have your requirements been met, or your commands obeyed, and but for some irrelevant matters very improperly introduced, we feel that we might fairly decline to interfere until your Excellency's instructions had been complied with, or the want of ability or inclination to comply with them had been ingenuously confessed.

In discussing questions of this nature, English precedents are our safest guides. If a Cabinet at home is weak, and a more extended basis is desirable, the leader of the Government does not wait to be reminded of his duty by the Sovereign, but suggests promptly the *modus operandi* by which a change should be effected; if new appointments are required, he proposes the names of those who *are willing to serve with him*; if offices are to be vacated, he takes the initiative and places them at the Sovereign's disposal; if he delays or neglects his duty until formally called upon, he then obeys the command which his own inertness has rendered imperative, and if he is unable or unwilling to comply, tenders his resignation; he does not travel out of the official route in which the commands of his Sovereign are conveyed to attribute to Her expressions and opinions that it does not contain—which either were or were not dropped in the Royal Court—but which Her Majesty has conceived it politic or wise to throw out as materials for controversy among any portion of Her subjects. It is to be regretted that this time-honoured practice has not been adhered to by your Excellency's advisers. They have waited three months without discovering their weakness, or informing your Excellency that the Council was defective in numbers and strength. When their attention is called to the fact, they profess adherence to a principle which for three years they have violated in practice—give your Excellency the names of one gentleman who is ready to retire, but of none who are willing to go in—attribute expressions and such to extract opinions which might embarrass rather than facilitate the arrangements they profess to desire by involving your Excellency in the unhappy controversies of the past, and in obedience to your Excellency's commands that "a fair distribution of official patronage should constitute the basis of the proposed coalition," argue in favour of a life tenure of office, and place the Solicitor-generalship alone in your hands wherewith to satisfy the claims of the opposition, and convince us of the "sincerity of their professions."

Such being the mode in which the gentlemen from your Excellency had a right to expect a liberal construction of your appeal and prompt obedience to your wishes have obeyed your commands, we might be pardoned for declining to interfere, but we are reluctant to evade the main question raised by your Excellency, from any dislike to the form in which they have been presented, or from any desire to shrink from responsibility which our positions impose.

We understand your Excellency to desire to know whether the leaders of opposition will at the present moment enter into a coalition with five of the six gentlemen who have signed the papers submitted to us, accepting four seats at the Council Board and the Solicitor-generalship; that your Excellency may not suspect us of any desire to mislead or to create embarrassment by the concealment of our opinions, we deem it our duty to answer in the negative, for the following among other reasons:—

1st. Because even if a mixed or coalition Government were in any case to be thought of, after the experience we have had, the leaderships in one or the other branch should be conferred on the liberal party, a fair distribution of patronage should be arranged at the formation, and justice to all Her Majesty's subjects be the rule thereafter; to ask the opposition embracing nearly half the House, and, as we believe, a vast majority throughout the country, to share the responsibilities and labours of Government, holding but one office of subordinate importance, while the opposite party were left in possession of all the other employments of the province, securing to them the influence of every department, would be far from meeting our ideas of equal justice.

2d. Because, except under peculiar circumstances, coalitions rarely work well; if the members act in good faith, they ultimately form one party, while another surely arises to oppose them, with whom, if the principle is to be carried out, another coalition must be formed. The experience of the mother-country is not favourable to such combinations, and the coalition in which several of the present Council served was continually weakened by

this conduct, and alternately shattered by the appointment of the gentleman who now professes his willingness to resign.

3d. Because, though we shall be at all times ready to act with gentlemen with whom we can agree on common measures, and in whose patriotism and discretion we confide, with the members of the existing Council we can enter into no political alliance until the people of Nova Scotia decide between them and us, upon various matters drawn into controversy during the last three years, though they now desire to make it appear that there are "no questions of public moment" dividing parties in Nova Scotia; they well know that—

While the Liberals have sought to introduce into this province the system of government suggested by Lord Durham, and sanctioned by Lord Sydenham and his successors, the Conservatives have as steadily opposed it, practically denying to the people the power which should result from the possession of representative institutions.

While the Liberals hold that public offices are public trusts, held by the tenure propounded in Lord John Russell's despatches of 1839, and recognized by your Excellency's circular addressed to the Heads of Departments in New Brunswick, the gentlemen whose alliance we decline regard the posts which every Governor should have in his gift, wherewith to strengthen and sustain his administration, as a species of freehold, and broadly state, that it is "utterly repugnant to their principles and feelings to advise their surrender for any such purpose."

While the members of opposition have laboured for years to obtain the surrender of the casual and territorial revenues on fair and equitable terms, the members of Council have endeavoured to obstruct them by public action in the Legislature, and representations to Her Majesty's Government.

While the opposition have desired to introduce into the Legislative Council gentlemen of talent and political influence, fairly reflecting the opinions of all parties in Nova Scotia, the persons whose alliance we decline have used the powers they possessed to give to the upper branch a decidedly partisan character, by which the efforts of any fair and liberal Government may be permanently obstructed.

Upon these and many other points of almost equal importance we patiently and confidently await the judgment of the country, and are reluctant to enter into any coalition with those whose opinions upon them all we believe to be unsound, and whose public conduct we anticipate a majority of the constituency will condemn.

We are gratified to perceive that the members of the Executive Council decline taking the responsibility of advising your Excellency to increase the number of that board to 12. It would have been strange if they had forgotten that such a proposition, suggested by themselves to your Excellency's predecessor, was signally defeated in 1844, and that when made to the Liberals it was unanimously rejected. On this point we are happy to find they have adopted our views; "by the Royal Instructions" we are reminded the people of Nova Scotia are entitled to have their affairs conducted by a council of "nine." We were afraid that this fact had been forgotten, as those instructions have been strangely violated for three years, the number never during that period having exceeded six, and sometimes being reduced to five.

That Mr. Almon should be willing to resign his seat in Council now we confess does surprise us. The reason given for his elevation in 1843 was his "affinity" to the Attorney-general; as the relationship still exists. we presume that the near approach of a general election has awakened the conviction that the people of this province might resent the elevation of a person comparatively unknown to them, who had never represented a constituency or won any portion of their confidence, over the heads of all the members of both branches of the Legislature, many of whom had devoted themselves faithfully to the public service for a series of years.

We cannot discern any reason for attempting to raise a discussion about "numerical representation" of the Council Board, except it be to couple your Excellency's proposal with the language of one brought to us by Mr. Dodd in 1844, and to create an impression that some party in Nova Scotia are pressing upon the Governor an idea too absurd for anybody to entertain.

With respect to the mode in which business is transacted in the Cabinet, the people of Nova Scotia, like the people of England, are wisely indifferent. There are matters of internal arrangement, about which any discussion is unnecessary at the present time. Whether questions are decided by a majority of votes, or by the single voice of the Queen's representative, we shall continue to hold those whom the constitution teaches us to assume have been consulted responsible for every exercise of the prerogative, and every act done by the government of which they are members.

If disposed to trouble your Excellency with a history of the past, we could show that we have given many substantial proofs of a desire for "harmony" and conciliation, and that we were only driven to take the ground we now occupy by a growing conviction of the insincerity of the persons, association with whom we now respectfully decline. From 1840 to 1843 they were protected by the liberal party in the Assembly, who magnanimously left them and their friends in possession of nearly all the emoluments of office and most of the seats in Council. In 1843 they broke up a "mixed government" by inducing the Lieutenant-governor to appoint a seventh Conservative, the Liberals at the time occupying but two seats. That act drove into opposition the gentlemen who held them, and another who, though previously identified with the opposition interests, resented what he believed to be a gross injustice to a party that for three years had steadily supported the Administration.

Finding a Government which, while it possessed our confidence, was sustained by four-fifths of the members of the Assembly, reduced by the appointment of Mr. Almon to a majority of one, the gentlemen who now seek our aid found themselves compelled to invite our co-operation on several occasions. In every proposition made to us they sought, as they do now, a "party triumph," and not the peace of the country. Their overtures were rejected, but influenced by a sincere desire to strengthen the Government, we indicated the fair and honourable terms which we were ready to accept. Our opponents preferred a monopoly of official income and the undivided possession of power; they have had both, and so long as a majority of the Assembly, however small, sustain them, or your Excellency deems it right to conduct the Government with advisers powerless or unwilling to carry out in practice the principle they profess, we are satisfied to hold a position honourable in the estimation of the country, and to preserve our consistency without seeking any share in the administration.

In conclusion, we beg to assure your Excellency that we rejoice to find in the extract from Lord Grey's despatch the true position which a Colonial Governor should occupy so accurately defined. This province has suffered much from the want of that mediation and moderation proffered by your Excellency and enjoined by the Colonial Secretary; but under your auspices we anticipate the courteous observances and rigid impartiality which make the working of representative institutions so easy, and draw from them so much of personal independence and practical utility. Your Excellency will ever find us prompt to sustain you by the public expression of the respect which we, collectively and individually, feel; and if we cannot consent to act with a party who do not possess our confidence, we shall nevertheless give our best consideration, and, if possible, our support, to any measures which your Excellency may suggest for the advancement of the public interests.

The members of the Legislative Council, with whom we have deemed it advisable to consult, approve of the course we are taking, and of the sentiments we have expressed. We have only to repeat, that from the apparent necessity for an early reply, we have not been able to submit the documents referred to us to gentlemen residing at a distance, whose judgment we respect, but whose opinions we confidently anticipate will be coincident with our own.

(signed) *Joseph Howe.*
L. O. C. Doyle.
James M'Nab.
George B. Young.

Enclosure 6, in No. 6.

MEMORANDUM (by the SPEAKER).

ALTHOUGH I have not thought it advisable, from the position I hold in the Assembly, to affix my name to the reply given by the members of the Liberal party in town to the propositions submitted to them through Mr. Howe and myself, I beg to be understood as entirely approving of it, and perfectly concur with my friends in rejecting any alliance with the present Executive Council, until, at least, an appeal shall have been made to the people. Encl. 6, in No. 6.

Halifax, 17 December 1846 (signed) *W. Young.*

— No. 7. —

(No. 17.)

COPY of a DESPATCH from Lieut.-Governor Sir *John Harvey*, K.C.B., to Earl *Grey*.

Government House, Halifax, 2 February 1847.

My Lord, (Received 16 February 1847).

No. 7.
Lieut.-Governor Sir John Harvey to Earl Grey.
2 February 1847.

AT the request of the Executive Council, I enclose the copy of a letter which they have addressed to me for the purpose of being forwarded to your Lordship, as well as a printed copy of a previous communication I had received from that body, being a reply to a paper signed by certain leading members of the opposition, which, together with other communications connected with it, I not long since had the honour to transmit to your Lordship, with a private and confidential despatch concurring entirely in the representations made by the Council with respect to the present circumstances of the colony, its political condition, and the nature of its principal public offices. I feel it to be of the greatest moment to the welfare of this country that the very important subjects thus brought to your Lordship's notice should receive the earliest and most careful consideration that may be consistent with your Lordship's convenience.

1753, Nova Scotia.
Dec. 17, 1846.

I know not that I can afford to your Lordship a proof less equivocal of my

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earnest desire to continue to act with sincerity and cordiality with the gentlemen composing my present Council than by abstaining from any other observation upon their comments upon my partial disclosures to them of the contents of my private, separate and confidential correspondence with your Lordship, than that that course has been prescribed to me by a sense of public duty.

I send herewith the copy of a letter from the Attorney-General to me, dated 5th of September 1846, and referred to in the letter from the Council, with a printed copy of the resolutions of the Assembly referred to by the Attorney-General.

I have, &c.
(signed) *John Harvey.*

Enclosure 1, in No. 7.

May it please your Excellency, Halifax, 30 January 1847.

Encl. 1, in No. 7.

Your Excellency has communicated to us, since the termination of the efforts made for introducing into the Executive Council members from the party in opposition, some extracts from a despatch to your Excellency from the Right honourable the Principal Secretary of State for the Colonies, touching the mode of filling up the Council, and some general principles of provincial administration. Your Excellency not having seen it proper to communicate to us the whole of that despatch, nor any portion of that part of it which you mentioned to the Attorney-General and Mr. Dodd two days ago, relative to the Legislative Council, we can form but such imperfect idea of the views of his Lordship as can be derived from the two short extracts in writing furnished on the 6th instant to Sir Rupert D. George for our information, and from the recollection retained by the Attorney-General and Mr. Dodd, of some passages read to them by your Excellency on the occasion referred to.

From one of these latter passages, it appeared that your Excellency had conveyed to the Secretary of State a written paper furnished to you by some of the leading members of the opposition. Your Excellency is aware that we are entirely unacquainted, as well with the contents of that paper as with the nature and purport of your Excellency's communication to Earl Grey, and that we are also ignorant of the information your Excellency may yourself have possessed, or views you may have entertained on the past history or present prospects of the province when corresponding with his Lordship; your Excellency not having seen it necessary to procure our representation of facts, or statements of opinions, on any of the subjects which may have been touched in that correspondence.

Your Excellency will very naturally understand that we are unwilling to be judged by the statements, whether of facts or principles, that our opponents may furnish. How wide the difference between us in this respect, the correspondence through your Excellency just closed evinces.

Our solicitude, however, does not so much concern the impressions affecting ourselves that may be received from the past, as it is directed to the influences by which the future prospects of this country may be determined.

As to the former, we solicit the attention of Earl Grey to the paper addressed by us to your Excellency, dated the 28th instant, in answer to a paper addressed to your Excellency by several members of the opposition, dated 17th of December last.

Understanding from your Excellency that a copy of the latter paper was some time ago transmitted to his Lordship, and totally differing as we do from the important statements of that document, it would be highly satisfactory to us that his Lordship should be furnished with a copy of our reply, and of the documents annexed to it.

Beyond this we think it would be improper to say more, than that we are prepared to explain and to vindicate the policy and conduct of the provincial Government in all its particulars, from the dissolution of the House in 1843, until your Excellency's assumption of the Government, should it have been impugned, or should his Lordship desire to be acquainted with our views.

As to the future prospects of the country, we think our duty to address the Secretary of State is more certain and pressing. From the general tenor of his Lordship's observations, as far as communicated to us, we gather that his Lordship not improbably looks upon the condition of this province as different from what it really is in some essential particulars. Deeply interested in the welfare of the province, we earnestly desire that it may be saved from the mischiefs of partial change, calculated to promote individual objects, but unsuited to its existing circumstances, and fraught with evils to its social and political interests; and, therefore, we seize the occasion presented to us, of engaging the attention of Her Majesty's Government in the hope that his Lordship at the head of the colonial affairs, dealing with the matter as a *whole*, and giving to the province the benefit of his knowledge, experience and ability, may determine what changes are necessary in our provincial Government, and the modes of conducting the administrative and legislative business of the country before the British system of Government can be perfected here; how far and in what manner the concurrence of the people in such changes should be obtained, supposing such concurrence should be given, and the general adaptation of an administration by heads of departments to so small a colony.

It

It is a necessary preliminary that his Lordship should be acquainted with some minuteness with the nature of our public offices and modes of business, and even with the meaning attached here to some terms in common use; and we regret that the pressure of our daily and unavoidable engagements precludes our offering the necessary information, in the manner which would be satisfactory, before the departure of the next mail.

The only public officers in the Executive Council are the Attorney-general and the Solicitor-general, and the Provincial Secretary being the Clerk of the Council; of these, the Attorney ond Solicitor-general are in the Legislature.

The Council has consisted, since 1840, for considerable periods, of nine, ten, eight and six members; and it will be apparent, that as regards the conduct of the public business, its numbers are unimportant. Here is a controlling distinction. Were the Council formed of heads of departments, a vacancy in the Council would infer a vacancy in some public office, and a consequent detriment to the service; at present it affects merely the *number* of advisers.

The provincial treasurer and the collector of Excise are officers excluded from the Legislature by law, or the despatch of the Secretary of State, and for reasons the most conclusive, as we conceive. The first of these officers receives and pays the whole revenue, —standing at the counter in his own person; he keep his own books, and in the same office conducts the provincial savings bank, of which he is the director, and also acts as auditor of the public accounts; for the whole of these services (and this brief enumeration but imperfectly conveys an idea of them) he receives a salary of 600*l.* currency, equal to 480*l.* sterling, and has the assistance of one clerk, who receives 250*l.* currency, equal to 200*l.* sterling.

The collector of Excise at Halifax (an inappropriate term) secures and receives all provincial duties there, receives the entries of importations, superintends the body of provincial water-side officers, and is in fact the collector of provincial customs at Halifax, at a salary of 703*l.* currency, equal to 560*l.* sterling, out of which he pays his own clerks.

To reason on the case of officers like these seems unnecessary; it is only to imagine them in the Government and Legislature, dependent on the returns of a general election every four years, to perceive the neglect of daily office duty, the almost unavoidable subserviency to political supporters and perilous temptations, which would ensue, unless important changes, requiring a largely increased expense, were made; and, indeed, it is difficult to imagine any practicable change that would not leave some of the worst mischiefs unremoved.

The Secretary of the province, the Surveyor-general, and Commissioner of Crown Lands at Halifax, for Nova Scotia Proper, and a similar officer at Sydney for Cape Breton, conduct the remaining public offices, under circumstances that would require in a greater or less degree increased assistance and modifications.

But all of these gentlemen have held their offices for many years, and in the exercise of their official duties, to which they have devoted themselves, have acquired habits unsuited for legislative pursuits. Their salaries, unlike the treasurer and collector of Excise, have been adjusted by arrangements with the Imperial Government, and are paid out of the Crown revenues.

The Attorney and Solicitor-general are the only officers who are in a situation to come under the operation of the system. The initiative in money grants may be said, in the most emphatic manner, to be *not* with the Government.

The qualification of members of the assembly is 40*s.* per annum from freehold estate.

The tenure of the Legislative Council for life depends on a despatch of the Secretary of State.

There is no pension fund, or any approach to it, and a very decided repugnance exists in this country to its establishment.

The extravagent comparisons and illustrations used in relation to this province, and the style in which a spirit and feeling is assumed to exist throughout the country, very different from the pervading sentiments of the people, may well mislead a distant party.

Nova Scotia numbers about 250,000 inhabitants; a large proportion of them occupying the shores, or contending with the hardships of rugged situations and new cultivations, are poor, and destitute of the means of education, except the most limited. In the oldest and more favoured parts of the country, the capital and labour, so essential to the improvement of agriculture, are wanting; the commerce of the province is limited, and its manufactures still more so. The annual revenue averages about 80,000*l.* It is a young country, having many elements of future promise, but not yet sufficiently matured to bear the full weight of a system of administration that hereafter would be calculated to promote its welfare. We have no class born to fortune and leisure; every man at 21 years of age has his livelihood to acquire, and, as a general rule, those who receive office are dependent on its salary for a subsistence.

In the present system, the public offices are under a strict supervision; it is the interest of both Government and opposition to see that the duties are well performed, and the interest of none to screen malversation; and the officer, fulfilling his duties with integrity and ability, is removed above the temptation either of unworthy subserviency or pecuniary delinquencies, that would assail him were the subsistence of his family dependent on party support, in a country where politics *must* turn on considerations referable to persons, not principles.

We desire in no degree to weaken the responsibility of the provincial Government to the Legislature.

 Hence,

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Hence, one of the first acts of the Attorney-general, after your Excellency's arrival, was to inform your Excellency, in his letter dated 5th of September 1846, of the resolution passed by the Assembly on the 5th of March 1844 (Journals, pp. 66–71), to which we invite his Lordship's attention, and of the acknowledged principles of action by which he held himself governed while one of your Excellency's advisers.

What we do desire is, that it may not be left to accident or to individual interests to enforce those changes which suit personal views, on the erroneous idea that they are but the incidents of a system already introduced, or for which the country has been prepared.

His Lordship will perceive that one object, which amongst other things we have had prominently in view in this communication, has been to make his Lordship acquainted with the peculiar circumstances distinguishing our colonial condition and polity in a very striking degree, not only from that of the Imperial State, but of Canada also; and whilst referring to the past, we feel that much evil has arisen from protracted and exciting discussion in the Legislature respecting abstract theories of Government, concerning the application of which it is alone that a difference exists. We would respectfully suggest, in reference to the future, that an authoritative declaration should be made of the extent to which it is the design of Her Majesty's Government that the mode and principles of English administration, with their incidents as respects the tenure of offices as dependent on the changes of political parties, shall henceforth be held to be in practical operation in Nova Scotia.

We beg your Excellency to forward this letter to the Secretary of State by the present mail, and we trust his Lordship will excuse the hasty manner in which we have been compelled by the pressure of our legislative and other duties to prepare it, and that he will accept it as an evidence of our desire that the government and institutions of this country should be subjected to comprehensive, enlightened and disinterested review.

We have the honour to be, your Excellency's obedient and humble servants,

(signed) *S. B. Robe,*
R. D. George,
J. W. Johnston,
E. M. Dodd,
M. B. Almon,
L. M. Wilkins.

Encl. 2, in No. 7.

Enclosure 2, in No. 7.

May it please your Excellency, Halifax, January 28, 1847.

The arrival of Mr. Dodd in Halifax has afforded us the first opportunity of answering the paper dated 17th December last, signed by Messrs. J. Howe, L. O'C. Doyle, J. M'Nab, and G. R. Young, accompanied by a memorandum of approval signed by Mr. W. Young, which was received by your Excellency after Mr. Dodd's departure from Halifax, and the copy of which, furnished by your Excellency, the members of the Executive Council in Halifax had the honour to acknowledge in a note dated the 21st December.

On the general tone of discourtesy, and the derogatory observations of this document, we offer no comment.

Your Excellency ought not to be made the channel for ebullitions of party or personal resentments, and we owe it to our own character and position to bring individual feelings into subjection to the restraints of official decorum, in the conduct of the business in which we have been engaged by your Excellency.

The paper before us advances statements which we consider in the highest degree inaccurate, and pretensions altogether unwarranted by the past or present history of the country.

We therefore feel it to be incumbent on us to request your Excellency's attention to some statements of facts, which we shall make as briefly and with as little comment as possible.

In most, if not all, of the instances, it will be unnecessary to inquire whether parties, who may be referred to, were right or wrong in their conduct. The indisputable facts, irrespective of the motive, being, in our view, inconsistent with the statements that have been made to your Excellency, and being their conclusive answer.

Not the least conspicuous passage is that in which your Excellency is seriously told, that from 1840 to 1843 we were protected by the Liberal party in the Assembly, as they have assumed to style themselves, who, it is said, magnanimously left us and our friends in possession of nearly all the offices of emolument, and most of the seats in Council.

Contrasted with the sordid politics that debase Nova Scotia, such an instance of generous forbearance would be indeed refreshing. But when and how it was that "the Liberal party" became possessed of the power and of the right to distribute the offices of emolument and the seats in Council, and still more, that being so possessed, they magnanimously forbore the tempting prize in favour of their political antagonists, we confess ourselves profoundly ignorant.

We trust we shall not be deemed ungrateful in declining to acknowledge the obligation until that ignorance is dispelled. On such an issue your Excellency may not be averse from receiving a brief sketch of the circumstances.

The mixed government we are said to have broken up in 1843 had its immediate origin in the Governor-General's visit to Nova Scotia in 1840.

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He proposed as a general principle, that the members of the Council should ordinarily be members of the Legislative Council or Assembly, and offered a seat to Mr. Howe, provided he would modify his views on responsible government, as advanced in a pamphlet he had some time before published, and a copy of which had been sent to Lord John Russell, then the Colonial Secretary.

Mr. Howe having consented to the condition, and fulfilled it to the satisfaction of the Governor-General, the Executive Council was formed, in the autumn of that year, on instructions to Lord Falkland to carry out the Governor-General's views, by the retirement of such of the members as belonged to neither branch of the Legislature, and the introduction of Mr. Archibald, the then Attorney-General, Mr. Uniacke, who had retired from Sir Colin Campbell's council, Mr. M'Nab, previously recommended for a seat, and Mr. Howe. These new members being added to those who remained, viz. Mr. Robie, Sir Rupert D. George, Mr. Johnston, then Solicitor-General, Mr. Dodd and Mr. Stewart, formed the Executive Council.

On the *united* influence of this Council, and not on the influence of any one or more of its members, Lord Falkland went to the country on the general election in the end of 1840, and obtained and preserved the support of the new house. Should it be said that in the majority that supported the united Council, the Liberals, as they are called, preponderated, we doubt not that we should have occasion to modify the nomenclature and classification which party interest might now dictate; but the inquiry is unnecessary. It is enough to show that the party had not power to effect what it is vainly pretended they "magnanimously" abstained from doing.

When the Council was remodelled in 1840, we never heard it suggested that any of that party had the opportunity afforded them of displaying the disinterestedness thus assumed to have been exercised.

On the contrary, it was matter of public notoriety, that some of the party were highly dissatisfied with having been omitted from the Council; and it cannot occasion surprise, that the declaration of being "sacrificed and betrayed," which were publicly made on that occasion, were not understood at the time, and cannot now be accepted as the manifestation of disregard of office and generous forbearance.

From that period to the dissolution in 1843, there was exhibited on several occasions a disposition among some individuals of their party to displace certain members of the Executive Council.

These desires were prevented from breaking into open act by Lord Falkland's sense of justice and propriety. He firmly put down every such intrigue, by declaring his fixed purpose to appeal to the country if the Assembly were agitated by any questions aimed at *individuals* of his Council, an appeal from which they shrank with a prudence the event has justified.

In 1843 a dissolution at length became necessary, and the new Assembly, in 1844, being required to decide between two opposite parties, into which the Council had become divided, that section whose pretensions to magnanimous forbearance we are considering was found in the minority, although strengthened by the vote and influence of a gentleman who they tell your Excellency had been "previously identified with the opposite interest."

The assumption that Mr. Almon's appointment was the origin of the divisions that followed it, is far from conveying a faithful representation of the circumstances. That appointment was indeed the immediate occasion of the retirements, but it was itself but the consequence of previous dissensions, which there is sufficient evidence to know would have agitated the Assembly at its approaching session in a manner not the less mischievous from being more covert, although that appointment had never occurred; and when your Excellency is told that "*the reason given*" for that gentleman's appointment was his affinity to the Attorney-General—the concomitant facts being suppressed—the parties who have signed and sanctioned the document under review have been drawn into an assertion that evinces a carelessness and inaccuracy in dealing with facts, for which the advantage they might expect from the sneer it introduces seems an inadequate recompense. The reasons that were given for Mr. Almon's appointment are contained in Lord Falkland's letter to the retired Councillors, dated 25th December 1843, and afterwards published. The extracts from it, which we subjoin, render argument on this point unnecessary.

We proceed to subject to a like comparison with facts the unqualified declaration, that in every proposal made to the opposition for an union of parties we have sought "a party triumph, and not the peace of the country."

No sooner had the majority of the Assembly, in 1844, sustained the government, after the disruption of the Council, than the Lieutenant-Governor offered to reinstate the three retired Councillors in all the offices they had vacated; and, in addition, to appoint to the Executive Council a Roman Catholic gentleman of their own politics; thus removing as far as possible the appearance of party triumph, by restoring the relative position of the parties in the Council, as it had stood before the appointment of Mr. Almon. Some time after this offer was rejected, Mr. De Wolf was appointed to the Excise office, and immediately following that appointment there was commenced a system of ribaldrous abuse of the Lieutenant-Governor, which was pertinaciously followed to the close of his administration.

In the summer of the same year an offer was made to introduce five members of the opposition into a Council of twelve, the publisher of the abuse referred to being excluded from the proposal. In reference to this proposition, it being suggested by a member of the opposition to one of ourselves, that if it were modified so as to contemplate a Council of nine in the whole, an arrangement would probably be effected, the Lieutenant-Governor lost no time in authorizing the Attorney-General to meet a gentleman understood to be empowered

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on the other side. Between these gentlemen a personal communication took place, which, from the authority given the Attorney-General, and the feelings of the executive, could scarcely have failed to result successfully, although it must have been attended with sacrifices on the part of the Executive Council; but this negociation abruptly terminated from the failure of some of the opposition to confirm the authority of the gentleman acting for that party. With the circumstances of the proposal recently made your Excellency is fully acquainted. It is unnecessary that we should unveil the secret springs that have defeated all proposals for conciliation; enough appears in what is acknowledged and apparent to enable you to estimate the value of the construction put on our conduct, and to appreciate the correctness and good taste of the vaunting assertion founded on the proposition made in 1844 to increase the Council to twelve. To complete the sketch, we subjoin the copy of a resolution passed in the Assembly on the 26th February 1845, and to which we beg your Excellency's particular attention, and from which will be gathered, in no dubious terms, the sense entertained by a majority of the Assembly of the course pursued in this respect, during the late administration of the Government. Your Excellency's opinion of our conduct in the recent proposals we are happy to know to be equally favourable.

Your Excellency has been furnished with a distinct catalogue of public benefactions which the paper under review would lead you to believe "the Liberals" would have conferred on Nova Scotia, had not the influence of the Conservatives frustrated their purposes. Most of that which is thus advanced has been reiterated again and again in every varied form that might serve to awaken popular prejudice, and on every suitable occasion has been met, and, as we believe, snccessfully repelled.

Your Excellency will, therefore, not be surprised that we, at this time, deal with these points in general terms only.

Your Excellency is told that "while the Liberals have sought to introduce into this province the system of government suggested by Lord Durham, and sanctioned by Lord Sydenham and his successors, the Conservatives have as steadily opposed it, practically denying to the people the power which should result from the possession of representative institutions."

Sorry, beyond the expression of language, should we be, did we not believe that those who support us both in the Legislature and through Nova Scotia, as well as we ourselves, entertain at least as high a value for representative institutions, and reverence for constitutional liberty and British connexion, as do those who are accustomed to arrogate their own superiority. It is because we thus feel that we are unwilling to trust the wisdom and disinterestedness of those who see in the circumstances of this small colony an existing adaptation for the whole British system, acquiring neither previous modification nor preparation, and who, on a foundation in our eyes so irrational and unsound, seek for changes from which, as an immediate consequence, they do not affect to conceal that they hope to attain their own advancement to offices of emolument. Their next claim is one which, doubtless, gives value to all the others, and is expressed with a guardedness of language well suited to the delicacy of the subject. Your Excellency is told that "the Liberals hold that public offices are public trusts." So we hold. The public trust *we* would regard is the promotion of the public interest by the faithful execution of the duties of office. *Their* public trust appears to us to be alone subservient to private interests, before which, in the present state of the provincial government, the public welfare would inevitably bend. Before the consummation which seems so desirable in the eyes of these gentlemen can be effected, by making the public offices the prize of political aspirants, great changes are required to be made, entailing a large increase of the public burdens. Until these changes shall be judged advisable, and be carried into effect, we hesitate not to avow the opinion, that to turn a faithful officer out of his situation for the purpose of bribing into quietness an enforced agitation, would be altogether inconsistent with British practice and precedent, as it would be "utterly repugnant" to the principles and feelings we desire ever to cherish; and we have little hesitation in believing that the noble statesman referred to in the passage in question would recognize in the condition of this country and its institutions the necessity of great and serious changes, before the system advanced by the opposition could be introduced without manifest injury to the province.

The next theme is the transfer of the casual and territorial revenues, and on a subject so much hackneyed to party purposes we may be permitted to leave undisturbed by any reminiscences the complacent comparison drawn between the members of the opposition and of the Council.

Last in the catalogue is the composition of the Legislative Council. One of the first acts of Lord Falkland, after the retirement of the Executive Councillors in 1843, was to appoint a Roman Catholic gentleman of the Liberal party to that body, and to the attempts of that party to give it a partizan character may be traced the appointments they complain of.

The parties who have presented to your Excellency the document we are considering profess themselves dissatisfied with the style in which our recent offer for conciliation was made, and are pleased to describe the mode that should have been pursued for the purpose of following English example.

Five pages are occupied in instructing your Excellency in the etiquette of the Royal closet, descanting on the duties that attach to the Prime Minister of England, and in exposing the derelictions of duty into which they assume our ignorance has led us.

We are not ambitious of the credit to be derived from the display of knowledge on matters of no very deep erudition, and shall therefore leave those gentlemen in undisturbed possession of the high places they emulate, content to believe that the course we pursued was that best suited to the humbler circumstances in which we were placed. While our

desire

desire is to adopt every British principle and practice of government as far and as fast as our own condition will allow, we revolt from the attempt, as alike inconsistent with common sense and the welfare of the province, that would apply to a small colony what may be suited only to a state of greater maturity.

If, however, in fulfilling the duty imposed on us by your Excellency, we did not indulge in exaggerated comparisons, we yet within our narrower sphere felt the importance of the trust, and followed the course best adapted, as we believe, for its honourable and successful accomplishment.

To estimate perfectly our position, it might be necessary to enter into statements more personal than we deem expedient for this paper. We may, however, be permitted to say, that the experience of the past was fraught with pertinent instruction. When, therefore, your Excellency was pleased "to invite our assistance in the formation of such a government as might be in accordance with your well-known views, so far as the state of public feeling in the province might render practicable," our unreserved declaration of readiness in general terms to unite with gentlemen of opposite party name, laid, as far as we were able, the foundation necessary for carrying your Excellency's object into effect, should a corresponding disposition exist on the other side, and warranted the advice we offered, that, previously to any overtures, the sentiment entertained on this preliminary principle by those of the opposition your Excellency was in communication with should be ascertained.

In deferring our selection of names from the other side to fill the vacant seats in Council —(your Excellency is aware we were willing to assume the duty if subsequently it should be required to be fulfilled)—we avoided an appearance of dictation that might have been offensive to those opposed to us; and as we were aware that the union would call for some surrender of party and personal feeling on the other side, we felt that the tendered resignation of Messrs. Dodd and Almon would evince that *we* had been willing to set the example. Thus, if our opponents should possess a desire to promote the harmony of the province, an opportunity was afforded for the arrangement of such names to fill the vacant seats in the Executive Council from their side as we could acquiesce in, in a manner the least likely to excite jarring feelings among their own party; while, if there should exist no real purpose of union, the course we pursued withheld from them the plausible excuse of proscription and its fruitful harvest of excitement.

"The irrelevant matters very improperly introduced," as the document before us authoritatively determines, were statements calculated to put your Excellency in possession of our views, and thereby enable you to correct misapprehension, and to secure a proper understanding in a case where explicitness was necessary.

In all these communications our intercourse was with your Excellency, not with our opponents. Your Excellency fulfilling the office of "mediation and moderation," which the paper we are considering professes highly to value, exercised exclusively your own discretion in communications you made to the opposition, and we doubt not (for we are ignorant of their exact nature and extent), your Excellency was guided by a spirit of generous confidence which you had reason to suppose would not be misapprehended or perverted.

It is insinuated, in terms not the most delicate, that the proposal we thus made, involving Mr. Almon's retirement, was dictated under a sense of weakness and dread of the future, for the purpose of seeking the aid of our opponents, whose co-operation you are told we had found ourselves compelled to invite on former occasions.

Your Excellency is aware, and we were not insensible to the fact, that an offer of conciliation from one of two contending parties, is liable to be misinterpreted into evidence of weakness by minds incapable or unwilling to exercise generous sentiments; and we can have no interest in objecting to this practical exhibition which these gentlemen have seen fit to make of their sense of official propriety—rendered more conspicuous by its contrast with the lofty terms in which they profess to hold up for example the high observances of British statesmen.

But whatever may have been our motives, it is satisfactory to know that neither the success of their Parliamentary opposition, nor the conduct of public affairs, furnishes evidence of any necessity on our part to seek their aid.

The supporters of the administration in the Assembly have ever had strength sufficient to resist, with entire success, the most strenuous and pertinacious efforts of the opposition,—a strength, too, which has gone on steadily increasing as the contest has advanced; and not only has the management of the provincial business, and the supervision of public offices, been as efficient as when individuals from the other side were in the Council (we think we may go thus far at least without dread of any contradiction), but during the last three years some of the principal public offices have undergone great and acknowledged improvements—while a large reduction of the provincial debt, and the revenue flourishing and increasing in no ordinary measure, have furnished no ground of dissatisfaction.

Vanity or self-interest may magnify beyond their due proportion the affairs of this small colony, and the ability necessary for advising the Lieutenant-Governor on their conduct; but the experience of many years, during which, at different times, most of us have been associated with many of the leading men on the other side, has given us moderate views on this subject: therefore, in seeking an union of parties, the evils to be averted formed our paramount consideration, and the suppression of a debasing agitation, calculated only to disturb the peace and retard the welfare of the country, was to us an object far more controlling than the advantage to be expected from the talents of any set of men.

A reason is assigned by the other side for the rejection of the recent offer made for conciliation, which is perfectly significant to all who apprehend the import of the terms in which it is expressed, and which, in connexion with other circumstances, on which it is unnecessary

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to enter here, renders transparent the real object for which the country is now agitated, but which is yet so expressed as to leave multitudes of this province in ignorance as to the tendency of the course pursued.

It is said that "a fair distribution of patronage should be arranged at the formation" of the United Council, and that to induce the opposition "to share the responsibilities and labours of Government," offices of adequate value had not been offered them.

Here a ready key is furnished to the extravagant comparisons instituted between the government of Nova Scotia and that of Great Britain, and the overstrained and unsound analogies attempted to be deduced from English precedents, which overspread the documents we are considering, to a degree calculated to give to it an air of burlesque and caricature in the eyes of those acquainted with the real nature of *both* governments and the circumstances of the two countries, but which, to a stranger unacquainted with our affairs, and to those among ourselves ignorant of incidents that distinguish the British Government, have a tendency to create plausible and deceptious opinions.

Let the English statesman be informed that in Nova Scotia the system of administration by heads of departments has never been introduced, and that the greater number of the chief public officers have not seats at the Council Board, and that the larger number of the councillors, since the reconstruction in 1840, have been unconnected with office, and he would understand that party government, and the transfer of offices of emolument and trust contemplated by the opposition, could not take place on English principles, until such mode of administration had been introduced. But further, when he should learn the structure of the provincial government, the mode of the legislative action in the grant of money, and its appropriation and expenditure for local improvements, when he should know that some of the chief officers fulfil in fact the duties which in England are performed by subordinate clerks, and are dependent for the necessary support of their families on salaries not more than adequate for that object, he would assuredly be satisfied that the administration by heads of departments could not be introduced without the erection of new offices, and a pension fund, the Government initiative in money votes, and many important changes in the present system, involving the sacrifice of much that the people of Nova Scotia, from long usage, have become attached to, and necessarily entailing a very largely increased expense in the administration of the provincial government.

Whether these changes would be beneficial, or if beneficial, whether their advantages would be equivalent to the enlarged expenditures they would create, are questions of very serious moment to every Nova-Scotian, but on these questions we do not enter; our object is to strip the matter of specious but delusive glosses; for of this we are assured, that were the people of this province to understand what is really meant by the opposition leaders by the phraseology of the paper we are considering, and the necessary consequences of the system they are aiming at, and could they know the expenses it must induce, and the new offices it requires, with the operation and effects of its other requisite changes, there is not one constituency in Nova Scotia that would not reject the system with scorn, let it be offered from whose hands soever it might.

But the real end and tendency of the course pursued are concealed under terms and phrases not understood by the generality of the people, and gilded by high-sounding references to England, and self-complacent comparisons with British institutions.

We believe that English precedent sanctions not the turning out of office, on a change of administration, of men not engaged in the administration, unconnected with the ministry or the Legislature, and performing subordinate duties of office.

The public interest, we think, equally forbids that an officer, who, in his own person, receives and secures the public duties, or at the counter receives and pays the public revenues, and is compelled to fulfil a large share of the ordinary duty of a clerk, should be drawn away from his office to attend the administrative and legislative duties devolving on a member of Government, should be exposed to the influences and temptations of elections, or be led every few years to spend, in securing the return of himself or some political leader, on which his continuance in office, and consequently his daily bread, would depend, much more than the amount of all his annual income.

Hence our reason for asserting that new offices must be created, increased expense incurred, and pensions established, to carry out the views of the opposition, unless they design to violate English precedent, of which they talk so loudly, or to trample on the substantial interests of the province, for which they profess so high a regard.

If the object of the opposition be to introduce the perfect English system, then honesty to the people demands that their intention should be openly avowed, and the full effect, and all the consequences be distinctly explained. This they have never yet done. If their object be to introduce just so much as suits the interest of a few individuals, by giving them the power to turn out the holders of offices of emolument merely, without altering the nature of the offices, so as to bring them into analogy with the departments in England, then the object is alike destructive of the best interest of the people and repugnant to British principle and practice, and its authority and example must be sought for, not in the constitution of Great Britain, but in one of the worst features of the practice in the United States of America.

We offer to your Excellency no apology for the length of this paper. Bound to Nova Scotia by the strongest ties, her welfare (at stake upon the issue raised between our opponents and ourselves) cannot be indifferent to us, nor could we, without injustice, be insensible to the claims of our political friends in the legislature and country, who, in common with ourselves, are attacked in the document we have been considering.

The appeal of your Excellency, a new Governor, opened under favourable auspices a renewed

renewed prospect of quieting an agitation which, as we conceive, without any considerations of the public good to warrant it, disturbs and injures the country.

That appeal demanded the surrender of our personal feelings to no ordinary extent, and we prepared to make the sacrifice as far as public duty and propriety would permit. In this we but carried out the principles we have maintained for the last three years; and if the mode in which our advances has been repelled has altered some of the relations in which we were willing to place ourselves, we are not answerable for that consequence. The opposition leaders deal confidently with the future. In the struggle of the last three years, may it please your Excellency, anticipations equally bold and confident have again and again been thrown across our path, which it has been our fortune to find realized in nothing except disappointment to their authors. Content to leave the future in the disposal of a wise Providence, we trust that as far as we may be called to mingle in its scenes, we shall at least bring to the duties it may present a firm determination to promote the welfare of our country according to our best ability.

In contemplating, however, the prospect before us, it is our good fortune that the recollections of the past throw no discouragement over the anticipations of the future; as it is also our pride and happiness to know that the exertions we formerly made for promoting the harmony of the province met the approval of your Excellency's noble predecessor, while administering this government, and secured the firm, unwavering confidence and support of a majority of the representatives of the people, and that our recent efforts obtained your Excellency's approbation; nor should we fulfil our duty were we to close this paper without thanking your Excellency for the declaration you have so kindly expressed, that you recognized in the course we pursued in our recent proposals the evidence of a sincere desire on our part to co-operate in your Excellency's endeavours to construct a Council fairly representing both parties, and that you beheld in the conduct of Messrs. Dodd and Almon a disinterestedness that entitled them to their Sovereign's approval.

S. B. Robie,
R. D. George.
J. W. Johnston.
Edmund M. Dodd.
M. B. Almon.
Lewis M. Wilkins, jun.

Extract from Lord *Falkland's* Letter to Messrs. *Uniacke, Howe* and *McNab*, dated 25 December 1843.

The reasons which made the appointment of Mr. Almon expedient, in my opinion, at this time, are such as, far from indicating a change of policy, appear to me to afford convincing evidence of the sincerity of my desire to avoid a change. On the late dissolution of the Assembly, the Council became openly divided on the question whether a party Government is or is not adapted to the actual condition of Nova Scotia, I myself entertaining a strong opinion that such a Government would be injurious to the best interests of the country, and that a Council formed on the principles on which the Board which had up to that time assisted me in the conduct of affairs was constituted, is better adapted to the exigencies of the colony than any which could be formed on any other principle. The members of the Government went to the hustings, each stating his own views; Mr. Howe declaring at Halifax that if he and his party succeeded in obtaining a majority, he should expect those who differed with him to retire, and that he would retire if he found himself in a minority.

Mr. Johnston, at Annapolis, unequivocally denounced the system of party government, and avowed his preference for a government in which all parties should be represented.

On the elections taking place, a House was returned which I believed would be opposed to the views of Mr. Howe. I sent for that gentleman, and expressed my conviction to him that such was the case, inviting him to remain in the government. Mr. Howe differed with me as to the probable feeling of the new House of Assembly, and said that nothing but the most imperative necessity would induce him to retain his seat in the existing Executive Council; but after consulting his political friends, he agreed to do so, and to give a cordial support to the administration.

After such a public manifestation of difference of opinion between members of the Council, it seemed to me absolutely necessary that the mode in which the government was in future to be conducted should be made apparent. A vacancy in the Executive Council gave me an opportunity of appointing a gentleman known to be hostile to a party government, and by so doing, of showing to the country that I was averse to that principle; in other words, that I was desirous of continuing to govern, as I always had done, with the advice of a Council consisting of the leading men of all parties. This was no change, nor do I conceive that Mr. Howe, or those who act in conjunction with him, had any right to complain of such a course, especially as they had so lately, though so reluctantly, given in their renewed adhesion to the Government.

'I selected Mr. Almon for advancement, because although the recent declarations (at the Halifax election) of his sentiments with regard to a Council composed exclusively of persons belonging to one party, rendered my motives for his elevation unlikely to be misinterpreted in this respect, he had previously to that event been so little engaged in political life, that it was not probable that the distinction conferred on him would offend the prejudices of any

portion of the community, he being known to entertain liberal views on questions of general policy ; and further, because from his affinity to Mr. Johnston, the leader of my Government, his appointment would be looked upon by the public as a proof of my confidence in that gentleman. Had Mr. Howe been in a position to insist on Mr. Johnston's dismissal, he would have done so. Mr. Johnston only requested that a vacancy in the Council might be filled up by a gentleman agreeing with him in principle on one subject of deep importance, and I cannot allow that a compliance with his request could, under the circumstances of the case, afford any ground for assuming that I intended to change my policy.

EXTRACT from the Journals of the House of Assembly for 1845.

Wednesday, February 26, 1845.

Resolved, That it be recommended to the House to adopt the following resolutions :—

Whereas this House, on the 12th day of April last, resolved, that placing implicit confidence in his Excellency the Lieutenant-Governor, the House felt satisfied that his Excellency would, as soon as circumstances permitted, carry out his intention, as declared in his opening speech, of calling to his Executive Council men representing the different interests of this country.

And whereas it being just that the people of this province should have the fullest means of judging of the endeavours of his Excellency to carry out the principles of equal justice to all parties, as far as practicable, announced in that speech, this House is of opinion that the recent communication by his Excellency the Lieutenant-Governor of the correspondence and despatches relating to the offers of certain seats in the Executive Council and other offices, was consonant with sound policy and the just claims of the House and people ; and that the frank and unreserved communications made by his Excellency on the subject tend to increase the confidence of this House in his Excellency, and are entitled to its grateful acknowledgements.

And whereas, while this House continues to entertain the opinion that the retirement of the gentleman who seceded from the Executive Council in December 1843, was not made necessary by the appointment of which they complained as the cause of their resignations, this House is further of opinion, that when, on the 24th February, these gentlemen were invited to resume their seats and offices together, with an additional member of the Roman Catholic persuasion, of the same political sentiments, the chief ground of complaint assigned for their resignations was removed, as they would have occupied the same relative positions in the Council as to number as when they retired ; and the House is of opinion that there was nothing in the terms offered, and the stipulations demanded, to justify the rejection of the proposal.

And whereas the proposition made by his Excellency in July last to James B. Uniacke, Herbert Huntington, James McNab, George Brennan, esquires, and the Hon. Michael Tobin, two of whom were of the Roman Catholic persuasion, and all of them of the party styling itself the Opposition, to enter the Council with Benjamin Smith, esq., having the office of Solicitor-General placed also at their disposal, was fair and liberal.

And whereas the ready acquiescence of his Excellency, on the rejection of the foregoing proposition, to consent, at the request of the party in opposition, to form a Council of nine members, in which that party should be fully represented, and which was intended to have involved the retirement of at least one of his Excellency's present councillors, evinced the earnest and sincere desire of his Excellency Lord Falkland and his advisers to advance the interests of the people, restore harmony to the country, and do justice to all parties ; and this House regrets that the party in opposition, by withdrawing from the negociation, should have frustrated his Excellency's beneficent and disinterested intentions, and perpetuated party strife, to the great detriment of the public peace and welfare : and this House is of opinion that the exclusion of one of the retired councillors from the last-mentioned offer and negociation afforded no just, proper or reasonable ground for the rejection by the said party of his Excellency's offer, or for their terminating his Excellency's negociation.

And whereas his Excellency having felt that he could not, consistently with the respect due to the high office of Her Majesty's representative in this province, confided to him by his Sovereign, include Mr. Howe in the offers and negociations made and entered upon in July (in consequence of his having publicly and grossly insulted the Queen's representative in the newspaper of which he is editor), this House is deeply sensible of the disinterestedness of the Lieutenant-Governor in tendering to his Sovereign the resignation of his office, in case the interests of the province should be considered to require the re-admission of that gentleman to the Council Board ; and this House cannot fail to express its decided satisfaction in the feelings and conduct of the Right honourable the Secretary of State for the Colonies, as expressed in his despatch, in approving of his Excellency's conduct and views in a case of unusual occurrence and difficulty, and in securing to the province the continuance of his Excellency as our Sovereign's representative, and the head of the Government in Novia Scotia.

Resolved, therefore, That an address be presented to his Excellency the Lieutenant-Governor, with a copy hereof, informing his Excellency that this House has taken into consideration the correspondence and despatches submitted by his Excellency on this subject to the House, and has thereupon come to the conclusion as herein expressed, and praying that his Excellency will be pleased to communicate the same by transmitting a copy of the foregoing opinions, and this resolution of the House, to the Right honourable the Secretary of State for the Colonies, to be submitted to Her Majesty.

Passed same day, after rejection of an amendment, 27 to 23.

Halifax,

Halifax, 5 September 1846.

In relation to the communication your Excellency did me the honour to make to me in conversation on Thursday, I think it is my duty to bring to your Excellency's knowledge existing facts connected with the Provincial Government, and which I was prevented by absence from doing yesterday.

I shall probably adopt the most authentic and satisfactory mode in my power, if your Excellency will permit me, to request your perusal of the resolution which passed the Assembly on the 5th March 1844, as embodying certain acknowledged principles of colonial government.

This resolution was concurred in by the members of the Executive Council in the House (Mr. Dodd and myself, and, I may add, Mr. Wilkins), with the assent of the Lieutenant-governor, and has since been recognised and acted upon in the administration of the government of the colony. And your Excellency will not fail to perceive the relations in which the members comprising the Executive Council stand, and the contingencies which may arise demanding your Excellency's action.

I have, &c.
(signed) *J. W. Johnston.*

His Excellency
Major-general Sir John Harvey, Lieut.-governor,
&c. &c. &c.

Extract from the Journals of the House of Assembly of *Nova Scotia*,
Monday, 4 March 1844.

On motion of Mr. Howe, the House resolved into a Committee on the consideration of the general state of the Province.

Mr. Speaker left the chair.
Mr. Clements took the chair of the Committee,
Mr. Speaker resumed the chair.

The Chairman reported from the Committee that they had come to a resolution, which they had directed him to report to the House; and he read the same in his place, and afterwards delivered it in at the Clerk's table, where it was again read, and is as followeth:

Whereas, the principles of administration, applicable to the government of the North American Colonies, have been formally sanctioned by the highest authority, on several occasions, and ought, to prevent misrepresentation or mistake, to be recorded on the Journals of this Assembly, with its deliberate sanction:

And whereas, the following resolutions, moved by Mr. Secretary Harrison, were adopted by the Parliament of Canada, on the 3d September 1841:

1. That the most important as well as the most undoubted of the political rights of the people of this Province is, that of having a Provincial Parliament for the protection of their liberties, for the exercise of a constitutional influence over the Executive Departments of their Government, and for legislation upon all matters of internal government.

2. That the head of the Executive Government of the Province, being within the limits of his Government, the representative of the Sovereign, is responsible to the Imperial authority alone; but that, nevertheless, the management of our local affairs can only be conducted by him, by and with the assistance, counsel and information of subordinate officers in the Province.

3. That in order to preserve between the different branches of the Provincial Parliament that harmony which is essential to the peace, welfare and good government of the Province, the chief advisers of the representative of the Sovereign, constituting a Provincial Administration under him, ought to be men possessed of the confidence of the representatives of the people, thus affording a guarantee that the well understood wishes and interests of the people, which our Gracious Sovereign has declared shall be the rule of the Provincial Government, will, on all occasions, be faithfully represented and advocated.

4. That the people of this province have, moreover, a right to expect from such provincial administration the exertion of their best endeavours, that the imperial authority shall be exercised in the manner most consistent with their well understood wishes and interests.

And whereas the following declaration was read to this House on the 14th day of March 1842, by the Hon. Mr. Dodd, with the concurrence of all the members of the then administration:

"In Canada, as in this country, the true principle of colonial government is, that the Governor is responsible for the acts of his government to his Sovereign, and the executive councillors are responsible to the Governor. He asks their advice when he wishes it, he adopts it at his pleasure, and it is the duty of those that disapprove of his acts to retire from the board."—Extract from a speech of Hon. A. Stewart.

We admit the whole of this, and have so stated it several times; we also admit that any system of government which does not include the responsibility of the Governor to the Sovereign, and of the councillors to him, is inconsistent with the relation of a colony to the mother country.

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Lord Falkland has received Her Majesty's commands to govern the province in conformity with the well understood wishes of the people as expressed through their representatives. His responsibility to his Sovereign, therefore, renders it imperative upon us to consult your wishes and possess your confidence.

If, in carrying out his instructions, he comes in collision with the House, his Sovereign must judge between him and them, the people between the House and his Council; the success of his administration depends upon his having a Council secure in the affections of the House. His councillors are responsible to him, but he takes them because they possess your confidence, and he will dismiss them when they have lost it. This involves their responsibility to you. We admit our responsibility to the Governor, we admit the Governor's right to act and appoint, but we confess our obligation to defend his acts and appointments, and your right to obstruct and embarrass us in carrying on the government when these are not wise and satisfactory; the exercise of the prerogative must be firm and independent in every act of the government, general and local; but its exercise is to be defended here by us; and the necessity there is for your possessing the confidence of the people, the Council yours, the Governor theirs, includes all the strength, and yet responsibility which are desirable under a representative monarchy."

And whereas His Excellency Sir Charles Metcalf has thus explained, in an answer to an address from Gore, in Canada, his views of colonial government:—

"If you mean that the government should be administered according to the well understood wishes and interests of the people; that the Resolutions of September 1841 should be faithfully adhered to; that it should be competent to the Council to offer advice on all occasions, whether as to patronage or otherwise; and that the Governor should receive it with the attention due to his constitutional advisers, and consult with them in all cases of adequate importance; that there should be a cordial co-operation and sympathy between him and them; that the Council should be responsible to the Provincial Parliament and the people; and that when the acts of the Governor are such as they do not choose to be responsible for, they should be at liberty to resign; then I entirely agree with you, and see no impracticability in carrying on responsible government in a colony on that footing, provided that the respective parties engaged in the undertaking be guided by moderation, honest purpose, common sense and equitable minds, devoid of party spirit."

Therefore, Resolved, That this House recognize, in the above resolutions and documents the true principles of colonial government, as applicable to this province.

And thereupon, Mr. Howe moved, that the resolution, as reported from the committee, be received and agreed to by the House; which, being seconded and propounded,

The Hon, the Attorney-general moved, that the question be amended by adding after the word "House," the words "with the following amendment to the said resolution as reported, viz., to leave out all the words thereof, after the following sentence therein: "And whereas his Excellency Sir Charles Metcalf has thus explained, in an answer to an address from Gore, in Canada, his views of colonial government," and in place of the words so to be left out, to insert the following:—

"With reference to your views of responsible government, I cannot tell you how far I concur in them, without knowing your meaning, which is not distinctly stated.

"If you mean that the Governor is to have no exercise of his own judgment in the administration of the government, and is to be a mere tool in the hands of the Council, then I totally disagree with you. That is a condition to which I can never submit, and which Her Majesty's Government, in my opinion, never can sanction.

"If you mean that every word and deed of the Governor is to be previously submitted for the advice of the Council, then you propose what, besides being unnecessary and useless, is utterly impossible, consistently with the due despatch of business.

"If you mean that the patronage of the Crown is to be surrendered for exclusive party purposes to the Council, instead of being distributed to reward merit, to meet just claims, and to promote the efficiency of the public service, then we are again at issue. Such a surrender of the prerogative of the Crown is, in my opinion, incompatible with the existence of a British colony.

"If you mean that the Governor is an irresponsible officer, who can, without responsibility, adopt the advice of the Council, then you are, I conceive, entirely in error. The undisputed functions of the Governor are such, that he is not only one of the hardest worked servants of the colony, but also has more responsibilities than any other officer in it. He is responsible to the Crown and Parliament, and the people of the mother country, for every act that he performs, or suffers to be done, whether it originates with himself, or is adopted on the advice of others. He could not divest himself of that responsibility by pleading the advice of the Council. He is also virtually responsible to the people of this colony, and practically more so than even to the mother country, every day proves it, and no resolutions can make it otherwise.

"But if, instead of meaning any of the above-stated impossibilities, you mean that the government should be administered according to the well understood wishes and interests of the people; that the resolutions of September 1841, should be faithfully adhered to; that it should be competent to the Council to offer advice on all occasions, whether as to patronage or otherwise; and that the Governor should receive it with the attention due to his constitutional advisers; and consult with them on all cases of adequate importance; that there should be a cordial co-operation and sympathy between him and them; that the Council should be responsible to the Provincial Parliament and people; and that when the acts of the Governor are such as they do not choose to be responsible for, they should be at liberty to resign; then I entirely agree with you, and see no impracticability in carrying on

responsible

responsible government in a colony on that footing, provided that the respective parties engaged in the undertaking be guided by moderation, honest purpose, common sense, and equitable minds, devoid of party spirit."

Therefore Resolved, that this House recognize, in the above resolutions and documents, the true principles of colonial government, as applicable to this province:

But, nevertheless, that this House, by thus adopting the foregoing Canadian resolutions, shall not be construed to have sanctioned the introduction into this colony of the transfer from this House to the Executive, of the initiative in money votes, or the enlargement of the qualification of members of this House, and of the electors, or the creation of any offices for heads of departments, or of a pension fund for retiring heads of departments, or of the introduction of any other principles of the Canadian institutions, and administration of government not at present adopted in this province, this House being of opinion that before the same shall be introduced into this colony, the consent of the people of the province ought first to be formally expressed by their representatives in general assembly:

Which proposed amendment, being seconded and put, and the House dividing thereon, there appeared, for the amendment, 24; against it, 22.

For the amendment:		Against the amendment:	
Mr. Fairbanks.	Mr. Heckman.	Mr. Power.	Mr. Martell.
„ Dewolf.	„ Freeman.	„ Spearwater.	„ Dimock.
„ A. M. Uniacke.	„ Taylor.	„ Bourneuf.	„ Huntington.
„ Fraser.	„ Whitman.	„ Logan.	„ G. R. Young.
„ Hall.	„ Dickey.	„ M'Lelan.	„ Brenan.
Hon. Atty. General.	„ Budd.	„ Crowell.	„ J. B. Uniacke.
Mr. B. Smith.	„ Beckwith.	„ Wilson.	„ Comeau.
„ Holmes.	„ E. Young.	„ Turnbull.	„ M'Nab.
„ Wilkins.	„ Thorne.	„ Howe.	„ M'Keagney.
Hon. Mr. Dodd.	„ Crowe.	„ Des Barres.	„ Clements.
Mr. Fulton.	„ Fleming.	„ Marshall.	„ Doyle.
„ Owen.	„ Ryder.		

So it passed in the affirmative.

And thereupon resolved as followeth:

Whereas the principles of administration applicable to the Government of the North American Colonies have been formally sanctioned by the highest authority on several occasions, and ought, to prevent misrepresentation and mistake, to be recorded on the Journals of this Assembly, with its deliberate sanction.

And whereas the following resolutions, moved by Mr. Secretary Harrison, were adopted by the Parliament of Canada, on the 3d September 1841:—

"1. That the most important as well as the most undoubted of the political rights of the people of this Province is, that of having a Provincial Parliament for the protection of their liberties, for the exercise of a constitutional influence over the executive departments of their government, and for legislation upon all matters of internal government.

"2. That the head of the Executive Government of the Province, being within the limits of his government, the representative of the Sovereign, is responsible to the Imperial authority alone; but that, nevertheless, the management of our local affairs can only be conducted by him, by and with the assistance, counsel and information, of subordinate officers in the Province.

"3. That in order to preserve, between the different branches of the Provincial Parliament, that harmony which is essential to the peace, welfare and good government of the Province, the chief advisers of the representative of the Sovereign, constituting a Provincial Administration under him, ought to be men possessed of the confidence of the representatives of the people, thus affording a guarantee that the well understood wishes and interests of the people, which our gracious Sovereign has declared shall be the rule of the Provincial Government, will, on all occasions, be faithfully represented and advocated.

"4. That the people of this Province have, moreover, a right to expect from such Provincial Administration the exertion of their best endeavours, that the Imperial authority shall be exercised in the manner most consistent with their well-understood wishes and interests."

And whereas the following declaration was read to this House on the 14th day of March 1842, by the Honourable Mr. Dodd, with the concurrence of all the members of the then administration:

"In Canada, as in this country, the true principle of Colonial Government is, that the Governor is responsible for the acts of his government to his Sovereign, and the Executive Councillors are responsible to the Governor. He asks their advice when he wishes it, he adopts it at his pleasure, and it is the duty of those that disapprove of his acts to retire from the Board."—Extract from a speech of Honourable A. Stewart.

We admit the whole of this, and have so stated it several times, we also admit that any system of government which does not include the responsibility of the Governor to the Sovereign, and of the councillors to him, is inconsistent with the relation of a colony to the mother country.

Lord Falkland has received Her Majesty's commands to govern the Province in conformity with the well understood wishes of the people as expressed through their representa-

NOVA SCOTIA. tives. His responsibility to his Sovereign, therefore, renders it imperative upon us to consult your wishes and possess your confidence.

If, in carrying out his instructions, he comes in collision with the House, his Sovereign must judge between him and them, the people between the House and his Council; the success of his administration depends upon his having a Council secure in the affections of the House. His Councillors are responsible to him, but he takes them because they possess your confidence, and he will dismiss them when they have lost it. This involves their responsibility to you. We admit our responsibility to the Governor, we admit the Governor's right to act and appoint, but we confess our obligation to defend his acts and appointments, and your right to obstruct and embarrass us in carrying on the government when these are not wise and satisfactory; the exercise of the prerogative must be firm and independent, in every act of the government, general and local: but its exercise is to be defended here by us; and the necessity there is for your possessing the confidence of the people, the Council yours, the Governor theirs—includes all the strength, and yet responsibility, which are desirable under a representative Monarchy.

And whereas his Excellency Sir Charles Metcalf, has thus explained, in an answer to an address from Gore, in Canada, his views of Colonial Government:

"With reference to your views of responsible government, I cannot tell you how far I concur in them without knowing your meaning, which is not distinctly stated.

"If you mean that the Governor is to have no exercise of his own judgment in the administration of the Government, and is to be a mere tool in the hands of the Council, then I totally disagree with you. That is a condition to which I can never submit, and which Her Majesty's Government, in my opinion, never can sanction.

"If you mean that every word and deed of the Governor is to be previously submitted for the advice of the Council, then you propose what, besides being unnecessary and useless, is utterly impossible, consistently with the due despatch of business.

"If you mean that the patronage of the Crown is to be surrendered for exclusive party purposes, to the Council, instead of being distributed to reward merit, to meet just claims, and to promote the efficiency of the public service, then we are again at issue. Such a surrender of the prerogative of the Crown is, in my opinion, incompatible with the existence of a British colony.

"If you mean that the Governor is an irresponsible officer, who can, without responsibility, adopt the advice of the Council, then you are, I conceive, entirely in error. The undisputed functions of the Governor are such, that he is not only one of the hardest-worked servants of the colony, but also has more responsibilities than any other officer in it. He is responsible to the Crown and Parliament and the people of the mother country for every act that he performs, or suffers to be done, whether it originates with himself or is adopted on the advice of others; he could not divest himself of that responsibility by pleading the advice of the Council. He is also virtually responsible to the people of this colony, and practically more so than even to the mother country; every day proves it, and no resolutions can make it otherwise.

"But if, instead of meaning any of the above-stated impossibilities, you mean that the Government should be administered according to the well-understood wishes and interests of the people; that the resolutions of September 1841 should be faithfully adhered to; that it should be competent to the Council to offer advice on all occasions, whether as to patronage or otherwise, and that the Governor should receive it with the attention due to his constitutional advisers, and consult with them on all cases of adequate importance; that there should be a cordial co-operation and sympathy between him and them; that the Council should be responsible to the Provincial Parliament and people; and that when the acts of the Governor are such as they do not choose to be responsible for, they should be at liberty to resign; then, I entirely agree with you, and see no impracticability in carrying on responsible government in a colony on that footing, provided that the respective parties engaged in the undertaking be guided by moderation, honest purpose, common sense and equitable minds, devoid of party spirit."

Therefore, Resolved, That this House recognize, in the above resolutions and documents, the true principles of Colonial Government, as applicable to this Province.

But, nevertheless, that this House, by thus adopting the foregoing Canadian Resolutions, shall not be construed to have sanctioned the introduction into this colony of the transfer from this House to the Executive, of the initiative in Money Votes, or the enlargement of the qualification of Members of this House, and of the electors, or the creation of any offices for heads of departments, or of a pension fund for retiring heads of departments, or of the introduction of any other principles of the Canadian institutions and administration of Government, not at present adopted in this Province; this House being of opinion that before the same shall be introduced into this colony, the consent of the people of the Province ought first to be formally expressed by their representatives in General Assembly.

— No. 8. —

NOVA SCOTIA.

(No. 25.)

Copy of a DESPATCH from Earl *Grey* to Lieut.-Governor Sir *John Harvey*, K.C.B.

No. 8.
Earl Grey to Lieut.-Governor Sir John Harvey, 31 March 1847.

Sir, Downing-street, 31 March 1847.

I have already acknowledged the receipt of your despatch of the 2d February, enclosing two letters to yourself from your Executive Council, and I now propose to communicate the conclusions at which I have arrived after that attentive consideration which I have felt due, as well to the intrinsic merits of the views stated by your advisers, as to the respectable source from which the statement emanates.

In doing so, it will be convenient that I should at the same time advert to the correspondence which, soon after your assumption of the government of Nova Scotia, you had with Mr. Howe and his friends.

Upon a careful comparison of these very able papers, in which the members of your Council and their political opponents have stated their respective views as to the manner in which the Executive Government of Nova Scotia ought to be conducted, I am led to the conclusion that there is not in reality so wide a difference of principle between the conflicting parties as would at first sight appear to exist, and that it may not be impossible to chalk out a system of administration to be hereafter adopted, to which, without the slightest sacrifice of consistency, both might assent.

On the one hand, I find that the members of your Council declare that they "desire in no degree to weaken the responsibility of the Provincial Government to the Legislature," and I gather from the general tenor of their papers of the 28th and 30th of January, that they are aware that, in the present state of affairs, and of public opinion in Nova Scotia, it is necessary that the Governor of the province should, in administering its affairs, have the advice and assistance of those who can command the confidence of the Legislature, and more especially of that branch of the Legislature which directly represents the people.

On the other hand, I can hardly doubt that the gentlemen of the opposite party who have insisted so strongly upon the necessity of what is termed "responsible government," would admit the justness and importance of many of the arguments which have been used, in order to show the danger and inconvenience of making the general tenure of offices in the colonial service to depend upon the fluctuations of political contests in the Assembly. I am the more convinced that the gentlemen of the opposition will recognise the force of these arguments, because I observe in the various papers in which they have stated their views, frequent references, either direct or implied, to the practice of this country, as that which affords the best model for imitation in laying down rules as to the manner in which the government of Nova Scotia should be carried on. Now there is scarcely any part of the system of government in this country which I consider of greater value than that, which though not enforced by any written law, but deriving its authority from usage and public opinion, makes the tenure of the great majority of officers in the public service to depend upon good behaviour. Although, with the exception of those who hold the higher judicial situations, or situations in which judicial independence has been considered to be necessary, the whole body of public servants in the United Kingdom hold their offices technically during the pleasure of the Crown, in practice, all but the very small proportion of officers which are distinguished as political, are held independently of party changes, nor are those who have once been appointed to them ever in point of fact removed, except in consequence of very obvious misconduct or unfitness. Thus, in fact, though the legal tenure, "during good behaviour," is rare, tenure during good behaviour, in the popular sense of the term, may be said to be the general rule of our public service.

The exception is in the case of those high public servants whom it is necessary to invest with such discretion as really to leave in their hands the whole direction of the policy of the empire in all its various departments. Such power must, with a representative government, be subject to constant control by Parliament, and is therefore administered only by such persons as from time to time enjoy the confidence of Parliament as well as of the Crown. These heads of departments, or Ministers, together with their immediate subordinates who are required to represent or support them in Parliament, are almost invariably members of one or

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Though it is not without some inconveniences, I regard this system as possessing upon the whole very great advantages. We owe to it that the public servants of this country, as a body, are remarkable for their experience and knowledge of public affairs, and honourably distinguished by the zeal and integrity with which they discharge their duties, without reference to party feeling; we owe to it also, that as the transfer of power from one party in the State to another is followed by no change in the holders of any but a few of the highest offices, political animosities are not in general carried to the same height, and do not so deeply agitate the whole frame of society as in those countries in which a different practice prevails. The system, with regard to the tenure of office which has been found to work so well here, seems well worthy of imitation in the British American Colonies, and the small population and limited revenue of Nova Scotia, as well as the general occupation and social state of the community, are, in my opinion, additional reasons for abstaining, so far as regards that province, from going further than can be avoided, without giving up the principle of executive responsibility, in making the tenure of offices in the public service dependent upon the result of party contests. In order to keep the Executive Government in harmony with the Legislature, it is doubtless necessary that the direction of the internal policy of the colony should be entrusted to those who enjoy the confidence of the Provincial Parliament, but it is of great moment not to carry the practice of changing public officers further than is absolutely necessary for the attainment of that end, lest the administration of public affairs should be deranged by increasing the bitterness of party spirit, and subjecting the whole machinery of Government to perpetual change and uncertainty.

In the practical application of these views, there will, I am aware, be room for considerable difference of opinion.

In this, as in all questions of classification, varying circumstances and the various views taken by different men, will give rise to discussions and occasional alterations with respect to particular offices. Your acquaintance with what has passed, and is passing in the mother country, will suggest to you instances in which the question has been raised, whether a particular office should or should not be a Parliamentary office; and some in which different offices have been deliberately removed from the one into the other class.

The question how many of the public officers in Nova Scotia ought to be regarded as political, is one to be determined on the general principles I have before laid down, and with reference to various considerations arising from the peculiar exigencies of the public service, and the finances and social state of the colony. The practical end of responsible government would be satisfied by the removability of a single public officer, provided that through him public opinion could influence the general administration of affairs. Without quite assenting to the too modest estimate which your present Council have given of the resources of the province, I admit that the smallness of the community, its want of wealth, and the comparative deficiency of a class possessing leisure and independent incomes, preclude it from, at present, enjoying a very perfect division of public employments. Small and poor communities must be content to have their work cheaply and somewhat roughly done. Of the present members of your Council, the Attorney-general and Provincial Secretary, to whom the Solicitor-general should perhaps be added, appear to me sufficient to constitute the responsible advisers of the Governor. The holders of these offices should henceforth regard them as held on a political tenure. And, with a view to that end, the Provincial Secretary should be prepared, in the event of any change, to disconnect from his office that of the clerkship of the Council, which seems to be one that should on every account be held on a more permanent tenure.

It is possible that in the event of any change being rendered necessary by the course of events in the Provincial Parliament, the party succeeding to power might insist on increasing this number of political offices, by adding to the list of those to be so regarded. In case such a question should arise, I must leave it to your discretion, on a view of various local and temporary circumstances, which I am unable at present to appreciate, to form your own decision with respect to any such demand. I should feel no objection to somewhat increasing the number of political offices (for instance, by appointing a financial secretary and a responsible chief of the department of public lands and works), should the expense of doing

so,

so, without injustice to those now in the public service, be found to be not more than the colonial revenue would conveniently bear. But I rely on your using your influence to resist that disposition, which a party succeeding to power often exhibits, to throw open the various offices of emolument to their friends, without sufficient regard to the mischiefs thereby permanently entailed on the public service. And it is but due to what I have seen of the conduct of the principal advocates of responsible government in Nova Scotia, to express my reliance on their public spirit and sober estimate of their country's position and interests, as the most effectual safeguard against any abuse of power.

There is another safeguard which, even with the less considerate members of any party, you will, I think, find sufficient to protect the public interests against any great disposition unnecessarily to place offices hitherto held on what has practically been a tenure of good behaviour, on one of a more precarious nature. However desirous the people of Nova Scotia may be to establish the principle of responsible government, they would, I feel assured, shrink from effecting any reform, however just or necessary, at the cost of injustice to individuals. Now, when individuals have engaged in the public service under a belief, sanctioned by custom, that they obtained a tenure of their offices during good behaviour, it would be most unjust to change that tenure to one of dependence on a parliamentary majority, without ensuring them a provision that would make up for the loss of official income. I think that the consideration that the improvement grasping at any particular office would necessitate the provision of an adequate pension for its occupant, will be a salutary check on any disposition to carry party government beyond its just limits.

This condition must be applied to the removal of those public officers who now have seats in your Executive Council, unless where they have clearly accepted office on an understanding to the contrary effect. I cannot suppose that the necessity of providing the requisite pensions will be deemed by the Assembly an unreasonable accompaniment of the establishment of parliamentary government. And hereafter I think it would be proper to recognise as an invariable rule, that no person should, without such provision be deprived of any office (except upon the ground of unfitness or misconduct), unless he had accepted it on the distinct understanding that it was to be held virtually, as well as nominally, during pleasure.

I entertain a strong conviction that the adoption of such a rule will be found conducive not only to the interests of the holders of offices, but also to those of the public, and to a true economy of the public money. As I have already observed, it is impossible to expect that men of superior capacity will devote themselves to the public service unless they are assured that their employment will be permanent, or are offered emoluments so large as to make up for the uncertainty of the tenure by which they are enjoyed. If the emoluments of public employment are small, and its tenure at the same time uncertain, a strong temptation is given to the holders to endeavour to make up for these disadvantages by irregular gains, and thus to give rise to practices equally injurious to the community in a pecuniary and in a moral point of view.

You will observe that, in the preceding observations, I have assumed that those only of the public servants, who are to be regarded as removable on losing the confidence of the Legislature, are to the members of the Executive Council. This I consider to follow from the principles I have laid down. Those public sevants, who hold their offices permanently, must upon that very ground be regarded as subordinate, and ought not to be members of either house of the Legislature, by which they would necessarily be more or less mixed up in party struggles; and, on the other hand, those who are to have the general direction of affairs exercise that function by virtue of their responsibility to the Legislature, which implies their being removable from office, and also that they should be members either of the Assembly or of the Legislative Council. But this general direction of affairs, and the control of all subordinate officers, it is the duty of the Governor to exercise through the Executive Council, hence the seats in that Council must be considered as in the nature of political offices, and if held in connexion with other offices must give to these also a political character. This, however, leads me to observe, that if only two or three of the principal offices are to be regarded as political, it may very probably be advisable to assign salaries to two or three of the Executive Councillors as such. The Executive Council has duties of a very important character to perform; those duties, and the defects in the manner in

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which they had then generally been discharged, I find thus described in a confidential despatch which the late Lord Sydenham, then Mr. P. Thomson, addressed to Lord J. Russell, from Halifax, in the year 1840 :—

"The functions of the Executive Council, on the other hand are, it is perfectly clear, of a totally different character. They are a body upon whom the Governor must be able to call at any or at all times for advice; with whom he can consult upon the measures to be submitted to the Legislature, and in whom he may find instruments, within its walls, to introduce such amendments in the laws as he may think necessary, or to defend his acts and his policy. It is obvious, therefore, that those who compose this body must be persons whose constant attendance on the Governor can be secured; principally, therefore, officers of the Government itself; but, when it may be expedient to introduce others, men holding seats in one or other House, taking a leading part in political life, and, above all, exercising influence over the Assembly."

* * * * * *

"The last, and, in my opinion, by far the most serious defect in the Government is the utter absence of power in the Executive, and its total want of energy to attempt to occupy the attention of the country upon real improvements, or to lead the Legislature in the preparation and adoption of measures for the benefit of the colony. It does not appear to have occurred to any one that it is one of the first duties of the Government to suggest improvements where they are wanted. That the constitution having placed the power of legislation in the hands of an Assembly and a Council, it is only by acting through these bodies that this duty can be performed, and that if these proper and legitimate functions of Government are neglected, the necessary result must be, not only that the improvements which the people have a right to expect will be neglected, and the prosperity of the country checked, but that the popular branch of the Legislature will misuse its power, and the popular mind be easily led into excitement upon mere abstract theories of government, to which their attention is directed as the remedy for the uneasiness they feel."

In this view of the proper functions of the Executive Council I entirely concur; but I greatly doubt whether they could be adequately discharged by a Council composed of only two or three persons holding offices in the public service, and of gentlemen serving gratuitously. It is hardly possible to expect that those so serving should devote any large portion of their time to their public duties, and it therefore appears to me highly desirable that salaries should be assigned to at least one or two seats in the Executive Council.

On such terms as these, which I have thus detailed, it appears to me that the peculiar circumstances of Nova Scotia present no insuperable obstacle to the immediate adoption of that system of parliamentary government which has long prevailed in the mother country, and which seems to be a necessary part of representative institutions in a certain stage of their progress.

I have thought it due to you to enter thus fully into the practical difficulties to be encountered in giving effect to those general principles which, in my despatch of the 3d of November, I laid down for your guidance in the selection of your responsible advisers. I am in hopes that the present despatch will leave you in no doubt as to the course to be pursued by you in the event of any changes of which you may anticipate the contingency. I owed it to you to make myself clearly understood on this point; and I trust that what I have now said, will be regarded by your Council as amounting to such a declaration of my views as was requested by them in their letter of the 30th January.

I have, &c.
(signed) *Grey.*

—No. 9.—

(Separate and Confidential.)

EXTRACT of a DESPATCH from Lieutenant-Governor Sir *John Harvey*, K.C.B., to Earl *Grey*; dated Halifax, Nova Scotia, Government House, 20 April 1847.

No. 9.
Lieut.-Governor Sir John Harvey to Earl Grey, 20 April 1847.

(Received 15 May 1847.)

I HAVE the honour to acknowledge the receipt of your Lordship's despatch, No. 25, of the 31st ultimo. I have perused this document with the greater satisfaction, because one part of the plan which is suggested in it is one which, to a certain extent, I had myself propounded on more than one occasion; viz.

viz., " that three of the members of the Executive Council should receive sala- " ries, as such, to an amount to be agreed upon (I had thought of 300*l.* per " annum), and that these three individuals, together with the Attorney and Soli- " citor-general (forming the working quorum of the Council), should be the only " officers of the Executive Administration who should be called upon to retire, " upon the political party to which they adhered ceasing to command a majority " in the Assembly." I was restrained from proposing the extension of this principle to the Colonial Secretary, during the continuance in office of the present incumbent, in consequence of the obstacle which appeared to be presented by the considerable amount of official income which that meritorious officer has so long received, and the consequent difficulty which might be found in providing for him anything like an adequate amount of retired allowance.

It has, however, occurred to me, that both a retired and an active officer might, perhaps, be paid from the aggregate amount of salary and emoluments now received by Sir Rupert George, of which, having held his present offices for upwards of 30 years, and ably and zealously discharged their duties, it appears not unreasonable that not less than two-thirds, say 1,000*l.* per annum, should be assigned to him as a pension during his life, and the remainder be paid to the person who may be appointed to replace him in his several offices, the permanent amount of these salaries being determined by the Legislature at some future period.

— No. 10. —

(No. 54.)

EXTRACT of a DESPATCH from Lieutenant-Governor Sir *John Harvey*, K. C. B., to Earl *Grey*, dated Government-House, Halifax, 29 January 1848.

(Received 14 February 1848.)

No. 10.
Lieut.-Governor Sir John Harvey to Earl Grey. 29 January 1848.

HEREWITH I have the honour to transmit a copy of the speech with which I opened the first session of the 19th General Assembly of this province, on the 22d instant, together with copies of the Addresses from the Legislative Council and House of Assembly in answer, and my replies.

Your Lordship will perceive, that to the Address of the Assembly is appended a declaration of want of confidence on the part of the majority of the Assembly (29 to 22) in the members of my present council.

Having convened a meeting of that body on the following day, the first act on their part was the respectful tender to me of their seats as executive councillors; and on the part of Mr. Johnston and Mr. Dodd of their offices of Attorney and Solicitor-generals.

The documents embodying these resignations are herewith transmitted, together with a copy of a communication addressed by me to them, thanking them for their services; and, in inviting your Lordship's attention to the letters of Messrs. Johnston and Dodd, and with reference to the very natural expression of their hopes that their future claims to professional advancement may not be affected by the surrender which they have felt themselves called upon to make of their respective offices to considerations of public duty, it may only be necessary for me to recall to your Lordship's recollection the terms in which I have already spoken of the professional character and claims of Mr. Johnston, on an occasion when, from my own appreciation of his high character and claims, I felt myself justified, without his knowledge, to recommend him for judicial preferment in another colony; and of Mr. Dodd, when I submitted his name to your Lordship as a candidate for the existing vacancy of puisne judge in Nova Scotia; to satisfy your Lordship of the high estimation in which I hold both these gentlemen.

Under the circumstances, however, in which I am at present placed, the entire impossibility of my now entering into any pledges towards them, beyond such as may be implied by what I have already said, must be manifest to your Lordship.

Enclosure 1, in No. 10.

Encl. 1, in No. 10.

Halifax, Nova Scotia, 22 January 1848.

At two o'clock this day, his Excellency Lieutenant-General Sir John Harvey, Lieutenant-Governor of Nova Scotia, came down in state to the Council Chamber, and having taken his seat on the throne, the Gentleman Usher of the Black Rod was sent to require the immediate attendance of the House of Assembly: the House attended accordingly, and his Excellency was pleased to open the Session with the following speech:—

Mr. President, and Honourable Gentlemen of the Legislative Council:
Mr. Speaker, and Gentlemen of the House of Assembly:

I have pleasure in meeting the Legislature of this ancient and loyal colony at this the first session of its 19th General Assembly.

It will be my duty, at an early period, to lay before you a Despatch from Her Majesty's Principal Secretary of State for the Colonies, explanatory of his Lordship's views of the principles affecting the administration of Colonial Government, as applicable to this province, in some important particulars.

These principles cannot fail to exercise a powerful influence over the future prosperity of Nova Scotia; and I am happy to encourage the belief that you will justly appreciate the enlightened and liberal sentiments of the Imperial Government which pervade this Despatch; and that his Lordship's expectation of the spirit in which these sentiments will be met, in this country, will not be disappointed.

Next in interest and importance is the fact, which I am enabled to announce to you, that a good and practicable line for the projected railroad between this port and Quebec, has been ascertained by the officers to whom that exploration was confided. I am prepared to concur with you in making the necessary provision for the payment, by this province, of the proportion of the expenses which have attended that exploration; and I shall be gratified to afford my aid in forwarding such measures as may be proper, consistently with the varied interests and wants of this province, for promoting so great a national undertaking.

I invite your early attention to a question which I regard as one of very great importance to the future interests of this province, namely:—that of the surrender of the Crown Estate in Nova Scotia to the control and management of the local Legislature, in exchange for a Civil List.

This question was presented for consideration in a Despatch of the Secretary of State, dated 17th November 1846, which, at the last Session, was communicated to the Legislature, and in which the views of Her Majesty's Government are fully explained.

It will be the occasion of much gratification to me if your deliberations shall lead to a final and satisfactory adjustment of this long-pending negotiation.

I trust before the close of this Session to be prepared to lay before you, for consideration, a proposal for the future management of the Post-office department throughout the North American provinces, and the regulation of the postage payable on the transmission of letters, a proposal which, I confidently expect, will be found conducive to the convenience and the social and the intellectual advancement of the people, and the general interests of the province.

We have again to deplore a deficiency in the crops; but I have reason to believe that the fisheries have in general, during the last season, reached their ordinary productiveness; and it is gratifying to know that the revenue paid and secured during 1847 equals in amount that of the preceding year.

Mr. Speaker, and Gentlemen of the House of Assembly:

The accounts of the public receipts and expenditure during the last year will be laid before you at the earliest practicable period, and although some considerable expenses have been unavoidably incurred in consequence of an unexpected influx of pauper emigration, attended with much sickness, yet I do not, on that account, abstain from tendering to you my congratulations upon the comparative exemption which has been experienced by Nova Scotia during the past year, from that sad extent of calamity by which the neighbouring provinces of Canada and New Brunswick have been, and still continue to be, afflicted; but although our visitation in this respect has been comparatively slight, yet I regret to say that distress to a very considerable extent exists amongst our own settlers and Indians in several parts of the province, especially Cape Breton, in consequence of the failure of the crops generally, but particularly of that of potatoes.

In these cases relief has been afforded, under such precautions for the ultimate protection of the revenue as were in my power, to a moderate, and, it is believed, a sufficient extent, to guard against absolute destitution.

The accounts of these expenditures will be laid before you.

Mr. President, and Honourable Gentlemen of the Legislative Council:
Mr. Speaker, and Gentlemen of the House of Assembly:

Before I leave you to your deliberations, I renew to you the assurance of my readiness at all times freely to communicate and cordially to co-operate with you for the advancement of any object which may appear to us calculated to promote the true interests, prosperity and happiness of Her Majesty's loyal subjects of Nova Scotia.

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ADDRESS of LEGISLATIVE COUNCIL to his Excellency Lieutenant-General Sir *John Harvey*, Knight, Commander of the most Honourable Military Order of the Bath, Knight Commander of the Royal Hanoverian Guelphic Order, Lieutenant-Governor and Commander-in-Chief in and over Her Majesty's Province of Nova Scotia and its Dependencies, &c. &c. &c.

May it please your Excellency,

WE, Her Majesty's loyal subjects, the Legislative Council of Nova Scotia, thank your Excellency for the speech with which you have been pleased to open the present Session oft he General Assembly.

We shall receive with interest the despatch from Her Majesty's Principal Secretary of State for the Colonies, explanatory of his views of the principles affecting the Government of this province, and will give to it the consideration which the influence it may exert upon the future prosperity and happiness of the people of this province demand from us.

We learn with much satisfaction that the exploration of a line of railroad between Halifax and Quebec has been finished, and that no insurmountable difficulties oppose themselves to its accomplishment. This great work will have such an important influence upon the development of the vast resources of the British North American Colonies, that we shall be most desirous of lending our aid to the perfecting of such measures as will lead to its completion, having due regard to all the varied interests and wants of this province.

The subject of the surrender of the Crown estate to the control and management of the local Legislature, in exchange for a Civil List, will be considered by us with every disposition to bring to a just and proper determination a negociation for so many years pending between the Imperial Government and this province, mindful alike of the rights of the Crown and the advantage of the colony.

We shall be happy to receive any communication on the subject of the Post-office department, whenever your Excellency may be able to lay it before us, and to bestow upon it that consideration which a subject so connected with the convenience and the social and intellectual advancement of the people claims.

We learn with deep regret that the crops have been again deficient, but trust to that merciful Providence which has saved us from the severity of the sufferings that have been felt around us to protect this colony from the miseries and horrors of famine; and, while we humbly indulge this hope, we join in thankfulness for the successful result of the labours of our fishermen; nor can we fail to rejoice that the revenue of the country has sustained no diminution.

It will be alike our duty and our happiness cordially to co-operate in every measure calculated to advance the welfare of the province, and the true interests of its inhabitants.

Reply.

Mr. President, My Lord, and Honourable Gentlemen:

IN Her Majesty's name I tender you my thanks for this loyal and dutiful address, and beg to assure you that the prompt and satisfactory manner in which the Legislative Council has responded to the observations which I deemed it to consist with my duty to address to the General Assembly on the occasion of opening its present Session, is most gratifying to my feelings.

(signed) *J. Harvey.*

Government House, 24 January 1848.

ADDRESS of HOUSE OF ASSEMBLY to his Excellency Lieutenant-general Sir *John Harvey*, Knight Commander of the Most Honourable Military Order of the Bath, Knight Commander of the Royal Hanoverian Guelphic Order, Lieutenant-governor and Commander-in-Chief in and over Her Majesty's Province of Nova Scotia and its Dependencies, &c. &c. &c.

May it please your Excellency,

WE, the representatives of the people of Nova Scotia, thank your Excellency for the speech with which you have been pleased to open this first Session of the 19th General Assembly of this ancient and loyal colony.

We shall receive the despatch your Excellency has promised to lay before us from Her Majesty's Principal Secretary of State for the colonies, explanatory of his Lordship's views of the principles affecting the administration of colonial government, as applicable to this province in some important particulars, with that respect, and give to it that consideration which are due to the opinions of Her Majesty's Government on a subject calculated to exercise a powerful influence over the future prosperity of Nova Scotia.

It is highly gratifying to us to learn that a good and practicable line for the projected railroad between this port and Quebec has been ascertained by the officers to whom that exploration was confided; and we shall be prepared to make provision for the payment of the proportion, which this province ought to contribute, of the expenses that have attended that exploration. We thank your Excellency for the offer of your aid in forwarding such measures as may be proper, consistently with the various wants and interests of the province, for promoting so great a national undertaking.

The question of the surrender of the Crown estate in Nova Scotia to the control and

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management of the local Legislature, in exchange for a civil list, shall receive from us that prompt and earnest consideration which its acknowledged importance demands.

On a subject so interesting as the future management of the Post-office department throughout the North American provinces, and the regulation of the postage payable on the transmission of letters, it will afford us a high measure of gratification to receive, through your Excellency, a proposal which shall be found conducive to the convenience and the social and intellectual advancement of the people, and the general interests of this province.

We deplore, with your Excellency, the deficiency in the crops, that has, in a great degree, during the last season, disappointed the hopes of the farmer; whilst it is consolatory to believe that the fisheries have, in general, reached their ordinary productiveness; and it is matter of gratification to be informed, that the revenue paid and received during 1847 equals in amount that of the preceding year.

We thank your Excellency for assuring us that the accounts of the public receipts and expenditures during the last year will be laid before us at the earliest practicable period.

We regret to learn that some considerable expenses have been unavoidably incurred, in consequence of an unexpected influx of pauper emigration; and we are gratified to receive your Excellency's congratulations upon the comparative exemption which has been experienced by Nova Scotia during the past year from that sad extent of calamity by which the neighbouring provinces of Canada and New Brunswick have been, and continued to be, afflicted.

We regret to be informed by your Excellency that distress, to a very considerable extent, exists among our own settlers and the Indians in some parts of the province, especially Cape Breton, in consequence of the failure of the crops generally, but more especially of potatoes.

It affords us satisfaction to be informed, that, in affording relief in these cases to a moderate, but, it is believed, to a sufficient extent to guard against absolute destitution, your Excellency has exercised such precautions for the ultimate protection of the revenue as were in your power, and we shall give our attentive consideration to the accounts of these expenditures when laid before us.

Your Excellency's assurance of your readiness, at all times, freely to communicate, and cordially to co-operate with the Legislative Council and House of Assembly for the advancement of any object which may appear calculated to promote the true interests, prospects and happiness of Her Majesty's loyal subjects of Nova Scotia, we accept with pleasure, and gratefully acknowledge.

While we are fully sensible of the importance of the various subjects submitted by your Excellency for our consideration, we feel that in the course it may be advisable to pursue, with reference to measures so intimately connected with the interests of the people, it is essential to the satisfactory result of our deliberations on these and other matters of public concern that Her Majesty's Executive Council should enjoy the confidence of the country; and we consider it our humble duty respectfully to state, that the present Executive Council does not possess that confidence so essential to the promoting of the public welfare, and so necessary to ensure to your Excellency the harmonious co-operation of this Assembly.

Reply

Mr. Speaker and Gentlemen,

I RECEIVE with great satisfaction this loyal and dutiful address. and the assurance it conveys of your readiness to co-operate with me in carrying out, as far as a due regard to the circumstances and condition of the province may permit, the suggestions which I deemed it my duty to lay before you, and generally, in doing what may depend on us to promote the interests and prosperity of Nova Scotia; and, with reference to the concluding paragraph of your address, no time will be lost by me in adopting such measures as may appear to me expedient.

(signed) *J. Harvey.*

Government House, 27 January 1848.

May it please your Excellency, Halifax, 28 January 1848.

A MAJORITY of the House of Assembly, having, on Wednesday last, by an amendment to the Address in answer to your Excellency's opening speech, declared that the Executive Council does not possess the confidence of the country, we deem it to be our duty, for preserving harmony between the Executive and the representatives of the people, to tender to the Queen, through your Excellency, the resignation of our offices of Executive Councillors, which we have had the honour to receive from our Sovereign.

In terminating our official intercourse with your Excellency, we beg you to receive our acknowledgment of the kindness and courtesy you have ever manifested, and we offer to your Excellency our sincere wishes for your prosperity and happiness.

We have, &c.

(signed) *S. B. Robie.*
R. D. George.
J. W. Johnston.
E. M. Dodd.
M. B. Almon.

Sir,

Sir, Windsor, 27 January 1848.

One of the journals published this morning at Halifax, having announced, I presume correctly, a division in the House of Assembly yesterday, from which it appears that the House has declared its want of confidence in the present advisers of your Excellency, I avail myself of the first opportunity at my command humbly and respectfully to place my seat in the Executive Council at the disposal of Her Majesty.

In thus tendering my resignation of that high station, I hope you will allow me to offer an assurance of my sincere esteem and respect for your Excellency, and of the grateful sense I entertain of the confidence and kindness which you have always extended to me; and I beg you will permit me to express a fervent wish that the future course of your government may confer increased happiness, and reflect new honour upon your Excellency, by its continuing to receive the approval of our Most Gracious Sovereign and the gratitude of Her Nova Scotian subjects, rapidly advancing in wealth and prosperity beneath the fostering influences of your Excellency's administration.

I have, &c.
(signed) *Lewis Morris Wilkins.*

His Excellency Lieut.-General Sir John Harvey,
&c. &c. &c.

Government House, 28 January 1848.

Honourable Gentlemen, 2½ P. M.

It is an act alike of justice to you and of relief to my feelings to express to you, on the occasion of your retirement from your position as my confidential advisers, the high opinion which I entertain of the ability, zeal, integrity and honour with which you have discharged your delicate and important functions, and to assure you that you leave me impressed with a grateful sense of the valuable services which you have rendered to the public interests of the province and to myself, as Her Majesty's representative, during the period of our official connexion.

I have, &c.
(signed) *J. Harvey.*

The Honourable S. B. Robie.
Sir R. D. George, Bart.
J. W. Johnston.
E. M. Dodd.
M. B. Almon.
L. M. Wilkins.

Sir, Halifax, 28 January 1848.

The House of Assembly having recorded its declaration of want of confidence in the Executive Council, I deem it proper to tender to Her Majesty, through your Excellency, the resignation of my office of Attorney-General of this province, with which, by the royal favour, I was honoured.

I beg permission to state, for the information of his Lordship the Colonial Secretary, that the office of Attorney-General was conferred upon and accepted by me, without the condition of dependence on a Parliamentary majority; nor may it be unworthy of notice, that had such a condition been annexed, it was in my power to have avoided its effect by my preferment to a valuable office held on a tenure of acknowledged certainty, the Mastership of the Rolls having been, by a very peculiar circumstance, open for my acceptance at the same time with the office of Attorney-General. These facts are in the knowledge of the noble Lord who, at the time, administered the government of this province; and it is matter of history that at the period of my appointment as Attorney-General, under the Royal Sign Manual on the 21st May 1841, the changes introduced into Nova Scotia by Lord Sydenham in 1840 did not annex to the office the political tenure above mentioned.

However I might, therefore, under the letter and spirit of Earl Grey's despatch of 31st March 1847, be warranted in withholding my resignation of the office of Attorney-General, until Her Majesty's pleasure were known, on the claim I have thus briefly suggested; yet I have judged it to be more fit to tender that resignation immediately, because from the nature of the office, and from my holding a seat in the Assembly, the arrangements of our successors in office might otherwise be obstructed, and the public business be retarded.

Whatever relates personally to myself I leave in the hands of his Lordship to be dealt with as he may judge proper, assured that whether I shall be held to be entitled to consideration either in the way of professional preferment, or in any other manner or not, the subject will receive such attention and regard as it may merit.

That I may avoid every occasion of misapprehension, I beg to state, that as nothing has ever occurred, as far as I am aware, to confer a political tenure upon the office of Advocate-General, which I have the honour to hold by commission under the great seal of the High Court of Admiralty, dated 26th May 1841, or to give it any necessary connection with the Attorney-Generalship, I trust I violate no propriety in not offering the resignation of that office. It has no salary nor any emoluments, except what are altogether uncertain, and these are generally of inconsiderable amount, arising from accidental business; yet this business would increase should certain national relations accrue, while the office confers

NOVA SCOTIA.

that rank in the profession which I may perhaps not be deemed unwarranted in seeking to retain after an extensive and uninterrupted practice in the courts of Nova Scotia for upwards of 34 years, during which period I have more than once been honoured with the tender of high judicial situations, and for the last 14 years have held in succession the two principal Crown offices.

I beg your Excellency to accept my acknowledgment of your courtesy in the intercourse I have had the honour to hold with your Excellency, and to do me the favour to transmit this letter to the noble Lord at the head of the Colonial Department, by the mail that next leaves Halifax for England.

I have, &c.
(signed) *J. W. Johnston.*

To his Excellency Lieut.-General Sir John Harvey,
Lieut.-Governor,
&c. &c. &c.

Sir, Halifax, 28 January 1848.

HAVING in conjunction with my colleagues resigned my seat at the Council Board, in consequence of the resolution adopted by the House of Assembly on Wednesday evening, I deem it right to offer, through your Excellency to the Queen, the resignation of the office of Solicitor-General, which I have had the honour to hold since November 1844.

In doing so, I have the pleasure to believe I shall remove an obstacle which otherwise might have been presented to your Excellency, in the immediate formation of a new administration; and I act upon the principles and feelings which induced me during the Government of the noble Lord your predecessor, to place the office at his disposal for the purpose of effecting that conciliation of parties which he deemed would be for the benefit of the country; feelings and principles that led me for the same object to put the office under your Excellency's control, when I first had the pleasure of meeting you in Cape Breton, on your way to assume the government of Nova Scotia; and again, in a more formal manner, to renew the offer of resignation, in conjunction with Mr. Almon, on the 4th December 1846, when your Excellency entertained the hope of promoting the harmony of the country by a fusion of parties, on which occasion we had the honour to obtain the warm expression of your approval, accompanied with the hope that our Sovereign's approbation of our conduct might not be wanting.

Permit me to express my high sense of the urbanity and kindness which have marked your Excellency's intercourse with me since I have had the honour of being officially associated with your Excellency, and to subscribe myself,

Yours, &c.
(signed) *Edmund M. Dodd.*

His Excellency Sir John Harvey, Lieut.-Governor,
&c. &c. &c.

—No. 11.—

No. 11.
Earl Grey to Lieut.-Governor Sir John Harvey.
21 February 1848.
No. 54, 29 Jan. 1848.

(No. 62.)

EXTRACT of a DESPATCH from Earl *Grey* to Lieut.-Governor Sir *John Harvey*, K.C.B., dated Downing-street, 21 February 1848.

I HAVE to acknowledge the receipt of the despatch noted in the margin, in which you convey to me an account of the opening of the present session of the General Assembly of the province, the declaration of the majority of the want of confidence entertained by the assembly in the members of your then council, and the resignations which followed, as far as the particulars of these important events could be detailed in the short space of time before the sailing of the mail. I have much pleasure in approving generally of the course which you have taken under circumstances which had been foreseen and provided for by yourself; and I trust that the negotiations in which you were engaged at the date of your writing will terminate satisfactorily, and that you will be able to select advisers who will possess the confidence of that legislative body in conformity with whose expressed opinions you have accepted the resignation of the late members of the council. At present I will only notice one or two points affecting individuals which appear to call for immediate observation.

—No. 12.—

—No. 12.—

EXTRACT of a DESPATCH from Lieut.-Governor Sir *John Harvey*, K.C.B., to Earl *Grey*, dated Government House, Halifax, 10 February 1848.

(Received 28 February 1848.)

No. 12.
Lieut.-Governor Sir John Harvey to Earl Grey.
10 February 1848.

WITH reference to my despatch of the 1st instant, I have now the honour to lay before your Lordship the names of the gentlemen who have been provisionally appointed by me to seats in the Executive Council, and to the offices of Provincial Secretary and Attorney and Solicitor-General, that of Clerk of the Executive Council being held with that of Provincial Secretary, but under a separate warrant; for all which appointments I have the honour to solicit your Lordship's approval and the confirmation of Her Majesty. I think the announcement in the "London Gazette" of the three political offices of Provincial Secretary, Attorney and Solicitor-General, might have a beneficial effect in this colony.

The earlier formation of an administration has been delayed by the unexpected refusal of Sir Rupert George to surrender his offices of Provincial Secretary and Clerk of the Executive Council until such a provision for his retirement should be secured to him by legislative enactment as might be satisfactory to him on the one hand, and the peremptory determination of the incoming party on the other, not to assume office until the three described in your Lordship's despatches of 31st March 1847, as parliamentary or political, viz., those of Provincial Secretary, Attorney and Solicitor-General, had been placed at their disposal.

* * * * * *

With reference to suggestions contained in the despatches from your Lordship already quoted, I am gratified in being enabled to say, that I have no reason to apprehend that there is any desire on the part of my present advisers to urge upon me at present the disturbance of the occupants of any other offices, until the arrangements, which are confessedly called for, in the financial and fiscal departments of the public service in this province, shall have undergone the necessary consideration and revision; after which it will probably become my duty to communicate further with your Lordship on the subject, with a view to obtain your approbation and concurrence in their adoption.

February 12.

P.S.—Having communicated this despatch to the members of my Government, they have expressed to me their entire concurrence in every part of it, particularly as regards the concluding paragraph. I may, therefore, perhaps venture to regard the introduction of the responsible system of government into Nova Scotia as having been practically effected, upon fair and just principles, and without the necessity of having recourse to any measure of a stringent character, except in the single instance of the Provincial Secretary; and that a great step has thereby been taken towards the political tranquillization of this long-distracted colony, inasmuch as I apprehend no factious opposition to any measures of acknowledged utility from the party under the guidance of the members of my late government.

J. H.

—No. 13.—

EXTRACT of a DESPATCH from Earl *Grey* to Lieutenant-Governor Sir *John Harvey*, K.C.B., dated Downing-street, 7 March 1848, No. 69.

No. 13.
Earl Grey to Lieut.-Governor Sir John Harvey.
7 March 1848.

I HAVE to convey to you my entire approbation of the measures which you have pursued with reference to the re-construction of your Executive Council, as explained in your despatch of the 10th February.

* * * * * * * *

With respect to the appointments which you have made in the place of the functionaries whom you have removed, your despatches have been laid before the Queen, and Her Majesty has been pleased to sanction the arrangements proposed by you, and to give directions for the preparation of the usual warrants for carrying them into effect. An announcement will be made in the "London Gazette" accordingly of the appointments which you have made to the offices of Attorney and Solicitor-General, Provincial Secretary, and Clerk to the Council. * * * * * * *

NOVA SCOTIA.

You will express to your present Executive Council the satisfaction with which I have read their Minute of 8th February 1848, in which they express their intention to resist, with firmness, the introduction of the mischievous policy of sweeping changes of subordinate functionaries.

I trust that the system of responsible government, of which they so justly appreciate and apply the principles, may now be regarded as established in Nova Scotia in a manner calculated to make it work for the general advantage of the inhabitants of the province.

—No. 14.—

(No. 12.)

COPY of a DESPATCH from Lieutenant-Governor Sir *John Harvey*, K.C.B., to Earl *Grey*.

Government House, Halifax, 11 March 1848.

No. 14. Lieut.-Governor Sir John Harvey to Earl Grey. 11 March 1848.

My Lord, (Received 27 March 1848.)

SINCE the departure of the last mail, by which I informed you of the general aspect of affairs, the elections for the townships and county of Halifax have been held, and, as I anticipated, have resulted in the triumphant return of the Attorney-General and of the Provincial Secretary. Mr. Uniacke received 834 votes in the townships—his opponent but 449, so that nearly two-thirds of a constituency to which he had never before appealed, including a majority in every ward of the city, sustained him. Mr. Howe received from the more numerous constituency of the county 1,547 votes—his opponent but 715—his majority was therefore 832, or more than two-thirds of the whole.

These results, as your Lordship will readily perceive, give great strength and moral weight to the administration, and in so far as they may be viewed as indications on the part of the people of Nova Scotia of a growing appreciation of the enlightened policy propounded by Her Majesty's Government, I need not assure your Lordship that they have given me infinite satisfaction.

I have, &c.
(signed) *J. Harvey.*

NEW BRUNSWICK.

NEW BRUNSWICK.

—No. 15.—

(No. 27.)

EXTRACT of a DESPATCH from Lieut.-Governor Sir *E. Head*, Bart., to Earl *Grey*, dated Government House, Fredericton, 20 May 1848.

No. 15. Governor Sir H. Head to Earl Grey. 20 May 1848.

ON the 4th of February last the following resolution was passed by the House of Assembly:—

"That an humble address be presented to his Excellency the Lieutenant-"Governor, praying that his Excellency will be pleased to lay before the House "copies of any despatches he may have received from the Right honourable "Earl Grey, Her Majesty's Principal Secretary of State for the Colonies, rela-"tive to the tenure of public office in this province, or upon the subject of "responsible government."

Page 29.

On the 10th of February Sir William Colebrooke caused an extract from your Lordship's despatch to Sir John Harvey of the 31st of March 1847, to be laid before the Assembly, and on the 24th of February a committee of the whole House proceeded to consider the extract so communicated to them. The following resolution was then adopted by a majority of 23 to 11, after an amendment had been negatived:—

"Resolved, as the opinion of this Committee, that the House should ap-"prove of the principles of the Colonial Government contained in the despatch "of the Right honourable Earl Grey, Her Majesty's Principal Secretary of "State for the Colonies, of the 31st of March 1847, and of their application to "this province."

COPY of CORRESPONDENCE between the GOVERNORS of the BRITISH NORTH AMERICAN PROVINCES and the SECRETARY of STATE, relative to the Introduction of Responsible Government into those Colonies.

(*Mr. Labouchere.*)

Ordered, by The House of Commons, *to be Printed,*
10 *August* 1848.

621.

Under 8 *oz.*

CORRESPONDENCE

RELATIVE TO THE

AFFAIRS OF CANADA.

1848.

Presented to both Houses of Parliament by Command of Her Majesty

LONDON:
PRINTED BY WILLIAM CLOWES AND SONS, STAMFORD STREET,
FOR HER MAJESTY'S STATIONERY OFFICE.

1848.

SCHEDULE.

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CORRESPONDENCE

RELATIVE TO THE

AFFAIRS OF CANADA.

CANADA.
No. 1.

(No. 8.) Confidential. No. 1.

Copy of a DESPATCH from Governor the Right Hon. Sir C. T. Metcalfe, Bart., G.C.B., to Lord Stanley.

Kingston, June 27, 1843.

My Lord, (*Received July* 24, 1843.)

Your Lordship is aware that there were circumstances connected with the union of the two provinces of Canada, at which the French Canadian party were dissatisfied, as well as, at the time of its accomplishment, with the union itself.

2. One of these was the clause in the Union Act which prescribes the use of the English language exclusively in legislative records. This is resented as one of the supposed attempts to destroy their nationality and Anglicise them by force.

3. If this were altered, either by rescinding the clause in the Imperial Act, or by allowing me to consent to an Act here giving equal validity to documents and records, whether in the French or English language, the effect would, I think, be good, as removing a cause of discontent, which, as long as it exists, will excite bad feeling, and be made use of by designing men for that purpose.

4. Taking this view of the matter, and being insensible of any great practical advantage in the present restriction, I have thought it right to submit the subject to your Lordship's notice.

5. I have little doubt that the question will be agitated in the Legislature if left in its present state.

I have, &c.

The Right Hon. Lord Stanley, &c. &c. (Signed) C. T. METCALFE.

(Confidential.) No. 2.

No. 2.

Copy of a DESPATCH from Lord Stanley to Governor the Right Hon. Sir C. T. Metcalfe, Bart., G.C.B.

Sir, Downing Street, August 18, 1843.

I have had the honour to receive your confidential despatch, No. 8, of the 27th June, in which you bring under my notice the expediency of proposing to Parliament to rescind that clause of the Act for the re-union of Upper and Lower Canada, which enjoins the exclusive use of the English language in the legislative records of the Provincial Parliament, or of permitting you to consent to an Act of the Provincial Legislature giving equal validity to documents and records whether in the French or English language.

It appears to me that the second of these two objects could only be attained by the adoption of the first, and whatever might be the views of her Majesty's Government on the question were it presented in the form of an original proposal for the enactment of such a provision as that which is contained in the Imperial Act, the difficulty of entertaining a proposition for its repeal would be very serious.

The avowed purpose of the enactment was to promote the amalgamation of the French and English races. Its repeal therefore would, I think, be viewed in no other light than as an abandonment of that purpose, and would, I apprehend, be so considered by the British population.

CANADA.

Her Majesty's Government are unfeignedly anxious to preserve all their rights and privileges to the French population of the Canadas; and to avoid any measure which may shock their prejudices or abruptly violate their feelings of nationality; but they do not attempt to conceal their opinion that, so far as it can be accomplished consistently with these views, it is of great importance that Canada should gradually become an essentially British province; and well knowing the effect which language must have upon such a result, they would, under any circumstances, be unwilling to take a course which could be understood as affirming an opinion on their part that such an amalgamation could not be hoped for.

Your despatch of a later date respecting the probable desire for a rupture of the Union, affords an additional reason for taking no step of which the tendency could be in any degree to keep up the distinctions which now separate the two races who occupy the respective divisions of the now united province. They can have no doubt but that such would be the tendency of a repeal of that portion of the Imperial Act which introduces a common language for all legislative purposes; and with this feeling they would earnestly deprecate the agitation of such a question in the Provincial Legislature; but should it, as you anticipate, be unavoidable, and an address in favour of the change be presented to you in consequence, I have to request that you will inform the House in answer that you are precluded by your instructions from giving any encouragement to the expectation that Her Majesty's Government could take upon themselves the responsibility of recommending to the Imperial Parliament the legislative measures which would be requisite in order to give effect to the alteration proposed.

I have, &c.

The Right Hon. Sir C. T. Metcalfe, Bart. &c. &c. (Signed) STANLEY.

No. 3.

(No. 227.) No. 3.

COPY of a DESPATCH from LORD METCALFE, G.C.B., to LORD STANLEY.

Government House, Montreal, March 8, 1845.

MY LORD, (*Received* April 14, 1845.)

I HAVE the honour to transmit herewith a joint address to the Queen from the Legislative Council and Legislative Assembly of Canada, praying for the repeal of the 41st clause of the Act of Union relating to the French language, which I beg leave earnestly to recommend to Her Majesty's gracious consideration.

This address was carried unanimously in both Houses and in the Legislative Assembly with acclamations, in which the several parties vied with each other.

I have, &c.

The Right Hon. Lord Stanley, &c. &c. (Signed) METCALFE.

Encl. in No. 3.

Enclosure in No. 3.

To the QUEEN'S Most Excellent MAJESTY.

MOST GRACIOUS SOVEREIGN,

WE, Your Majesty's dutiful and loyal subjects, the Legislative Council and the Legislative Assembly of Canada, in Provincial Parliament assembled, most humbly beg leave to approach Your Majesty for the purpose of renewing the expression of our faithful attachment to Your Majesty's Person and Government, and of representing,

That, sensible of the advantages we enjoy from Your Majesty's care and protection, and which we trust may long be continued to us under Your Majesty's parental sway, it is at all times our duty to submit for Your Majesty's most gracious consideration such matters as may have a tendency, with any class of Your Majesty's subjects, to diminish that contentment which we are well assured Your Majesty desires should exist in every portion of Your dominions.

That the French is the native language of a very large class of Your Majesty's subjects in this province; of this class the great mass, indeed, speak no other language. In it the largest portion of their laws and the books on their system of jurisprudence are written; and their daily intercourse with each other is conducted; it is the language in which alone they can invoke the blessings of heaven on themselves, and all that is dear to them. A language indispensable to so many of Your Majesty's faithful people cannot, they will believe, be viewed by their Sovereign as foreign when used by them.

That Your Majesty's Royal predecessors placed the languages spoken by the two great classes of Your Majesty's subjects in this province on the same footing, affording, in this respect, equal justice and equal facility to all.

That this principle was never departed from until the Act re-uniting these provinces was passed.

That we do not question that the best intentions and designs influenced the minds of those who enacted the provision which declared,—

"That all writs, proclamations, instruments for summoning and calling together the Legislative Council and Legislative Assembly of the province of Canada, and for proroguing and dissolving the same, and all writs of summons and election, and all writs and public instruments whatever relating to the said Legislative Council and Legislative Assembly, or either of them, and all returns to such writs and instruments, and all journals and entries, and written or printed proceedings of what nature soever of the said Legislative Council and Legislative Assembly, and of each of them respectively, and all written or printed proceedings and reports of Committees of the said Legislative Council and Legislative Assembly respectively, shall be in the English language only."

But that in the very first Session of the Legislature, under that Act, it was indispensable to translate into French every public record and document. That the debates were not, and could not, unless a portion of the representatives of the people were silenced, be carried on without its use; that in Courts and judicial proceedings it was found equally necessary as before the union, and for every other practical purpose it is as much used as it ever has been.

That the only distinction which exists, then, is, that the French is not permitted to be the legal language of Parliamentary records,—a distinction of little value, perhaps, in itself, one which cannot produce any beneficial result on the feelings or habits of the people using it, while it gives rise to a feeling among them injurious to the peace and tranquillity of the province, namely, that this limited proscription of their language conveys, however undesignedly, an imputation of unfavourable distinction towards themselves.

That, desirous that the hearts of all men in this province may be joined in unity in their attachment to, and support of, Your Majesty's Person and Government, we humbly pray Your Majesty to endeavour to remove this cause of discontent, and to recommend to the Imperial Parliament the repeal of that portion of the law which has given rise to it, assuring Your Majesty that such a course will be hailed by Your Majesty's loyal Canadian people as an additional mark of Your Majesty's solicitude for their welfare.

Attest, CHARLES DE LÉRY, *Clerk Assistant*,
Legislative Council.

(Private.) No. 4. No. 4.

COPY of a DESPATCH from EARL CATHCART, K.C.B., to LORD STANLEY.

Government House, Montreal, December 19, 1845.

MY LORD, (*Received January* 16, 1846.)

I conceive it to be my duty to intimate to your Lordship, that a member of the Executive Council of this province has applied to me to lay before that body your Lordship's communication marked Private of the 19th of May last to Lord Metcalfe, relating to the Address of last session from the Local Legislature to the Crown, praying for the repeal of that clause of the Act of Reunion of Upper and Lower Canada, which enjoins the exclusive use of the English language in the Legislative Records of the Provincial Parliament.

It would seem that Lord Metcalfe considered it right to communicate privately to the Executive Council the sentiments entertained by your Lordship upon this important, and, to the French Canadian Councillors especially, interesting subject; but that Lord Metcalfe did not officially lay before the Council your Lordship's letter, it being of a private and confidential character; for the same reason I have declined to comply with the request that has been preferred.

It is not probable that your Lordship will overlook this question; but it appears to me to be proper to inform you that the Executive Council are of opinion that it would be very desirable if the Governor General were authorized by your Lordship to communicate on the opening of the approaching session of the Provincial Parliament, a favourable reply to the Address, and I therefore venture to solicit your Lordship's early consideration of the subject.

I have, &c.

The Right Hon. Lord Stanley, (Signed) CATHCART.
&c. &c.

No. 5. (No. 20.) No. 5.

COPY of a DESPATCH from the Right Hon. W. E. GLADSTONE to EARL CATHCART.

MY LORD, Downing Street, February 3, 1846.

I HAVE laid before the Queen the joint Address of the Legislative Council and Assembly of Canada, on the subject of the alteration of the Act for the re-union of Canada, so far as respects the use of the French language. I have also laid before the Queen your despatch of the 8th March, 1845, No. 227, which transmits the above Address.

From regard to the wishes thus expressed by her loyal subjects, Her Majesty is inclined to entertain the prayer of that Address, and authorises you to make a communication accordingly to the legislative bodies at the opening of the Session.

Inasmuch, however, as it would not be practicable to obtain from Parliament with convenience the change which is required in the Act o fRe-Union, so early as to take effect upon the proceedings of the coming Session in Canada, and as it is obviously far from desirable that reiterated applications should be made for the alteration of a constitutional statute of so much importance, her Majesty's Government do not propose to take any step of that nature until I shall have become acquainted with the proceedings of the provincial Legislature, and shall have learned whether they may give occasion for inserting in one and the same amending Bill, together with a provision relating to the exclusive use of the English language, another modification of the provisions of the Act of Re-Union, which might possibly become necessary under the powers conveyed to your Lordship in my Despatch of this date relating to the Civil List.

I have, &c.,

The Earl Cathcart, (Signed) W. E. GLADSTONE.
&c. &c

No. 6. (No. 22.) No. 6.

COPY of a DESPATCH from the Right Honourable the EARL of ELGIN and KINCARDINE to EARL GREY.

Government House, Montreal, March 2, 1848.

MY LORD, (*Received* March 27, 1848.)

Lord Metcalfe, March 8, 1845.
Lord Cathcart, December 19, 1845.
Mr. Gladstone, February 3, 1846.

I BEG leave to refer to the correspondence noted in the margin respecting the joint address of the Legislative Council and Assembly of this province praying for the repeal of the 41st clause of the Act of Union relating to the French language.

Mr. Gladstone, in conveying to the two Houses her Majesty's answer to this address, stated that her Majesty's Government would take no steps for procuring the requisite amendment in the Union Act until they should be apprised of the further alterations that would be required in it by the proceedings which it was anticipated would take place in the Canadian legislature on the subject of the Civil List, in order that both measures might be included in one and the same amending Bill.

The Imperial Parliament has since, on the solicitation of this legislature, passed an Act relating to the Civil List, while the pledge given by her Majesty's Government on the subject of the French language appears to have been overlooked. Under these circumstances I bring the subject under your notice, as it is one on which a very strong and general feeling exists here.

I have, &c.

(Signed) ELGIN and KINCARDINE.

The Right Honourable Earl Grey,
&c. &c.

(No. 217.) No. 7.

COPY of a DESPATCH from EARL GREY to the Right Honourable the EARL of ELGIN and KINCARDINE.

MY LORD, Downing-street, May 27, 1848.

I HAVE had the honour to receive your Lordship's Despatch (No. 22) of the 2nd of March last, in which you call my attention to the joint address from the Legislative Council and Assembly of Canada to the Queen (enclosed in Lord Metcalfe's Despatch, No. 227, of March 8, 1845), and to Mr. Gladstone's Despatch (No. 20) of February 3, 1846, on the subject ofrescinding that part of the Act for the re-union of the provinces of Upper and Lower Canada, which enjoins the exclusive use of the English language in the legislative records of the provincial Parliament.

I have to assure your Lordship that her Majesty's Government were not unmindful of this address of the legislative bodies of Canada, or of the pledge conveyed in the Despatch of my predecessor above referred to, when the Civil List Bill was under their consideration last year; but as it appeared that in the passage of that Bill through the Provincial Legislature the objection to the exclusive use of the English language was not adverted to, I was induced to hope that a further experience of the existing law might have led to the conclusion that it might be allowed to continue unaltered without any serious inconvenience, and as I cannot disguise from your Lordship that it is not entirely without reluctance that her Majesty's present advisers will propose the desired alteration in the Reunion Act, I willingly availed myself of the silence of your Lordship and of the Provincial Legislature to omit doing so when the amendment of the Act with respect to the Civil List was brought before Parliament. As, however, it now appears that the wishes of the Provincial Legislature and the inhabitants of Canada are unaltered and unanimous in favour of the proposed change, and as the subject is one exclusively of internal and domestic concern, her Majesty's Government feel that whatever may be their own opinion as to what would be really best for the permanent interests of the province, they could not with propriety offer any objection to the accomplishment of an object so generally desired by the inhabitants at large, and which has been recommended by your Lordship as well as by both your predecessors in the Government. A Bill will therefore be forthwith submitted to Parliament to repeal so much of the Act of Re-union as relates to the disuse of the French language in the legislative records of the province.

I have, &c.
(Signed) GREY.

The Right Hon. the Earl of
Elgin and Kincardine,
&c. &c.

(No. 51.) No. 8.

No. 8.

The Right Honourable the EARL of ELGIN and KINCARDINE to EARL GREY.

MY LORD, Government House, Montreal, May 3, 1848.
(*Received* May 23, 1848.)

I HAVE much satisfaction in calling your Lordship's attention to the gratifying representation of the state of public feeling in this province contained in the enclosed extract from the Presentment of the Grand Jury of the Court of Quarter Sessions held in this city at the close of the last month.

I have, &c.
(Signed) ELGIN and KINCARDINE.

The Right Hon. Earl Grey,
&c. &c.

CANADA.

Enclosure in No. 8.

Encl. in No. 8.

Le Grand Jury ne peut s'empêcher de manifester le bonheur qu'il éprouve de voir le pays jouissant d'un paix et d'une tranquillité profonde, tandis que les peuples de la vieille Europe se trouvent engagés dans les troubles et le feu des révolutions. Cette paix dont jouit notre pays, qu'il sait apprécier, et qu'il saura maintenir, est due à la forme de notre Gouvernement, et surtout à la sagesse, à l'habilité, et la fermeté des hommes qui ont été appelés par le représentant de notre Souveraine à le faire fonctionner. Avec de tels hommes à la tête des affaires, soucieux comme ils le sont des intérêts de tous sans distinction, le pays ne peut que prospérer et jouir de cette paix si nécessaire au déploiement de son industrie et de son commerce.

Le Grand Jury est donc persuadé que cette paix, si nécessaire au bonheur du pays, ne sera jamais troublée; le Gouvernement pouvant compter sur la sympathie et l'appui cordial et sincère de tous ses habitants.

(Signé) Duncan McMartin,
Charles Gareau,
Pierre Beaujeu,
William Hannah,
Robert Molle,
François Paul,
Robert Aird,
James Davidson,
R. Bradford,
Robert Elliot,
Jacques Delisle,
F. X. Dufault, Président.

Chambre du Grand Jury, Montréal, Avril 29, 1848.

London:—Printed by W. Clowes and Sons, Stamford Street,
For Her Majesty's Stationery Office.

VANCOUVER'S ISLAND.

RETURN to an Address of the Honourable The House of Commons, dated 7 August 1848; —*for*,

"COPY of CORRESPONDENCE between the CHAIRMAN of the HUDSON'S BAY COMPANY and the SECRETARY OF STATE for the COLONIES, relative to the COLONIZATION of *Vancouver's Island*."

Colonial Office, Downing-street, 8 August 1848.

B. HAWES.

(*Mr. Labouchere.*)

Ordered, by The House of Commons, *to be Printed*, 10 *August* 1848.

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COPY of CORRESPONDENCE between the CHAIRMAN of the HUDSON'S BAY COMPANY and the SECRETARY OF STATE for the COLONIES, relative to the COLONIZATION of *Vancouver's Island*.

— No. 1. —

COPY of a LETTER from Sir *J. H. Pelly*, Bart. to Earl *Grey*.

No. 1.
Sir J. H. Pelly, Bart., to Earl Grey.
7 September 1846.

My Lord, Hudson's Bay House, 7 September 1846.

THE annual ship of the Hudson's Bay Company to the Columbia and north-west coast of America is now loading, and will be ready to sail about the middle of this month. By this opportunity the Company send out their instructions for the information and guidance of the officers in charge of their interests in that quarter.

The treaty for the division of the Oregon territory having been concluded, I conceive that all questions respecting the possessory rights of the Hudson's Bay Company, and of all other British subjects who may be already in the occupation of lands or other property, as stated in the 3d Article of the treaty; or respecting the lands, farms and other property of every description belonging to the Puget Sound Agricultural Company, as mentioned in the 4th Article (the whole of which is on the south side of the line of demarcation, viz. latitude 49), will be referred to the Secretary of State for Foreign Affairs; but that questions relating to settlement in the territory on the north side of the boundary line (now exclusively British) will belong to the Colonial Department over which your Lordship presides.

Assuming that I am right in this opinion, I now address your Lordship with the view of ascertaining the intentions of Her Majesty's Government as to the acquisition of lands, or formation of settlements, to the north of latitude 49.

The Hudson's Bay Company having formed an establishment on the southern point of Vancouver's Island, which they are annually enlarging, are anxious to know whether they will be confirmed in the possession of such lands, as they may find it expedient to add to those which they already possess.

With regard to the question of trade, your Lordship is aware that the Company, by a grant from the Crown, dated May 13, 1838, have the exclusive right of trading with the natives of the countries west of the Rocky Mountains for 21 years from that date.

I have, &c.

(signed) *J. H. Pelly.*

— No. 2. —

COPY of a LETTER from *B. Hawes*, Esq., to Sir *J. H. Pelly*, Bart.

No. 2.
B. Hawes, Esq., to Sir J. H. Pelly, Bart.
3 October 1846.

Sir, Downing-street, 3 October 1846.

IN reference to your letter of the 7th ultimo, respecting the colonization of the British territories in North America situate to the westward of the Rocky Mountains, and to the northward of the 49th degree of north latitude, and in reference to what passed at the interview which took place with you on that subject at this office on the 23d of September, I have received the directions of Earl Grey to request that you would move the Directors of the Hudson's Bay Company to apprise his Lordship, with as much exactness as may be possible, what is the extent and what are the natural or other limits of the territory in the possession of which they desire to be confirmed, pointing out what may be known regarding the soil, harbour and navigable streams comprised within it. I am further to signify to you Lord Grey's wish to be informed by the Company, whether they are advised that their right is clear in point of

law to receive and hold in their corporate capacity any lands within the dominions of the British Crown westward of the Rocky Mountains.

The Company's answer to these inquiries may perhaps relieve his Lordship from the difficulty which he at present feels in returning any definite answer to their application.

I have, &c.

(signed) *B. Hawes.*

— No. 3. —

Copy of a LETTER from Sir *J. H. Pelly*, Bart., to *B. Hawes*, Esq.

No. 3.
Sir J. H. Pelly, Bart., to B. Hawes, Esq.
24 October 1846.

Sir, Hudson's Bay House, 24 October 1846.

I have to acknowledge the receipt of your letter of the 3d instant, stating that you had received the directions of Earl Grey to make certain inquiries of the Directors of the Hudson Bay Company, the answers to which might perhaps relieve his Lordship from the difficulty he at present feels in returning any definite answer to the application made in my letter of the 7th September, respecting an establishment which the Company have formed on the south point of Vancouver's Island.

In reply to his Lordship's inquiries as to the extent and limits of the territory in the possession of which the Company desire to be confirmed, and the soil, harbours and navigable streams comprised within it, I enclose the Report, dated July 12, 1842, made by Mr. Chief Factor Douglas, the officer who was sent to survey the locality, and to select an advantageous situation for carrying on the Company's trade in the event of any portion of the territory north of the Columbian River falling under the dominion of the United States, together with extracts from despatches of various dates received at the Hudson's Bay House since the receipt of that report.

The only additional information in the Company's possession will be found in the report of Lieutenants Warre and Vavasour, dated November 1, 1845, addressed to the Secretary of State for the Colonies, and in that of Lieutenant Vavasour to Colonel Holloway of the Royal Engineers, Canada, dated March 1, 1846, which is accompanied by a sketch of the harbour of Lamoosan, and a plan of Fort Victoria.

In reference to the question, whether the Company are advised that their right is clear in point of law to receive and hold in their corporate capacity any lands within the dominions of the British Crown westward of the Rocky Mountains, I beg to observe that there is nothing in the Charter of Incorporation, granted to the Company by Charles II., to preclude them from holding lands in addition to those comprehended within it; and I entertain no doubt whatever, that if Her Majesty be graciously pleased to grant the Company, in perpetuity, any portion of the territory westward of the Rocky Mountains now under the dominion of the British Crown, such grant will be perfectly valid. Had I, indeed, ever had any doubt on that point, it would have been removed by the treaty lately concluded between Great Britain and the United States, in the 3d Article of which (as I interpret it) the British Government has fully recognized the right in question.

The lands held by the Company south of the 49th parallel have been confirmed to them under that treaty by an Act of the Crown, and they therefore hope that Her Majesty's Government will not see reason to withhold from them a similar confirmation in the lands they held north of that parallel at the time the treaty was concluded.

This, however, is a matter of small importance compared with the colonization of such parts of the territory as may be adapted to that purpose.

The Royal grant to the Hudson's Bay Company of the exclusive privilege of trading with the natives of the territories westward of the Rocky Mountains, dated May 13, 1838, reserves to the Crown the right of establishing colonies within those territories, or of annexing any part of the territories to any existing colony or colonies; and the Company's charter constitutes the territory included within the limits therein prescribed, "one of His Majesty's planta-"tions and colonies in America," under the name of Rupert's Land. The informed, therefore, appears to me to be clear and obvious that the Company may

may legally hold any portion of the territories belonging to the Crown, westward of the Rocky Mountains, that it may please Her Majesty to annex to Rupert's Land.

It would be a superfluous task to enter into a detail of the reasons which render the colonization of Vancouver's Island an object of great importance; I shall, at present, merely submit to Earl Grey's consideration whether that object, embracing as I trust it will, the conversion to Christianity and civilization of the native population, might not be most readily and effectually accomplished through the instrumentality of the Hudson's Bay Company, either by a grant of the island on terms to be hereafter agreed upon, or in some other way in which the influence and resources of the Company might be made subservient to that end.

I have, &c.

(signed) *J. H. Pelly.*

P. S.—Please to return Mr. Douglas's report, of which you may take a copy if you wish to do so.

Enclosure 1, in No. 3.

Dear Sir, Fort Vancouver, 12 July 1842.

Encl. 1, in No. 3.

According to your instructions, I embarked with a party of six men in the schooner "Cadboro'," at Fort Nisqually, and proceeded with her to the south end of Vancouver's Island, visited the most promising points of that coast, and, after a careful survey of its several ports and harbours, I made choice of a site for the proposed new establishment in the port of Camosack, which appears to me decidedly the most advantageous situation for the purpose within the straits of De Fuca.

2. As a harbour it is equally safe and accessible, and abundance of timber grows near it for home consumption and exportation. There being no fresh-water stream of sufficient power, flour or saw-mills may be erected on the canal of Camosack, at a point where the channel is contracted to a breadth of 47 feet by two narrow ridges of granite projecting from either bank into the canal, through which the tide rushes out and in with a degree of force and velocity capable of driving the most powerful machinery, if guided and applied by mechanical skill.

3. In the several important points just stated, the position of Camosack can claim no superiority over some other excellent harbours on the south coast of Vancouver's Island; but the latter are, generally speaking, surrounded by rocks and forests, which it will require ages to level and adapt extensively to the purposes of agriculture, whereas at Camosack there is a range of plains nearly six miles square, containing a great extent of valuable tillage and pasture land equally well adapted for the plough or for feeding stock. It was this advantage and distinguishing feature of Camosack, which no other part of the coast possesses, combined with the water privilege on the canal, the security of the harbour, and abundance of timber around it, which led me to choose a site for the establishment at that place in preference to all others met with on the island.

4. I will now proceed to describe the most prominent features of the other ports visited during this cruize, in order that you may know and weigh the grounds of my objections to them as eligible places of settlement.

5. The finest and only district of Vancouver's Island which contains any considerable extent of clear land is situated immediately on the straits of De Fuca, beginning at Point Gonzalo, the south-east corner of the island, and running westward from it to the port of Sy-yousung; from whence, to the south-west point of the island, opposite Cape Flattery, there are no safe harbours for shipping, and the country is high, rocky, and covered with wood, presenting in its outline the almost unvarying characters of the coast of North-west America, to which it unfortunately bears a too faithful resemblance.

6. On the contrary, the former district of the island, extending from Port Sy-yousung to Point Gonzalo, is less elevated, more even, and diversified by wood and plain. The coast is indented with bays and inlets; there are several good harbours, with anchorage at almost every point, where vessels may bring up in calms. To this part of the coast I directed much attention; and having travelled over almost every mile of it, I will here state the result of my observations, beginning with Port Sy-yousung, the most westerly harbour deserving of notice.

7. Sy-yousung is a spacious inlet, extending more than two miles into the country, where shipping may lie at all seasons of the year in perfect safety, as it is protected from every wind; there is, however, a strong current setting through the entrance with the flood and ebb, that might detain and prove inconvenient to vessels entering or leaving port, otherwise it is unexceptionable as a harbour. A shallow rivulet, 30 feet wide, which takes its rise from a lake in the interior of the island, falls into the north end of the inlet, remarkable as being the largest and only fresh-water stream capable of floating a canoe, that we found on this part of the island.

It can, however, hardly be called navigable, as, during a short excursion I made upon it, we had to drag our canoe over banks of gravel that traverse the bed of the stream at every 100 yards. An extensive mud-flat also lies off its mouth, which is nearly dry and impassable in the smallest craft at low water. It has also the reputation of being a good fishing-stream; and, as far as I could learn from the natives of the place, a considerable quantity of salmon is caught there annually, a consideration which would make it exceedingly valuable to an establishment. These are the only good points of this harbour, which the character of the country in its vicinity render of no avail, as the place is totally unfit for our purpose, the shores being high, steep, rocky, and everywhere covered with woods. In ranging through the forest, we found one small plain, containing 300 or 400 acres of land, at the distance of one mile from the harbour; but the rest of the country in its neighbourhood appeared to consist either of wood-land or rocky hills.

8. Eight miles east of Sy-yousung is the port of Whyring, divided from the former by a ridge of woody hills extending from the coast to the central high land of the island. This is a pretty good harbour, but has nothing further to recommend it, as a single glance at the high broken hills of naked granite, which form the east side of the basin, and the equally sterile character of the west shore, satisfied me that this place would not answer our purpose.

In one of our excursions we found a narrow plain, nearly a mile long, at the same distance from the harbour, which is the only clear land in its vicinity.

9. Metcho-sin is an open roadstead, one and a half mile east of the former port. It is a very pretty place, and has a small fresh-water run near it. There is, however, no harbour, and the anchorage is exposed, and must be insecure in rough weather; in addition to that disadvantage, the extent of clear ground is much too small for the demands of a large establishment, and a great part of what is clear, is poor, stony land, with a rolling surface, so that on the whole it would not do for us.

10. Is-whoy-malth is the next harbour to the eastward, and appears on the ground plan accompanying this letter. It is one of the best harbours on the coast, being perfectly safe and of easy access, but in other respects it possesses no attraction. Its appearance is strikingly unprepossessing, the outline of the country exhibiting a confused assemblage of rock and wood. More distant appear isolated ridges, thinly covered with scattered trees and masses of bare rock; and the view is closed by a range of low mountains, which traverse the island at the distance of about 12 miles. The shores of the harbour are rugged and precipitous, and I did not see one level spot clear of trees of sufficient extent to build a large fort upon. There is, in fact, no clear land within a quarter of a mile of the harbour, and that lies in small patches here and there, on the acclivities and bottoms of the rising ground. At a greater distance are two elevated plains, on different sides of the harbour, containing several bottoms of rich land, the largest of which does not exceed 50 acres of clear space, much broken by masses of limestone and granite.

Another serious objection to this place is the scarcity of fresh water. There are several good runs in winter, but we found them all dried up, and we could not manage to fill a single beaker in the harbour.

11. The next harbour, about one mile and a half east of the former, is the port and canal of Camosack, which, as already said, I think the most advantageous place for the new establishment. From the general description here given, I fear you will not discover many traces of the level champaign country so fancifully described by other travellers who preceded me in this field; and you will also observe, that there is one important objection which applies to all the places except "Camosack," mentioned in this sketch, namely, the absence of any tract of clear land sufficiently extensive for the tillage and pasture of a large agricultural establishment. It would also be difficult to find a convenient situation for an establishment on the rugged high shores of any of the other harbours, and, moreover, these latter places, with the exception of "Sy-yousung" and "Metshosin" are all scantily supplied with fresh water.

12. On the contrary, at Camosack, there is a pleasant and convenient site for the establishment, within 50 yards of the anchorage, on the border of a large tract of clear land which extends eastward to Point Gonzalo at the south-east extremity of the island, and about six miles interiorly, being the most picturesque and decidedly the most valuable part of the island that we had the good fortune to discover.

The accompanying ground-plan shows pretty correctly the distribution of wood, water and prairie upon the surface, and to it I beg to refer you for information upon such points.

13. More than two-thirds of this section consists of prairie land, and may be converted either to purposes of tillage or pasture, for which I have seen no part of the Indian country better adapted; the rest of it, with the exception of the ponds of water, is covered with valuable oak and pine timber. I observed, generally speaking, but two marked varieties of soil on these prairies, that of the best land is a dark vegetable mould, varying from 9 to 14 inches in depth, overlaying a substrate of greyish clayey loam, which produces the rankest growth of native plants that I have seen in America. The other variety is of inferior value, and to judge from the less vigorous appearance of the vegetation upon it, naturally more unproductive.

Both kinds, however, produce abundance of grass, and several varieties of red clover grow on the rich moist bottoms.

In two places particularly we saw several acres of clover growing with a luxuriance and compactness more resembling the close sward of a well-managed lea than the produce of an uncultivated waste.

14. Being

14. Being pretty well assured of the capabilities of the soil as respects the purposes of agriculture, the climate being also mild and pleasant, we ought to be able to grow every kind of grain raised in England. On this point, however, we cannot speak confidently until we have tried the experiment and tested the climate, as there may exist local influences destructive of the husbandman's hopes, which cannot be discovered by other means. As, for instance, it is well known that the damp fogs which daily spread over the shores of Upper California blight the crops and greatly deteriorate the wheat grown near the sea-coast in that country. I am not aware that any such effect is ever felt in the temperate climate of Britain, nearly corresponding in its insular situation and geographical position with Vancouver's Island, and I hope the latter will also enjoy an exemption from an evil at once disastrous and irremediable. We are certain that potatoes thrive, and grow to a large size, as the Indians have many small fields in cultivation which appear to repay the labour bestowed upon them, and I hope that other crops will do as well.

The canal of Camosack is nearly six miles long, and its banks are well wooded throughout its whole length, so that it will supply the establishment with wood for many years to come, which can be conveyed in large rafts with very little trouble, from one extreme of the canal to the other.

I mentioned in a former part of this letter that I proposed to erect any machinery required for the establishment at the narrows of this canal, about two miles distant from the site of the fort, where there is a boundless water power, which our two millwrights, Crate and Fenton, think might, at a moderate expense, be applied to that object. A fresh-water river would certainly be in many respects more convenient, as the moving power could be made to act with greater regularity, and be applied to machinery at probably less labour and expense than a tide power; besides the facilities and immense advantage of having a water communication, instead of a tedious land transport for the conveyance of timber from a distance, after exhausting that growing in the immediate vicinity of the mill seat. But I saw no stream that would fully answer these purposes, not even excepting the one in the harbour of "Sy-yousung;" we must, therefore, of necessity have recourse to the canal, or select a mill seat on the continental shore, a step that I would not advise until we have gained the confidence and respect of the native tribes.

The natural supply of fresh water will probably be found scanty enough for the establishment in very dry seasons; but I think that between a small stream at the distance of 300 paces, and its feeder, a lake 800 yards from the site of the fort, we may always depend on having at least a sufficiency of this indispensable element. The labour of carting it from a distance of even 800 yards would, however, be very great, and I would, therefore, recommend that wells should be dug within the fort, of sufficient depth to yield a constant and regular supply at all times. This, I have no doubt, will be found the cheapest plan in the end, besides the importance of having water at hand in cases of fire, or in the event of any rupture with the natives.

17. It is unnecessary to occupy your time with any further details on the subject of this cruize, as the present sketch will enable you to form a correct estimate of the advantages and disadvantages of the several places visited, and I think your opinion cannot vary much from my own respecting the decided superiority of Camosack over the other parts of the island, or of the continental shore known to us, as a place of settlement. The situation is not faultless, or so completely suited to our purposes as it might be, but I despair of any better being found on this coast, as I am confident that there is no other seaport north of the Columbia where so many advantages will be found combined.

I have, &c.

John M'Loughlin, Esq.
&c. &c.

(signed) *James Douglas.*

Enclosure 2, in No. 3.

EXTRACT of Despatch from Sir *George Simpson* to the Governor and Committee of the Hudson's Bay Company, dated Red River Settlement, 21 June 1844.

BY advices from Fort Victoria, up to the latter end of February, I am glad to find that the business of that new establishment was going on in a satisfactory manner. Encl. 2, in No. 3.

The situation of Fort Victoria is represented as peculiarly eligible for a depôt in every respect, except the possible scarcity of water in very dry seasons, but that it was hoped to overcome by sinking a well; while abundance of water can always be had from a never-failing stream about a mile and a half from the establishment. The country and climate are said to be remarkably fine; an excellent harbour, and the means of living abundant, say fish, venison, domestic cattle, and agricultural produce. The harbour being easy of access at all times, Fort Victoria will in all probability become valuable as a port of refuge and refreshment for any vessels frequenting those seas.

The natives are not so numerous or formidable as we were led to believe, and seem peaceably and well disposed; but as yet, judging from the quantity of furs brought in, it does not appear that they are very active, either as traders or hunters, or that their country is rich in that way.

Enclosure 3, in No. 3.

EXTRACT of Despatch from Messrs. *Peter Skene Ogden* and *James Douglas* to Sir *George Simpson*, dated Fort Vancouver, 19 March 1846.

Encl. 3, in No. 3.

THE outfit of the north-west coast was landed at Fort Victoria, direct from England, and in course of the summer, the returns and produce of Forts Nisqually, Longley and other posts on the coasts, and from this river, were transported thither and deposited for exportation; an exceedingly convenient arrangement, which obviates the necessity of exposing so much valuable property to the risks and dangers of the Columbia bar. We are now enlarging the fort, and getting two additional buildings erected of 100 × 40 feet to store the depôt goods away, and other improvements to facilitate the landing and discharging the vessels are also in progress. The farm has been considerably enlarged, and upwards of 100 head of cattle and horses carried thither from Puget's Sound. In short, every effort is and will be directed towards giving form and substance to the plan proposed in your letter.

Enclosure 4, in No. 3.

EXTRACT of Despatch from Sir *George Simpson* to the Governor and Committee of the Hudson's Bay Company, dated Red River Settlement, 18 June 1846.

Encl. 4, in No. 3.

FORT Victoria promises to become a very important place, and is decidedly better adapted, as regards situation, to be the great depôt for the country than any other of our establishments on the coast, being easy of access at all seasons, and so far distant from the disorderly population of Columbia that we have little cause for apprehension from that quarter.

From the observations of Messrs. Warre and Vavasour, who visited the establishment, I should infer that the fort has not been erected on the most convenient site as regards the shipping. I shall draw the attention of the Board of Management to this subject, after Messrs. Warre and Vavasour have afforded me a perusal of the report they have prepared for the information of Her Majesty's Government, giving the result of the visit to the Oregon territory. It is intended to increase the farm at Fort Victoria, for which the country appears well adapted, but I have not been furnished with any detailed information on the subject.

During the first winter, about 100 head of cattle and horses were conveyed thither from Nisqually, and the farm last season produced 1,000 bushels of wheat over and above the expenditure of the post.

Three American whaling ships entered the Straits of Fuca last autumn, for the purposes of obtaining supplies; and I think it likely an advantageous branch of business may be formed at Victoria, by supplying the ships engaged in the whale fishery with clothing, marine stores, refreshments, &c., being much nearer the fishing grounds than either California or the Sandwich Islands, the dangerous bar of the Columbia river interdicting frequent intercourse with that quarter.

—No. 4.—

EXTRACT of a LETTER from *B. Hawes*, Esq. to Sir *J. H. Pelly*, Bart., dated Downing-street, 14 December 1846.

No. 4.
B. Hawes, Esq., to Sir J. H. Pelly, Bart.
14 December 1846.

I AM directed by Earl Grey to acknowledge the receipt of your letter of the 24th of October last, and to return to you the following answer to it.

Lord Grey is unable to announce to you any decision of Her Majesty's Government with regard to the colonization of the Oregon territory. His Lordship will be happy to receive, and will consider with every disposition to accede to it, any specific proposal for that purpose which may be suggested to him either by the Hudson's Bay Company or by any other person interested on the subject.

Lord Grey further directs me to state that he is prepared to assent, on Her Majesty's behalf, to your proposal, that certain lands in Vancouver's Island, or in other parts of the Oregon territory, should be granted to the Hudson's Bay Company; but before making that grant his Lordship would require the production, by the Company, of an opinion from Her Majesty's Attorney and Solicitor-general, to the effect that the acceptance by the Company of such a grant would be consistent with their charter of incorporation.

—No. 5.—

COPY of a LETTER from Sir *J. H. Pelly*, Bart., to Earl *Grey*.

No. 5.
Sir J. H. Pelly, Bart., to Earl Grey.
22 January 1847.

My Lord, Hudson's Bay House, 22 January 1847.

MR. UNDER SECRETARY HAWES, in the letter which, by your Lordship's direction, he did me the honour to address to me on the 14th ultimo, stated that you were prepared to assent, on Her Majesty's behalf, to my proposal that certain lands

lands in Vancouver's Island, or in other parts of the Oregon territory, should be granted to the Hudson's Bay Company; but that before making that grant you would require the production, by the Company, of an opinion from Her Majesty's Attorney and Solicitor-General to the effect that the acceptance by the Company of such a grant would be consistent with the Charter of Incorporation.

On receiving this intimation I directed a case to be drawn up for the opinion of the Attorney and Solicitor-General, which case, with their opinion thereon, I have the honour to transmit to your Lordship herewith.

Your Lordship will perceive that the question raised in the case is confined to the single point on which you expressed a wish to receive information, namely, whether the Hudson's Bay Company have power under their Charter to hold lands within Her Majesty's dominions westward of the Rocky Mountains.

I have, &c.

(signed) *J. H. Pelly.*

— No. 6.—

COPY of a LETTER from *B. Hawes*, Esq., to Sir *J. H. Pelly*, Bart.

Sir, Downing-street, 2 February 1847.

No. 6.
B. Hawes, Esq., to Sir J. H. Pelly, Bart.
2 February 1847.

HAVING laid before Earl Grey your letter of the 22d instant, together with the opinion of Her Majesty's Attorney and Solicitor-General upon the question submitted to them as to the power of the Hudson's Bay Company, under their charter, to hold lands in the Queen's dominions westward of the Rocky Mountains in North America, I am directed by his Lordship to inform you that, on the perusal of that opinion, he is now ready to receive and consider the draft of such a grant as the Company would desire to receive of lands belonging to the British Crown in the Oregon territory.

I have, &c.

(signed) *B. Hawes.*

— No. 7. —

COPY of a LETTER from Sir *J. H. Pelly*, Bart., to Earl *Grey*.

My Lord, Hudson's Bay House, 5 March 1847.

No. 7.
Sir J. H. Pelly, Bart., to Earl Grey.
5 March 1847.

I HAVE the honour to acknowledge the receipt of Mr. Under Secretary Hawes' letter of the 2d February, stating that your Lordship, on the perusal of the opinion of Her Majesty's Attorney and Solicitor-General as to the power of the Hudson's Bay Company, under their charter, to hold lands within the Queen's dominions westward of the Rocky Mountains in North America, is ready to receive and consider the draft of such a grant as the Company would desire to receive of lands belonging to the British Crown in the Oregon territory.

In reply to this communication, I beg leave to say, that if Her Majesty's Ministers should be of opinion that the territory in question would be more conveniently governed and colonized (as far as that may be practicable) through the Hudson's Bay Company, the Company are willing to undertake it, and will be ready to receive a grant of all the territories belonging to the Crown which are situated to the north and west of Rupert's Land.

The draft which I have the honour to transmit to your Lordship herewith is framed on the supposition that Her Majesty's Government, after considering the nature and circumstances of those territories, will be of this opinion.

I have, &c.,

(signed) *J. H. Pelly.*

— No. 8.—

Copy of a LETTER from *B. Hawes*, Esq., to Sir *J. H. Pelly*, Bart.

No. 8.
B. Hawes, Esq, to Sir J. H. Pelly, Bart.
25 February 1848.

Sir, Downing-street, 25 February 1848.

I am desired to remind you of your letter of the 5th March 1847, submitting, for Lord Grey's consideration, an application on the part of the Hudson's Bay Company for a grant of all the territories belonging to the Crown which are situated to the north and west of Rupert's Land.

In an interview which Earl Grey had with you subsequently to that application, you were informed that the proposal you had made was too extensive for Her Majesty's Government to entertain.

I am now directed by his Lordship to state, that if you are prepared to submit another scheme which shall be more limited and definite in its object, and yet embrace a plan for the colonization and government of Vancouver's Island, Her Majesty's Government will be ready to give their immediate and attentive consideration to such proposal. Assuming that in any negotiation which may take place on this subject, the value of the coal at Vancouver's Island will necessarily form a material consideration on the part of the Hudson's Bay Company, Lord Grey directs me to send you the copy of an agreement recently entered into with Mr. Wise, from which you will learn the terms on which the Government have granted a lease to that gentleman of the coal at Labuan, and which may possibly serve as a guide in any proposal which the Company may think proper to make for working the coal at Vancouver's Island.

For copy of agreement entered into with Mr. Wise, *vide* Papers relative to Labuan, ordered by the House of Commons to be printed, 3 July 1848, No. 460.

I have, &c.,
(signed) *B. Hawes.*

— No. 9. —

Copy of a LETTER from Sir *J. H. Pelly*, Bart., to Earl *Grey*.

No. 9.
Sir J. H. Pelly, Bart., to Earl Grey.
4 March 1848.

My Lord, Hudson's Bay House, 4 March 1848.

I have to acknowledge the receipt of a letter from Mr. Hawes, dated February 25, acquainting me that he is desired to remind me of my letter of March 5, 1847, in which I submitted for your Lordship's consideration an application, on the part of the Hudson's Bay Company, for a grant of all the territories belonging to the Crown which are situated to the north and west of Rupert's Land.

Mr. Hawes also states, that in an interview which I had with your Lordship, subsequently to that application, I was informed that the proposal I had made was too extensive for Her Majesty's Government to entertain.

In the interview to which allusion is made, your Lordship did not appear to me to express yourself so decidedly as to lead me to believe that Her Majesty's Government had made up their minds on the subject, and, therefore, I did not consider what then fell from your Lordship as an answer to my official letter of the 5th March. I regret this misapprehension, and shall now proceed to the consideration of that part of Mr. Hawes's letter now before me, in which he says that he is directed by your Lordship to state that, if I am prepared to submit another scheme which shall be more limited and definite in its object, and yet embrace a plan for the colonization and government of Vancouver's Island, Her Majesty's Government will be ready to give their attentive and immediate consideration to such proposal.

As far as the Hudson's Bay Company are concerned, all that they would require would be the very limited grant of lands which I had in view in my letter to your Lordship of the 7th September 1846. To such a grant Mr. Hawes informed me, in his letter of 14th December 1846, your Lordship was prepared to assent on behalf of Her Majesty's Government, provided Her Majesty's Attorney and Solicitor-General should be of opinion that the acceptance of it by the Company would be consistent with their charter.

The opinion of the Attorney and Solicitor-General in the affirmative was forwarded to you on the 22d January 1847, and on the 2d February I received a letter from Mr. Hawes, stating that your Lordship was then "ready "to receive and consider the draft of such a grant as the Company would "desire

"desire to receive of lands belonging to the British Crown in the Oregon "territory."

In my reply to that communication, dated March 5, and with reference to what from some casual conversations with your Lordship I had conceived was your opinion, I proposed a grant which might appear extensive, but I did this not with the view of obtaining for the Hudson's Bay Company any advantage, for, as I have already said, they as a Company require no more for the purpose of carrying on their trade than was asked in my letter of the 7th September 1846, and assented to by your Lordship.

When I understood that you were desirous that a part or the whole of the country recently confirmed to Great Britain should be colonized, I was induced to propose that the whole should be included in a grant to the Hudson's Bay Company, because I was persuaded that the colonization would be much more successfully conducted under the auspices of the Company than it could be in any other manner, as I foresaw serious difficulties, should different parts of the territory be colonized under different authorities.

As to the territory lying eastward of the Rocky Mountains, and between the Arctic Sea and the Company's territories (from which it is separated by no defined or definable boundary), though its addition to the grant gives the latter a formidable appearance in point of extent, it is little better than a barren waste. It is besides inaccessible, except through the Company's territories, or by crossing the Rocky Mountains from the westward.

My object in proposing this tract of country to form a part of the grant was, that its annexation to Rupert's Land, held of the Crown as of the manor of East Greenwich in free and common soccage, and not in capite or knights' service, would place the whole territory north of 49°, the American boundary line, under one governing power, and thereby simplify any arrangements respecting any part or parcel of the same; but, if your Lordship should be still of opinion that the grant is too extensive, the Hudson's Bay Company are willing that it should be limited to the territory north of 49°, bounded on the east by the Rocky Mountains, or even to Vancouver's Island alone. In fact, the Company are ready and willing to give every assistance in their power to promote colonization, and in any way in which your Lordship may be of opinion that their services can be made available towards that important object.

On that part of Mr. Hawes's letter, in which it is assumed that the value of the coal in Vancouver's Island will form a material consideration on the part of the Hudson's Bay Company in any negotiation that may take place on this subject, I have only to observe, that the Company expect no pecuniary advantage from colonizing the territory in question. All monies received for land or minerals would be applied to purposes connected with the improvement of the country, and, therefore, if the grant is to be clogged with any payment to the mother country, the Company would be under the necessity of declining it.

I have, &c.

(signed) *J. H. Pelly.*

—No. 10.—

Copy of a LETTER from Sir *J. H. Pelly*, Bart., to Earl *Grey*.

(Private.)

My Lord, Hudson's Bay House, 4 March 1848.

No. 10.
Sir J. H. Pelly, Bart., to Earl Grey.
4 March 1848.

I have to acknowledge the receipt of your private letter of the 25th February, which came with Mr. Hawes' official letter of the same date. I certainly understood, in the conference I had with your Lordship on the subject of colonizing the territory north of 49°, that you considered my proposition too large, and I expected a modification of it from your Lordship, but I am quite ready to admit that I was in error in this expectation. I shall therefore briefly state why I asked for so extensive a grant.

In considering the subject, I did not see how the territory west of the Rocky Mountains could properly be separated into parts for the purpose of colonization. If I had confined myself to the islands west of the continent or

to Vancouver's Island alone, then other settlements might have been made on the main land or on some of the islands, under a different authority, and the want of unity in the ruling power would probably have been attended with some diversity of purpose and conflict of interests, real or apparent, which it was desirable to avoid as tending to impede the object in view.

Then, again, the Company by their license of exclusive trade from the Crown, which has still more than 11 years to run, have had virtual possession of all this territory for nearly 30 years. It is studded from end to end with their trading posts, and they have acquired great influence with the natives, which I thought a matter well worthy of consideration in any plan that might be formed for colonizing the country. After much reflection, and looking at the question in its various bearings, I was convinced that a grant having colonization for its object, should, in order to carry out that object effectually, comprehend the whole of the territory west of the Rocky Mountains.

This was the extent of the grant which I had originally intended to propose should be given to the Company; but it was suggested to me that, in the event of such a grant being obtained, the territory lying east of the Rocky Mountains, and north of the Company's territories, which may be considered as a sort of debateable land, would be in an isolated position, there being no access to it except through the Company's territories, or by way of the Rocky Mountains through the country comprehended in the grant proposed.

Under these circumstances, and as it formed part of the territories over which the royal license of exclusive trade extended, I thought it best that it should be included in the grant, but really caring very little whether it was so or not.

I am very glad to learn that your Lordship is exceedingly anxious for the colonization of Vancouver's Island. I have no doubt that your Lordship, as a statesman, must feel the importance of a settlement in this part of the Pacific, where Great Britain has none, and the Americans, having one already on the Wallametta, are proposing to take measures for establishing another on the opposite side of the straits to Vancouver's Island, and are building large steamers for communication with the district. I shall not occupy your Lordship's time by offering my views of the nationality of the object any further than to say they are in accordance with those of your Lordship.

Such being the case, the Company would accept of any grant, even for the island of Vancouver alone, to effect the object; but for the reasons I have given, I think you will be of opinion with me, that it should be more extensive. By the charter of the Hudson's Bay Company power is given to them to appoint and establish governors and all other officers to govern their territories, and a council for the several respective places where the Company have plantations, factories, colonies, &c., and to judge all persons who shall live under them in all causes whether civil or criminal, &c. &c.; all which rights are recognized by the Act of 1 and 2 Geo. IV., cap. 66, so that at once, by making such a grant, all the powers of jurisdiction vested in the Company would come into operation over the whole territory. As the Company have officers at Vancouver, who are competent to hold, temporarily, the situations of governors and of councillors, no new legislative measure would be, in the first instance, at all necessary, and any subsequent one that might be found requisite would be arranged with the settlers, or other persons who might be disposed to associate together, for the purpose of bringing land into cultivation, working mines of coal, or whatever else the country might produce.

Thus the Hudson's Bay Company having an allotment of land for the purposes of their free trade, might, as they now do in the Columbia, cut timber, catch and preserve salmon, and export the same to the Sandwich Islands. The Puget Sound Association, in the same way, might cultivate land either in connexion with their establishment at Nisqually and the Cowlitz, or (in the event of the Americans taking these lands under the treaty) transfer all their farming operations to Vancouver Island, or take up the working of coal, and if there were any probability of profit, convey it to Panama and other places, as proposed in the prospectus I enclosed in my last.

The Hudson's Bay Company would not desire to derive any pecuniary benefit from grants for these purposes, as the proceeds of all such grants would be applicable only to the objects of colonization. The security of their property from American aggression would be the advantage they would expect to derive from the contemplated plan.

I fear,

I fear, my Lord, you will think me very prolix, as my proposition lies in a nutshell.

Great Britain has a territory bounded on the south, principally by the 49th parallel of latitude (the boundary between it and the United States); on the west by the Pacific Ocean, from 49° to 54°, and thence to 60° by a strip of Russian territory (20 leagues in breadth and following the sinuosities of the coast); from 60° to the Polar Sea in about 70° likewise by the Russian territory; on the north by the Polar Sea; and on the east by the Atlantic Ocean. A large portion of this has been granted to the Hudson's Bay Company, in which they can establish colonies, governments, courts of justice, &c. &c., and over the whole of the remainder (with the exception of Canada) by a grant from the Crown under an Act of Parliament, they enjoy the exclusive right of trade. I propose that the privileges which they possess under the grant of Rupert's Land should be extended over the whole territory in question. Your Lordship may feel a difficulty (however expedient it may be) under the present feeling in favour of free trade, to make so extensive a grant to any Company, though the Hudson's Bay Company did virtually possess, in addition to what they have asked for, the exclusive right of trade over all the disputed territory west of the Rocky Mountains, from the latitude of 42°, the Mexican boundary, to 49°; but I think this feeling may be met by an agreement on their part to relinquish to the country, at the expiration of their present license of exclusive trade, all advantages derived from the colonization of those parts not within the original grant to the Hudson's Bay Company, without receiving any compensation, on that account, beyond the cost value of any improvements which, at the time of such relinquishment, might have been effected, as was proposed with respect to the limited grant referred to in Mr. Hawes's letter of the 14th December. Indeed, as far as I am concerned, (and I think the Company would concur if any great national benefit would be expected from it), I would be willing to relinquish the whole of the territory held under the Charter on similar terms to those which it is proposed the East India Company shall receive on the expiration of their Charter, namely, securing to the proprietors an interest on their capital of ten per cent.

I have, &c.
(signed) *J. H. Pelly.*

— No. 11. —

Copy of a LETTER from *B. Hawes*, Esq., to Sir *J. H. Pelly*, Bart.

No. 11.
B. Hawes, Esq., to Sir J. H. Pelly, Bart.
13 March 1848.

Sir, Downing-street, 13 March 1848.

I am directed by Earl Grey to acknowledge the receipt of your letter of the 4th instant on the subject of the application of the Hudson's Bay Company for a grant of all the territories belonging to the Crown which are situated to the north and west of Rupert's Land in British North America.

Earl Grey directs me to state that he has fully considered the contents of your letter above mentioned, and is of opinion that it will be advisable in the first instance that the grant to the Hudson's Bay Company should be confined to Vancouver's Island. His Lordship will be happy to entertain any such proposal as you may think proper to submit to him for this purpose, proceeding on the principle which you have suggested, that the Company shall not derive any pecuniary profit from the undertaking, but shall apply all funds arising from the sale of lands or minerals towards the colonization and improvement of the island.

I have, &c.
(signed) *B. Hawes.*

— No. 12. —

No. 12.
Sir J. H. Pelly, Bart., to Earl Grey.
20 July 1848.
Vide Letter to Sir J. Pelley, July 31, 1848.

Copy of a LETTER from Sir *J. H. Pelly*, Bart., to Earl *Grey*.

My Lord, Hudson's Bay House, 20 July 1848.

With reference to your Lordship's communication made to me through Mr. Merivale, under the date of the 13th March last, and to the various interviews

views with which you have favoured me since that time, I have the honour to transmit to you herewith, for your Lordship's approval, the draft of the grant of Vancouver's Island to the Hudson's Bay Company in the form in which it has been settled under your directions by Mr. Merivale and the Company's solicitors.

I have, &c.

(signed) *J. H. Pelly.*

Enclosure in No 12.

Encl. in No. 12.

VICTORIA, by the Grace of God of the United Kingdom of Great Britain and Ireland Queen, Defender of the Faith, to all to whom these presents shall come, greeting: Whereas by the Royal Charter or letters patent of his late Majesty King Charles the Second, bearing date the 2d day of May, in the 22d year of his reign, his said late Majesty did (amongst other things) ordain and declare that the Governor and Company of Adventurers of England trading into Hudson's Bay, thereby incorporated, and their successors by that name, should at all times thereafter be personable and capable in law to have, purchase, receive, possess, and enjoy and retain lands, rents, privileges, liberties, jurisdictions, franchises and hereditaments, of what nature or kind soever they were, to them or their successors: And also to give, grant, demise, alien, assign and dispose lands, tenements and hereditaments, and to do and execute all and singular other things by the same name that to them should or might appertain to do: And his said late Majesty did thereby for himself, his heirs and successors, give, grant and confirm unto the said Governor and Company and their successors the sole trade and commerce of all those seas, straits, bays, rivers, lakes, creeks and sounds, in whatsoever latitude they should be, that lay within the entrance of the straits commonly called Hudson's Straits, together with all the lands and territories upon the countries, coasts and confines of the seas, bays, lakes, rivers, creeks and sounds aforesaid, that were not already actually possessed by or granted to any of his said late Majesty's subjects, or possessed by the subjects of any other Christian prince or state, with the fishing of all sorts of fish, whales, sturgeons and all other royal fishes in the seas, bays, inlets and rivers within the premises, and the fish therein taken; together with the royalty of the sea upon the coasts within the limits aforesaid, and all mines royal, as well then discovered as not then discovered, of gold, silver, gems and precious stones to be found or discovered within the territories, limits, and places aforesaid, and that the said land should be from thenceforth reckoned and reputed as one of his said late Majesty's plantations or colonies in America; And further, his said late Majesty did thereby for himself, his heirs and successors, make, create, and constitute the said Governor and Company for the time being and their successors the true and absolute lords and proprietors of the same territory, limits and places aforesaid, and of all other the premises (saving always the faith, allegiance, and sovereign dominion due to his said late Majesty, his heirs and successors for the same); to hold, possess and enjoy the said territory, limits, and places, and all and singular other the premises thereby granted as aforesaid, with their and every of their rights, members, jurisdictions, prerogatives, royalties, and appurtenances whatsoever to them the said Governor and Company and their successors for ever; to be holden of his said late Majesty, his heirs and successors, as of his manor of East Greenwich, in the county of Kent, in free and common soccage, and not *in capite* or by knights' service; yielding and paying yearly to his said late Majesty, his heirs and successors, for the same, two elks and two black beavers whensoever and as often as his said late Majesty, his heirs and successors, should happen to enter into the said countries, territories, and regions thereby granted: And whereas by an Act passed in the session of Parliament held in the 43d year of the reign of his late Majesty King George the Third, intituled, "An Act for extending the Jurisdiction of the Courts of Justice in the Provinces of Lower and Upper Canada, to the Trial and Punishment of Persons guilty of Crimes and Offences within certain Parts of North America adjoining to the said Provinces," it was enacted that from and after the passing of that Act all offences committed within any of the Indian territories or parts of America not within the limits of either of the said provinces of Lower or Upper Canada, or of any Civil Government of the United States of America, should be and be deemed to be offences of the same nature, and should be tried in the same manner and subject to the same punishment as if the same had been committed within the Provinces of Upper or Lower Canada, and provisions were contained in the said Act regulating the committal and trial of the offenders:

And whereas, by an Act passed in the session of Parliament holden in the first and second years of the reign of his late Majesty King George the Fourth, intituled, "An Act for regulating the Fur Trade, and establishing a Criminal and Civil Jurisdiction within certain Parts of North America," after reciting, among other things, that doubts had been entertained whether the provisions of said Act of the 43d George III. extended to the territories granted by Charter to the said Governor and Company, and that it was expedient that such doubts should be removed, and that the said Act should be further extended; it was enacted (amongst other things), that from and after the passing of said last-mentioned Act, it should be lawful for his then Majesty, his heirs and successors, to make grants or give his Royal license under the hand and seal of one of his Majesty's Principal Secretaries of State to any body

body corporate or company, or person or persons of or for the exclusive privilege of trading with the Indians in all such parts of North America as should be specified in any of such grants or licenses respectively, not being part of the lands or territories theretofore granted to the said Governor and Company of Adventurers of England trading into Hudson's Bay, and not being part of any of his Majesty's provinces in North America, or of any lands or territories belonging to the United States of America, subject to the provisions and restrictions in the said Act mentioned: And it was thereby further enacted, that the said Act of the 43d George III., and all the clauses and provisoes therein contained, should be deemed and construed, and was and were thereby respectively declared to extend to and over, and to be in full force in and through all the territories theretofore granted to the said Company of Adventurers trading to Hudson's Bay: And whereas by our grant or royal license bearing date the 13th day of May 1838, under the hand and seal of one of our then Principal Secretaries of State, we granted and gave our license to the said Governor and Company and their successors for the exclusive privilege of trading with the Indians in all such parts of North America to the northward and westward of the lands and territories belonging to the United States of America as should not form part of any of our provinces in North America, or of any lands or territories belonging to the United States of America, or to any European Government, State or Power, subject nevertheless as therein mentioned: And we did thereby give and grant and secure to the said Governor and Company, and their successors, the sole and exclusive privilege for the full period of twenty-one years from the date thereof, of trading with the Indians in all such parts of North America as aforesaid, except as therein mentioned, at the rent therein reserved, and upon the terms and subject to the qualification and power of revocation therein contained: And whereas by a treaty between ourselves and the United States of America, for the settlement of the Oregon boundary, signed at Washington on the 15th day of June 1846, it was agreed upon and concluded (amongst other things) as follows: That from the point of the 49th parallel of north latitude, where the boundary laid down in existing treaties and conventions between Great Britain and the said United States, terminated the line of boundary between our territories and those of the said United States, should be continued westward along the said parallel of north latitude to the middle of the channel which separates the Continent from Vancouver's Island, and thence southerly through the middle of the said channel and of De Fuca's Straits to the Pacific Ocean: Provided, however, that the navigation of the whole of the said channel and straits south of the 49th parallel of north latitude should remain free and open to both parties: And whereas certain of our lands and territories in North America lie to the westward and also to the northward of the territory granted to the said Governor and Company by the hereinbefore recited grant or letters patent of his said late Majesty King Charles the Second, and which is, pursuant to the direction in that behalf contained in such grant or letters patent, called or known as Rupert's Land, and to the eastward of the territories the boundary line of which is defined by the hereinbefore recited treaty with the United States of North America: And whereas under the said last-mentioned grant or letters patent, and also under our hereinbefore recited grant or license of the 13th day of May 1838, the said Governor and Company have traded as well within as beyond the limits of the lands and territories granted to them by the said grant or letters patent of his said late Majesty King Charles the Second, and have, in connexion with and for the protection of their trade beyond the said limits, been in the habit of erecting forts and other isolated establishments without the said limits, and some of such forts and establishments of the said Governor and Company are now existing in that part of our said territories in North America, including Vancouver's Island, the boundary line between which and the territories of the said United States is determined by the hereinbefore recited treaty between ourselves and the said United States: And whereas it would conduce greatly to the maintenance of peace, justice and good order, and the advancement of colonization and the promotion and encouragement of trade and commerce in, and also to the protection and welfare of the native Indians residing within that portion of our territories in North America called Vancouver's Island, if such island were colonized by settlers from the British dominions, and if the property in the land of such island were vested for the purpose of such colonization in the said Governor and Company of Adventurers of England trading into Hudson's Bay; but nevertheless, upon condition that the said Governor and Company should form on the said island a settlement or settlements, as hereinafter mentioned, for the purpose of colonizing the said island, and also should defray the entire expense of any civil and military establishments which may be required for the protection and government of such settlement or settlements (except, nevertheless, during the time of hostilities between Great Britain and any foreign European or American power): NOW KNOW YE, that WE, being moved by the reasons before mentioned, DO by these presents, for us, our heirs and successors, give, grant, and confirm unto the said Governor and Company of Adventurers of England trading into Hudson's Bay, and their successors, all that the said island called Vancouver's Island, with the fishing of all sorts of fish in the seas, bays, inlets and rivers within or surrounding the same, together with all royalties of the seas upon the coasts within the limits aforesaid, and all mines royal thereto belonging: AND FURTHER WE DO, by these presents, for us, our heirs and successors, make, create and constitute, the said Governor and Company for the time being, and their successors, the true and absolute lords and proprietors of the same territories, limits and places, and of all other the premises (saving always the faith, allegiance, and sovereign dominion due to us, our heirs, and successors for the same), to have, hold, possess and enjoy the said territory, limits, and places, and all and singular other the premises hereby granted as aforesaid, with their and every of their rights, members, royalties, and appurtenances whatsoever to them, the said Governor and Company, and their successors for ever, to be

 holden

holden of us, our heirs and successors, in free and common soccage, at the yearly rent of 7 *s.*, payable to us and our successors for ever, on the 1st day of January in every year: Provided always, and we declare, That this present grant is made to the intent that the said Governor and Company shall establish upon the said island a settlement or settlements of resident colonists, emigrants from our United Kingdom of Great Britain and Ireland, or from other our dominions, and shall dispose of the land there as may be necessary for the purpose of promoting settlements (and for the actual purpose of promoting settlements), and for the actual purposes of colonization, and shall, once in every two years at the least, certify under the seal of the said Governor and Company, to one of our Principal Secretaries of State, what colonists shall have been from time to time settled in the said island, and what land shall have been disposed of as aforesaid: And we further declare, that this present grant is made upon this condition, that if the said Governor and Company shall not, within the term of five years from the date of these presents, have established upon the said island a settlement of resident colonists, emigrants from the United Kingdom of Great Britain and Ireland, or from other our dominions, and it shall at any time, after the expiration of such term of five years, be certified to us, our heirs or successors, by any person who shall be appointed by us, our heirs or successors, to inquire into the condition of such island, that such settlement has not been established according to the intent of this our grant, it shall be lawful for us, our heirs and successors, to revoke this present grant, and to enter upon and resume the said island and premises hereby granted, without prejudice, nevertheless, to such dispositions as may have been made in the mean time by the said Governor and Company of any land in the said island for the actual purposes of colonization and settlement, and as shall have been certified as aforesaid to one of our Principal Secretaries of State: And we hereby declare, that this present grant is and shall be deemed and taken to be made upon this further condition, that we, our heirs and successors, shall have, and we accordingly reserve unto us and them, full power, at the expiration of the said Governor and Company's grant or license of or for the exclusive privilege of trading with the Indians, to repurchase and take of and from the said Governor and Company the said Vancouver's Island and premises hereby granted, in consideration of payment being made by us, our heirs or successors, to the said Governor and Company of the sum or sums of money theretofore laid out and expended by them in and upon the said island and premises, and of the value of their establishments, property and effects then being thereon. In witness whereof, we have caused these our letters to be made patent. Witness Ourselves at Westminster the day of in the year of our reign.

—No. 13.—

Copy of a LETTER from *B. Hawes*, Esq., to Sir *J. H. Pelly*, Bart.

No. 13.
B. Hawes, Esq., to Sir J. H. Pelly, Bart.
31 July 1848.

Sir, Downing-street, 31 July 1848.

I am directed by Earl Grey to inform you, that he sees no reason to object to the draft of the grant of Vancouver's Island to the Hudson's Bay Company, which was forwarded to this department with your letter of the 20th of this month, and he will be prepared to take the proper steps for the formal execution of the grant in these terms so soon as the other arrangements required for the settlement of the island shall be finally agreed upon.

With this view it will, in the first place, be necessary to provide for the government of the colony, which the Company undertakes to found on the island, and to make provision also for the establishment of legislative authority among the colonists. It appears to his Lordship, as has been already explained to you in the interviews which have taken place on this subject, that, with reference to the probable circumstances of the future settlement, the best course which suggests itself is, to confer on the emigrants the same powers of local self-government which it was usual to grant to the settlers in new colonies in the earlier days of our colonial history. With this view, it is proposed that a Commission, as nearly as possible in the same form as those granted to the first Governors of Jamaica, should be issued to a Governor, who must be appointed by the Crown, though in the selection of the person to be recommended to Her Majesty for the office, Lord Grey would think it right to be guided in a great measure by the wishes of the Company. By such a Commission the Governor would be directed to summon an Assembly, elected by the general votes of the inhabitants, to exercise, in conjunction with himself and a Council nominated in the usual manner, the powers of legislation. Provision is already made for establishing a judicial authority under the "Act for establishing a Criminal and Civil Jurisdiction in certain parts of North America," 1 & 2 Geo. 4, c. 66.

Lord

Lord Grey will direct the draft of a Commission, and instructions for the Governor of the proposed settlement to be prepared without delay, and will cause them to be communicated to you, and he will also be glad to receive from you an expression of your opinion as to the person who may most properly be recommended to Her Majesty for the office of Governor.

I have, &c.

(signed) *B. Hawes.*

VANCOUVER'S ISLAND.

COPY of CORRESPONDENCE between the CHAIRMAN of the HUDSON'S BAY COMPANY and the SECRETARY of STATE for the COLONIES, relative to the COLONIZATION of *Vancouver's Island*.

(*Mr. Labouchere.*)

Ordered, by The House of Commons, *to be Printed,*
10 *August* 1848.

619.

Under 3 *oz.*

EMIGRATION.

P A P E R S

RELATIVE TO

EMIGRATION

TO THE

BRITISH PROVINCES IN NORTH AMERICA,

AND TO THE

AUSTRALIAN COLONIES.

PART I.

BRITISH PROVINCES IN NORTH AMERICA.

PRESENTED TO BOTH HOUSES OF PARLIAMENT BY COMMAND OF HER MAJESTY,
DECEMBER 1847.

[*In continuation of the Papers presented February and June* 1847.]

Ordered, by The House of Commons, *to be Printed,*
20 *December* 1847.

SCHEDULE.

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CANADA.

—No. 1.—

(No. 51.)

COPY of a DESPATCH from Governor-General the Right Honourable the Earl of *Elgin* to Earl *Grey*.

No. 1.
Earl of Elgin to Earl Grey.
28 May 1847.

Government House, Montreal, 28 May 1847.

My Lord, (Received 15 June 1847.)

I TRANSMIT herewith for your Lordship's information, the copy of a letter from the Medical Superintendent at Grosse Isle, dated the 24th, with an extract from a further communication from the same officer, dated the 21st of May, showing the miserable condition of the passengers by the immigrant ships which have hitherto arrived.

I have, &c.

(signed) *Elgin & Kincardine.*

Enclosure 1, in No. 1.

Sir, Quarantine Station, 24 May 1847.

Encl. 1, in No. 1.

IN submitting for the information of his Excellency the Governor-general the report of sick for the week ending Saturday the 22d instant, I regret to have to call attention to a state of illness and distress among the newly arrived emigrants, unprecedented in this country even during the prevalence of cholera in 1832 and 1834. Every vessel bringing Irish passengers (but more especially those from Liverpool and Cork), has lost many by fever and dysentery on the voyage, and has arrived here with numbers of sick. Since I last had the honour of addressing you, 17 vessels have arrived with Irish passengers; five from Cork, four from Liverpool, and the others from Sligo, Limerick, Belfast, Londonderry and New Ross. The number of passengers with which these vessels left port was 5,607; out of these the large number of 260 have died on the passage, and upwards of 700 have been admitted to hospital, or are being treated on board their vessels, waiting vacancies to be landed.

The number now under treatment, as exhibited by the weekly report, is 695, and there remain on board the ships "Aberdeen" and "Achilles" from Liverpool, and ships "Bee" from Cork, and "Wolfville" from Sligo, 164 sick, who receive medical assistance on board, and will be landed as soon as accommodation can be made by turning the passengers' sheds into hospitals.

I have taken upon me to engage the services of Drs. Jacques and M'Grath, while waiting his Excellency's authority for that purpose, but shall require at least two more medical assistants, as these gentlemen have already charge of upwards of 300 sick, and will be unable to give attendance to the large number still to land, without taking into account the number who may arrive among the many thousands now due. May I beg to be furnished with the necessary authority for this purpose; my own time is wholly taken up in inspecting the vessels that arrive, in selecting the sick from them, and in prescribing for those on board who cannot be landed.

I have, in conformity with the authority given me by your letter of the 20th instant, made arrangements for the erection of an additional hospital ward and shed.

I have, &c.

The Hon. D. Daly, M.P.P., &c. &c. &c.

(signed) *G. M. Douglas,*
Medical Superintendent.

P. S.—I beg to recommend as additional medical assistants, Dr. Fenwick, late house-surgeon of the Marine Hospital, and a young gentlemen recommended to me by Dr. Macdonell, Professor of M'Gill College; I have written to both these gentlemen by this mail.

Twelve vessels have arrived this morning, all more or less sickly. The "John Boulton" from Liverpool, has buried 78, and the "Miriam" from Limerick, 24.

WEEKLY

CANADA.

WEEKLY RETURN of Sick in the Quarantine Hospital *Grosse Isle*, from 16th to 22d May 1847.

Distribution.	In Hospital last Return.	Since Admitted.	TOTAL.	Discharged.	Died.	Remaining.	Disease. — Fever.	TOTAL.
Men - - -	20	135	155	- -	4	151	151	151
Women - - -	23	128	151	7	3	141	141	141
Children - -	21	106	127	6	9	112	112	112
TOTAL - - -	64	369	433	13	16	404	404	404

NAMES of those who have Died during the Week.

No.	NAMES.	Age.	Vessel's Name.	Disease.	When Admitted.	Died.
1	Nancy Riley - -	24	Bark Syria -	fever -	May - 15	May - 20
2	Thomas Comer - -	40	- ditto -	- ditto -	„ - 15	„ - 21
3	Edward Ryley - -	30	- ditto -	- ditto -	„ - 15	„ - 19
4	Ellen Murtilly - -	50	Perseverance -	- ditto -	„ - 19	„ - 20
5	Ellen Murtilley - -	46	- ditto -	- ditto -	„ - 19	„ - 22
6	John Colville - -	84	- ditto -	- ditto -	„ - 20	„ - 21
7	James Managhin - -	55	Wandsworth -	- ditto -	„ - 20	„ - 20
8	Patrick Fagin - -	13	- ditto -	- ditto -	„ - 20	„ - 22
9	Patrick Jordan - -	8	- ditto -	- ditto -	„ - 20	„ - 21
10	Mary Mack - -	2	- ditto -	- ditto -	„ - 20	„ - 20
11	Eliza Whalen - -	3	- ditto -	- ditto -	„ - 20	„ - 22
12	Ann Hooper - -	10	- ditto -	- ditto -	„ - 20	„ - 21
13	Thers. Hooper - -	5	- ditto -	- ditto -	„ - 20	„ - 21
14	Thomas Bennett - -	4	- ditto -	- ditto -	„ - 20	„ - 21
15	John Whalen - -	4	- ditto -	- ditto -	„ - 20	„ - 22
16	Brid. Monahan - -	3	- ditto -	- ditto -	„ - 20	„ - 22

Remarks.—Since making up this Report, 291 fresh cases have been admitted to temporary hospitals in the sheds, and about 164 remain still on board under treatment, awaiting accommodation on shore.

(signed) *G. M. Douglas*,
Medical-Superintendent.

Enclosure 2, in No. 1.

EXTRACT from Letter from Dr. *Douglas*, Medical Superintendent at Grosse Isle, dated 21 May 1847.

Encl. 2, in No. 1. I REGRET to have to report for the information of his Excellency the Governor-general, that all the emigrant vessels that have arrived up to this date have brought their passengers in the most wretched state of disease. Since I had the honour of reporting the case of the "Syria," the following vessels have arrived, and to afford an idea of the fearful extent to which sickness prevails, I have subjoined the number of deaths that occurred on the passage, and the number of sick on arrival.

Name of Ship.	Where from.	Number of Passengers.	Number of Deaths.	Number Sick.
Jane Black - - -	Limerick - - -	425	13	20
Barque Perseverance - -	Dublin - - -	311	9	25
„ Wandsworth - -	ditto - - -	527	50	80
„ John Francis - -	Cork - - -	257	16	60
„ Agnes - - -	ditto - - -	427	29	80
„ George - - -	Liverpool - -	397	40	64
„ Royalist - - -	ditto - - -	434	18	12
		2,778	175	341

— No. 2.—

(No. 87.)

COPY of a DESPATCH from Earl *Grey* to Governor-General the Right Honourable the Earl of *Elgin*.

My Lord, Downing-street 18 June 1847.

No. 2. Earl Grey to Earl of Elgin. 18 June 1847.

I HAVE to acknowledge the receipt of your Lordship's despatch, No. 51, of the 28th May, and of its enclosures, reporting the wretched condition of the Emigrants who have arrived at the quarantine station in the River St. Lawrence up to the 26th May.

I am extremely concerned to receive this lamentable account of the state of the passengers on their arrival in Canada, and I hasten to instruct your Lordship to adopt all the measures which may appear to you best calculated to mitigate their sufferings, whether by increasing the number of medical attendants at the quarantine station, or providing a greater extent of accommodation, even if, for that purpose it should unfortunately be necessary to exceed the amount of the vote which has been obtained from Parliament for these services.

It is very satisfactory to me to learn from the Board of Ordnance, that on your Lordship's application to the Commander of the Forces in Canada, the Ordnance officers in the province have already forwarded to the quarantine station tents capable of containing 10,000 persons, and that a detachment of troops has also been furnished for the purpose of erecting and taking charge of the tents.

This proceeding will have afforded prompt and seasonable relief to the emigrants, and obtains my complete approval.

I have, &c.

(signed) *Grey*.

— No. 3.—

(No. 57.)

COPY of a DESPATCH from Governor-General the Right Honourable the Earl of *Elgin* to Earl *Grey*.

Government House, Montreal, 12 June 1847.

My Lord, (Received 29 June 1847.)

No. 3. Earl of Elgin to Earl Grey. 12 June 1847.

I HAVE the honour to transmit, for your Lordship's information, copies of three letters received from the Chief Emigrant Agent at Quebec, and beg to call your attention to the lamentable state in which the great majority of the immigrants this season have reached the province.

The usual periodical returns from the Emigrant Agent and the Superintendent of the Quarantine Establishment, have not yet been received; they shall be transmitted to your Lordship by the next mail.

I have, &c.

(signed) *Elgin & Kincardine*.

Enclosure 1, in No. 3.

Government Emigration Office, Quebec,

Sir, 29 May 1847.

Encl. 1, in No. 3.

I HAVE the honour herewith to enclose you a return, received yesterday, of the emigrant vessels at present at Grosse Isle, with the number on board, and the deaths which occurred during the passage.

The number at present detained there is over 12,000, the greater part of whom are still on board their ships. The detention of this large body of people, who may daily be expected to increase, involves a question of very great and serious importance as to how and at whose expense they are to be fed.

The ships' stock, as also that provided by the passengers, must necessarily be getting low, and the allowance of a pound of biscuit or oatmeal, which the law obliges the master to issue, is not sufficient for their support. Much of the present disease and sickness is, I fear, attributed to the want of sufficient nourishing food.

The mortality at present is truly alarming, and I am informed that the deaths during the past few days has averaged from 40 to 50 per day. In consequence of this alarming state of affairs, I met Dr. Douglas and Mr. Jessopp by appointment this morning, and we

 are

are of opinion that it is absolutely necessary that a commission of three medical gentlemen of high standing should be immediately named by his Excellency the Governor-general, two to be selected from Montreal, and one from this city, who should proceed to Grosse Isle, with full authority to inquire into the present state and condition of the emigrants detained there, and to frame such regulations, and adopt such measures as they may deem necessary to meet the present emergency; as I much fear the present is but a precursor of what we may expect when the hot weather sets in, and it is absolutely necessary that prompt and vigorous messures should be taken at once. I would beg to suggest that Dr. Douglas, of this city, should be selected; he stands at the head of his profession, and is a gentleman of energy and decision, qualities which are so requisite and necessary on an occasion of this kind.

The state and condition of the Marine and Emigrant Hospital in this city also requires to be placed in a proper state; over 50 cases have already been admitted to that institution, and I am informed that they are in a very unprepared state from want of bedding, &c.

I have, &c.

Major Campbell, Civil Secretary, &c. &c. &c.

(signed) *A. C. Buchanan*, Chief Agent.

RETURN.

36 Vessels at Grosse Isle, with
12,450 Passengers.
662 Deaths on the voyage.

Enclosure 2, in No. 3.

Government Emigration Office, Quebec,
31 May 1847.

Sir,

Encl. 2, in No. 3.

I HAVE the honour to report, that in consequence of the information received this morning from Grosse Isle by Captain Boxer, R.N., that a large number of emigrants detained there were suffering the greatest privations from want of food; I have taken the responsibility of sending down the following provisions, viz.—

25 Barrels oatmeal, two cwt. each.
20 Barrels pork, 200 lbs. each.
20 Cwt. biscuit.
100 Dozen of loaf bread, six pounds each.

These provisions I have place in Mr. Syme's charge, with instruction to furnish those who have the means of purchasing at cost price, and to distribute gratuitously to those who he was satisfied stood in need, and who were destitute of means.

I have also engaged the services of a small steamer at 12 *l.* per day, to proceed to Grosse Isle, and to be at the disposal of Dr. Douglas, for the purpose of landing the sick, collecting supplies, and to perform the various duties which the present emergency calls for.

I shall not enter at present further into the present state and condition of the emigrants at Grosse Isle, but would respectfully beg to refer you to Captain Boxer, R.N., who takes charge of this letter, and who I consulted fully on all the steps I have taken, which, I trust, will meet with the approval of his Excellency the Governor-general.

I have, &c.

Major Campbell, Civil Secretary, &c. &c. &c.

(signed) *A. C. Buchanan*, Chief Agent.

Enclosure 3, in No. 3.

Government Emigration Office, Quebec,
9 June 1847.

Sir,

Encl. 3, in No. 3.

I HAVE received a letter from Mr. Yarwood this morning on the subject of hospital assistance and necessaries at Montreal.

Having had some conversation with Drs. Campbell and Macdonnell previous to their leaving this, on the absolute necessity of a proper provision being made for the reception of the sick which may be expected to arrive at Montreal, I trust these gentlemen will have already entered upon this question, and reported on it for the information of his Excellency the Governor-general.

Should they not have done so, I think it but prudent that the necessary authority should be

be immediately granted to Mr. Yarwood, to place the emigrant hospital in a proper and efficient state.

While on this subject, I beg to subjoin the annexed extract from a letter received from Dr. Douglas, dated Grosse Isle, 8th instant.

"Out of the 4,000 or 5,000 emigrants that have left this since Sunday, at least 2,000 will "fall sick somewhere before three weeks are over. They ought to have accommodation for "2,000 sick at least in Montreal and Quebec, as all the Cork and Liverpool passengers are "half dead from starvation and want before embarking; and the least bowel complaint, "which is sure to come with change of food, finishes them without a struggle. I never saw "people so indifferent to life; they would continue in the same berth with a dead person "until the seamen or captain dragged out the corpse with boat-hooks. Good God! what "evils will befal the cities wherever they alight. Hot weather will increase the evil. Now, "give the authorities of Quebec and Montreal fair warning from me. I have not time to "write, or should feel it my duty to do so. Public safety requires it."

I have, &c.

(signed) *A. C. Buchanan,*
Chief Agent.

Major Campbell, Civil Secretary,
&c. &c. &c.

— No. 4. —

(No. 102.)

COPY of a DESPATCH from Earl *Grey* to Governor-General the Right Honourable the Earl of *Elgin*.

My Lord, Downing-street, 3 July 1847.

No. 4.
Earl Grey to Earl of Elgin.
3 July 1847.

I HAVE received your Lordship's despatch, No. 57, of the 12th ultimo, inclosing copies of three letters from the chief emigrant agent at Quebec, in continuation of the reports from that officer forwarded in your Lordship's despatch of the 28th May, respecting the lamentable condition in which the majority of the emigrants from the United Kingdom have hitherto reached Canada.

I need scarcely assure your Lordship that this account adds to the concern which I have already experienced on receiving the first intelligence of the distress amongst the newly arrived emigrants; but I confidently rely on your judgment not to omit any measure calculated to relieve the sufferings of the emigrants, avoiding, at the same time, all unnecessary expense.

I have to express to your Lordship my satisfaction at the active measures which I learn from the Lords Commissioners of the Treasury, have been adopted by your Lordship and the Commissariat in Canada, for supplying the destitute emigrants at Grosse Isle with food and other necessaries.

I have, &c.

(signed) *Grey.*

— No. 5. —

(No. 63.)

COPY of a DESPATCH from Governor-General the Right Honourable the Earl of *Elgin* to Earl *Grey*.

No. 5.
Earl of Elgin to Earl Grey.
28 June 1847.

Government House, Montreal, 28 June 1847.

My Lord, (Received 14 July 1847.)

I HAVE the honour to transmit a Memorandum on the immigration into the province this year, put into my hands by the Executive Council, and I beg to call your Lordship's serious attention to the allegations which it contains.

I have, &c.

(signed) *Elgin & Kincardine.*

Enclosure in No. 5.

MEMORANDUM.

Encl. in No. 5.

THE Committee of the Executive Council feel it to be their duty to bring under the notice of your Excellency the very large outlay which is at present being made in providing means to shelter and feed the vast number of destitute immigrants who are now daily landing at the different ports of the province, and in erecting buildings, and furnishing medical aid to the many thousands of them who arrive labouring under diseases of a malignant, and in too many instances of a fatal character.

CANADA.

It is impossible for the Committee to state what has been already expended in this necessary work, nor can they venture to estimate the amount which will be required.

The Imperial Government has placed at the disposal of your Excellency a sum of 10,000 *l*, towards meeting these expenses; but unless a further and much greater amount be advanced by that Government, our public revenues will have to be drawn upon to an extent that the province cannot afford.

The number of immigrants already arrived at Quebec up to the 20th June instant, is 28,452. The number of deaths among them has been really fearful; and of those who have not been attacked by disease, a large proportion have become so weakened and emaciated from various causes, that they require almost as much attention as the sick; and will continue to require it for months to come.

There are other causes for expenditures incidental upon this extensive immigration, such, for instance, among others, as the following:—The medical man in charge at Montreal very recently reported, that about 150 orphans and destitute children were collected together under his charge. Many whose parents have died on the voyage; many whose parents were sick in hospital, and others who have been deserted by their parents altogether. Among them, he stated, were infants not old enough to be taken from the breast. For these children a large expense is now being incurred in procuring a house for their reception, and the necessary attendants to take charge of them.

The Committee under these circumstances, respectfully request that your Excellency will lay the case before the Imperial Government, with a view of urging upon that Government the absolute necessity of making still further and greater advances, to assist in meeting the emergency.

(signed) *W^m Morris*,
Pres. of C.

25 June 1847.

— No. 6. —

(No. 109.)

COPY of a DESPATCH from Earl *Grey* to Governor-General the Right Honourable the Earl of *Elgin*.

No. 6.
Earl Grey to Earl of Elgin.
19 July 1847.

My Lord, Downing-street, 19 July 1847.

I HAVE to acknowledge the receipt of your Lordship's despatch, No. 63, of the 28th of June, transmitting a memorandum drawn up by the Executive Council of Canada, on the influx of immigration into the province during the present year.

The representations of the Executive Council on this important subject will receive the serious consideration of Her Majesty's Government; but in order that we may have the means of determining what relief should be granted to Canada, it will be necessary that your Lordship should furnish me with full information respecting the expense entailed upon the province on account of the recent emigration from the United Kingdom, and also with an exact statement of the manner in which the funds placed at your disposal for the relief of emigrants have this year been expended.

In the mean time, I have to direct your Lordship's attention to the importance of enforcing the strictest economy in affording such assistance to the emigrants as may be absolutely necessary, and of not losing sight of the danger, that the grant of such assistance, if not most rigidly guarded, may have the effect of inducing the emigrants to relax in their exertions to provide for themselves.

It will be a question of some difficulty, and one which I must reserve for future deliberation, what proportion of the expense incurred ought to be borne by the Imperial Treasury; if upon a full consideration of all the circumstances of the case, it should appear that the grant already made for this purpose is insufficient, Her Majesty's Government will be prepared to apply to Parliament for further assistance, nor do they doubt that Parliament will be ready to vote such an addition to the sum already granted, as may prove to be justly due to the province. At the same time in estimating what is so due, it must be borne in mind, that when the immediate difficulties are surmounted, the settlement of these emigrants is calculated greatly to add to the wealth of the province, and to improve its revenue both by the increased consumption which will be occasioned, and by raising the value of the wild lands. It is not, therefore, unreasonable to expect that the province should bear a fair share of the burthen, and the more so, because it is far more in the power of the provincial authorities than of the home Government, to limit the expenditure, by the enforcement of a rigid economy.

I have, &c.
(signed) *Grey*.

— No. 7.—

— No. 7. —

(No. 64.)

COPY of a DESPATCH from Governor-General the Right Honourable the Earl of *Elgin* to Earl *Grey*.

Government House, Montreal, 28 June 1847.

My Lord, (Received 14 July 1847.)

No. 7.
Earl of Elgin to Earl Grey.
28 June 1847.

I HAVE the honour to transmit herewith for the purpose of being laid at the foot of the Throne, an Address to Her Majesty from the Legislative Assembly of this province, respecting the immigration of the present season.

I have, &c.
(signed) *Elgin & Kincardine.*

Enclosure in No. 7.

TO THE QUEEN'S MOST EXCELLENT MAJESTY.

Most Gracious Sovereign,

Encl. in No. 7.

WE, your Majesty's most dutiful and loyal subjects, the Commons of Canada in Provincial Parliament assembled, humbly venture to represent the apprehensions which we entertain, from the unprecedented influx of emigrants from Great Britain and Ireland, in a state of destitution, starvation and disease, unparalleled in the history of the province.

We venture humbly to state, that the arrangements for the reception of the sick at Grosse Isle, the quarantine station, although made on an extensive scale, have proved wholly inadequate to the unexpected emergency; that the entire range of buildings intended for the use of emigrants generally, at that station, have been converted into hospitals, and still are insufficient for the numerous and increasing sick; but the island itself, which is three miles in length and half a mile in breadth, has been reported as not sufficiently extensive to receive all those who by the regulations of the health officers are required to perform quarantine; that the apparently healthy have consequently been forwarded without being subjected to the usual precaution, and as a further consequence, that fever is showing itself among the inhabitants of the populous cities of Montreal and Quebec; and in addition, that the progress of the emigrants into the interior is marked by disease and death.

We feel bound to declare to your Majesty, that while we believe that this House and the people of the province are most desirous to welcome to the colony all those of their fellow-subjects who may think proper to emigrate from the parent country to settle among them, we are convinced that a continued emigration of a similar character to that which is now taking place, is calculated to produce a most injurious effect upon our prosperity, unless conducted upon some more systematic principle.

We beseech the interference of your Majesty under the infliction with which this land has been visited, and is still further threatened, not to permit the helpless, the starving, the sick and diseased, unequal and unfit as they are to face the hardships of a settler's life, to embark for these shores, which if they reach, in too many instances only to find a grave.

We humbly pray your Majesty that measures may be adopted by your Majesty's Government, that the emigrant ships may be large and airy, that ample space may be allotted to the emigrants, and that a larger allowance of better food than is now furnished, with sufficient medical attendance, shall be always provided on board.

We humbly inform your Majesty, that in the opinion of this house, an unusually large expenditure must be made in this province in the present season, to meet such unexampled destitution and distress, and we assure your Majesty of our confident belief, that the justice as well as the liberality of the Imperial Government, will provide for the expenditure from the Imperial funds.

(signed) *Allan N. MacNab,*
Speaker.

Legislative Assembly Hall,
Friday, 25 June 1847.

— No. 8. —

(No. 68.)

COPY of a DESPATCH from Governor-General the Right Honourable the Earl of *Elgin* to Earl *Grey*.

Government House, Montreal, 13 July 1847.

My Lord, (Received 29 July 1847.)

No. 8.
Earl of Elgin to Earl Grey.
13 July 1847.

AT the request of the Mayor, Aldermen and Councillors of Montreal, I have the honour to transmit to your Lordship, an Address from that body to the Queen, on the subject of the emigration of the present season.

I have, &c.
(signed) *Elgin & Kincardine.*

Enclosure 1, in No. 8.

TO HER MAJESTY THE QUEEN.

Most Gracious Sovereign,

Encl. 1, in No. 8. We, your Majesty's loyal subjects, the Mayor, Aldermen and Citizens of the city of Montreal, most humbly represent,—

That wholesome immigration, composed of men with capital, or of men able and willing to labour, will always be acceptable and beneficial to your Majesty's faithful Canadian subjects; and that immigrants of either class cannot fail to acquire every necessary, most of the comforts, and many of the luxuries of life; but that paupers unused to labour, mendicants with large families, averse from every industrious pursuit, whole cargoes of human beings in a state of destitution, and in every stage of disease, must prove, as they have already proved, a grievous burthen to the resident colonial population.

That thousands of men, women and children of this description, have this season arrived, and are daily arriving; that the mortality among them is appalling, and that a pestilence is seriously apprehended. That your petitioners have learned with equal surprise and pain, that some Irish landlords, among whom is said to be one of your Majesty's ministers, have resorted to the expedient of transporting the refuse population of their estates to Canada; and that, in the Legislative Assembly, your petitioners have been unjustly taunted with indifference to the sufferings of their European brethren, by a Provincial Minister, who has himself scarcely resided one year in this city, and who seems to consider your petitioners bound to make provision for the wants of the immigrants resorting to this port. That this being not only unreasonable but impossible, no such measure can be proposed, and that, owing to the severity and length of the winter, should multitudes congregate in the towns, where fuel and food are scarce and expensive, hundreds must perish. That among the evils entailed on this community, your petitioners would notice the number of orphans, amounting within the first fortnight to about 500, and likely to increase at the end of the season to thousands, for whom at least your petitioners humbly pray that your Majesty will be pleased to cause sufficient and immediate provision to be made.

That the tax-payers of Montreal, though heavily burthened, will continue to meet the demands of the resident poor, who have natural claims on their charity; and that they cannot resort to the measure lately adopted not only upon this continent by the seaboard cities of the United States, but in Liverpool, rigorously to exclude the ship-loads of famishing beings arriving in search of food and shelter. Yet, that the authorities charged with making preparation in this province, have not acted with the requisite energy and promptitude; that provision, on a scale commensurate with the exigency has not been made; that an address was presented to his Excellency the Governor-general, whereof a copy, together with his Excellency's answer, is transmitted herewith; that the means of your petitioners are exhausted; that frightful suffering and great mortality prevail, that famine and pestilence may ensue, and that the emergency is one admitting of no delay. That the unjustifiable reflections upon their conduct, of a Member of the provincial Administration, having awakened them to a sense of the imputations to which they may be exposed at a distance, and being, by regulations in relation to immigrants, adopted, as it is said, by Imperial authority practically denied the power of interposing even for the health and safety of their fellow-citizens. Your petitioners deem it to be their duty most humbly to submit the foregoing statement to your Majesty for such remedy as your Majesty may see fit to apply, and your petitioners most earnestly pray for relief.

(Seal.) (signed) *Jno. E. Mills*, Mayor.
J. P. Sexton, City Clerk.

City Hall, Montreal, 23 June 1847.

Enclosure 2, in No. 8.

To his Excellency the Right honourable *James Bruce* Earl of *Elgin* and *Kincardine*, Governor-general of Her Majesty's Provinces on the Continent of America, &c. &c. &c.

We, the Mayor, Aldermen and Councillors of the city of Montreal,

Encl. 2, in No. 8. Beg leave most respectfully to acquaint your Excellency, that at a special meeting of Her Majesty's justices assigned to keep the peace in this city, held on the 10th of May last, it was

"Resolved, To suggest to the corporation the expediency of applying to his Excellency the Governor-general to place at its disposal a sum of money for sanatory purposes, to meet the additional calls upon the city caused by the influx of population from Europe," which resolution was duly signified to the City Council.

That since that period the event contemplated in that resolution has occurred, and that immigrants in great numbers, in want of food and utterly destitute, the major part of whom are unhappily in a state of incipient if not of actual disease, have arrived and are hourly arriving.

That the citizens of Montreal are willing and ready to receive that suffering portion of their fellow-subjects in a spirit of charity and kindness; but that the civic authorities are bound

bound to take every precaution to protect the resident population from the danger of contagion with which they are threatened, and, so far as in them lies, to allay the alarm which is entertained on that head.

That to attain this end with the requisite promptitude, money is indispensable, and that in the opinion of the corporation the tax-paying inhabitants, already heavily burthened, cannot justly be made to contribute to a fund, the necessity for raising which is due solely to the influx of a transient population from the British Isles, traversing and frequently lingering in our streets in every stage of want and disease.

Wherefore we respectfully pray, that your Excellency will be pleased to place at the disposal of the Council, in any one or more of the banks, a sum sufficient to enable the corporation to defray the expense thus necessarily entailed upon the community.

(Seal.) (signed) *J. E. Mills*, Mayor.
J. P. Sexton, City Clerk.

City Hall, Montreal, 14 June 1847.

Enclosure 3, in No. 8.

Sir, Secretary's Office, Montreal, 18 June 1847.

WITH reference to the representation of the Mayor, Aldermen and Councillors of the city of Montreal applying for pecuniary assistance to meet the additional calls upon the city caused by the influx of immigrants, I have the honour, by command of the Governor-general, to enclose to you herewith a copy of a Minute of Council, on a letter from the Mayor of Hamilton, the provisions whereof, as you will see, have been made applicable to all incorporate cities and towns in Canada. Encl. 3, in No. 8.

I have, &c.
(signed) *D. Daly*,
Secretary.

J. E. Mills, Esq., Mayor,
&c. &c. &c.

EXTRACT from a REPORT of a Committee of the Honourable the Executive Council, dated 1st June 1847, approved by his Excellency the Governor-general in Council on the same day.

ON a letter from Colin C. Ferrie, Esq., Mayor of Hamilton, dated 25th ult., stating the measures which have been adopted in that city in anticipation of the arrival of emigrants during the present season, and requesting to know whether the Government is disposed to place any funds under the control of the City Council or of the Board of Health, to aid in the expense attendant on such arrangements.

The Committee of Council, to whom was referred the communication of the mayor of Hamilton on the subject of relief to emigrants arriving in that city, having carefully considered the important nature of that communication, humbly recommend to your Excellency, that arrangements be made in Hamilton, and the other incorporated cities and towns in Canada, for furnishing provisions, medicines and medical attendance to destitute and sick emigrants, under the following regulations.

That in each of the said cities and towns, sheds and an hospital be provided by the corporation, which shall also be required to appoint a Board of Health, of its own members, who shall draw up sanatory regulations to be observed by the emigrants receiving provisions or medical aid. That such Boards of Health be authorized to contract for the supply of bread and meal in such quantities as may be required by the emigrants. That an attendant physician for the sick emigrants in the sheds and hospitals be appointed in each of the said cities and towns. That provisions at the rate of three-quarters of a pound of bread and three-quarters of a pound of meat for each adult, and half a pound of bread and half a pound of meat for each child, be supplied by the Board, on the recommendation of the emigrant agent, or their own authority, to the emigrants in the sheds, to be continued in no case for a longer period than six days. That a weekly return of the number relieved and sick be made by the emigrant agent to the Provincial Secretary.

That the expenses incurred in procuring provisions and medical aid will be provided for by the Government until notice is given to the contrary.

(Certified.)
(signed) *J. Joseph*, C. E. E.

(True copy.)
(signed) *E. Parent*,
Assistant Secretary.

(True copy.)
(signed) *J. P. Sexton*,
City Clerk.

CANADA.

— No. 9. —

(No. 69.)

COPY of a DESPATCH from Governor-General the Right Honourable the Earl of *Elgin* to Earl *Grey*.

No. 9.
Earl of Elgin to Earl Grey.
13 July 1847.

Government House, Montreal, 13 July 1847.

My Lord, (Received 29 July 1847.)

I HAVE the honour to transmit herewith for the purpose of being laid at the foot of the Throne, an Address to Her Majesty from the Legislative Council of this province respecting the immigration of the present season.

I have, &c.

(signed) *Elgin & Kincardine.*

Enclosure in No. 9.

TO THE QUEEN'S MOST EXCELLENT MAJESTY.

Most Gracious Sovereign,

Encl. in No. 9.

WE your Majesty's dutiful and loyal subjects, the Legislative Council of Canada, in Provincial Parliament assembled, humbly beg leave to approach your Majesty with renewed expressions of our devoted attachment to your Majesty's Royal person and Government.

We humbly beg leave to represent to your Majesty the serious apprehensions entertained this House, from the large and unprecedented influx of emigrants from the United Kingdom of Great Britain and Ireland, in a state of destitution and disease, unparalleled in the history of this province.

We humbly beg leave to state, that the preparations at the quarantine station, although made on an extensive scale, have proved wholly inadequate to the emergency; that the buildings erected for the reception of emigrants at the station at Grosse Isle have been converted into hospitals, and have been found insufficient even for that purpose. That from the want of accommodation at the quarantine station, the emigrants not apparently diseased, have in some instances been forwarded without the observance of the usual precautions. That the fever with which the unfortunate people are afflicted, has consequently shown itself amongst the inhabitants of the populous cities of Quebec and Montreal, and the progress of the emigrants into the interior has been marked with disease and death.

We assure your Majesty, that while this House and the people of this province are most desirous to welcome to this country those of their fellow subjects who may think proper to settle amongst them, we are convinced that an extensive immigration of persons in a state of destitution, and without previous systematic arrangement for their settlement, cannot take place without serious injury to this province, or without heavy and distressing calamity amongst the emigrants themselves.

We are most desirous to avoid the necessity of adopting any legal provisions, such as have been enacted in the neighbouring country, for the protection of the inhabitants from the burdens and calamities incident to such an immigration as this season has produced. We would not by any such measures exhibit any feeling which might be misunderstood as opposed to emigration to and settlement of the country by our fellow-subjects from the British Isles; but we humbly hope that your Majesty will be pleased to direct such precautionary measures as will save the inhabitants of this province from a recurrence of the evils of which we humbly complain, and for the encouragement of a wholesome and prudent emigration to this colony from the mother country, such as will tend to the permanent improvement of the condition of the emigrants, and add to the resources and prosperity of this important portion of your Majesty's dominions.

We humbly hope that your Majesty and the Imperial Parliament will see the justice of making such provision as will prevent the extraordinary expenses necessarily forced upon the Colonial Government by the emigration, and the conditition of the emigrants this season from falling upon the provincial revenues, which your Majesty's Government must be fully aware are not in a state to bear such expenditure without great embarrassment.

(signed *Peter M'Gill,*
Speaker.

Legislative Council, 6 July 1847.

— No. 10. —

CANADA.

No. 10.
Earl of Elgin to Earl Grey.
25 July 1847.

— No. 10. —

(No. 71.)

COPY of a DESPATCH from Governor-General the Right Honourable the Earl of *Elgin* to Earl *Grey*.

Government House, Montreal, 25 July 1847.

My Lord, (Received 16 August 1847.)

I HAVE the honor to transmit a copy of a letter from the Chief Emigrant Agent, enclosing a return of emigrants arrived at Quebec up to the 19th instant.

I have, &c.

(signed) *Elgin & Kincardine.*

Enclosure in No. 10.

Government Emigration Office, Quebec,
19 July 1847.

Sir,

I HAVE the honour to enclose you a return of the number of emigrants arrived during the past week at this port, as also a statement of the total number during the season, which, including the admissions and deaths at the Grosse Isle Hospital, amount to 55,285. Encl. in No. 10.

The greater number of the vessels arrived during the past week, have landed their passengers generally in good health. They were from the ports of London, Plymouth, Waterford, Londonderry, Sligo, and from Hamburg and Bremen.

Several other vessels have however arrived at the quarantine station in a very sickly state, among which were the following; viz.—

Avon - -	from Cork,	550	passengers,	136	deaths on the passage.
Jessie - -	„ ditto	437	„	37	„
Triton - -	„ Liverpool,	483	„	90	„
Erin's Queen	„ ditto	517	„	50	„
Sarah - -	„ ditto	248	„	31	„

These vessels are still at the quarantine station.

On looking over the lists I have received of vessels yet to arrive, I find that 40 ships having from 11,000 to 12,000 passengers on board, may all be looked for in the course of the next fortnight, and that from 12 to 15 vessels may be expected from Bremen during the same period.

These latter, however, need cause no uneasiness, as the passengers from the foreign ports have, so far, all landed in good health, and in possession of sufficient means to enable them to proceed at once to their destinations.

I have, &c.

(signed) *A. C. Buchanan,*
Chief Agent.

Major Campbell, Civil Secretary.

Government Emigration Office, Quebec,
19 July 1847.

NUMBER of emigrants arrived at the port of Quebec during the week ending this date; viz.:—

From England - - - - - - - -	3,377
„ Ireland - - - - - - - -	3,469
„ Germany - - - - - - - -	641
„ Lower Ports - - - - - - - -	62
	7,549
Previously reported - - -	47,736
TOTAL - - -	55,285
To corresponding period last year - - - -	23,033
Increase in 1847 - - -	32,252

(signed) *A. C. Buchanan,*
Chief Agent.

— No. 11. —

CANADA.

— No. 11. —

(No. 76.)

COPY of a DESPATCH from Governor-General the Right Honourable the Earl of *Elgin* to Earl *Grey*.

Government House, Montreal, 11 August 1847.

No. 11.
Earl of Elgin to Earl Grey.
11 August 1847.

My Lord, (Received 30 August 1847.)

I HAVE the honour to transmit herewith the chief emigrant agent's return of emigrants arrived at the port of Quebec from the 5th to the 12th of June last.

I have, &c.

(signed) *Elgin & Kincardine.*

— No. 12.—

(No. 81.)

COPY of a DESPATCH from Governor-General the Right Honourable the Earl of *Elgin* to Earl *Grey*.

No. 12.
Earl of Elgin to Earl Grey.
13 August 1847.

Government House, Montreal, 13 August 1847.

My Lord, (Received 30 August 1847.)

For Earl Grey's Despatch, No. 48, 1 April 1847, *vide* Parl. Papers relative to Emigration, presented by Command June 1847, page 11.

WITH reference to your Lordship's despatch, No. 48, of the 1st of April, apprising me that Her Majesty's Government have determined to propose to Parliament a vote for 10,000*l.* for the relief of sick emigrants, and for forwarding those who are destitute to places where their labour may be in demand; and to a further despatch from your Lordship, No. 87, of the 18th June, instructing me to adopt all measures which may appear to me best calculated to mitigate their sufferings, whether by increasing the number of medical attendants at the quarantine station, or providing a greater extent of accommodation, even if for that purpose it should unfortunately be necessary to exceed the amount of the vote which has been obtained from Parliament for these services; I have the honour to inform you that on application to the Commissary-general, I learn that that officer has not received authority to make any advances on account of the emigration expenses of this year. They have already caused a very heavy drain upon the Provincial Treasury, and I much fear that very serious embarrassment to the finances of the province will be occasioned unless I am enabled to meet the expenditure on this account to a considerable extent, at least, from Imperial funds.

Vide p. 3.

The Provincial Parliament has voted 20,000*l.* currency in aid of this service, and the proceeds of the immigrant tax amount to about 14,000*l.*, but the expenditure already incurred does not fall short of 50,000*l.*, and although there is every desire to keep it within reasonable bounds, I regret to say, that owing to the accumulation of fever patients at Grosse Isle, and the towns and villages throughout the province, it will be impossible to check it suddenly without producing an amount of misery which it would be frightful to contemplate.

I have, &c.

(signed) *Elgin & Kincardine.*

— No. 13.—

— No. 13. —

(No. 126.)

COPY of a DESPATCH from Earl *Grey* to Governor-General the Right Honourable the Earl of *Elgin*.

My Lord, Downing-street, 4 October 1847.

No. 13. Earl Grey to Earl of Elgin. 4 October 1847.

I HAVE to acknowledge the receipt of your Lordship's despatch, No. 81, of 13 August, in which you state that the Commissary-general in Canada had not received authority to make any advances on account of the Parliamentary vote for the relief of destitute and sick emigrants in the province.

I have referred your Lordship's despatch to the Lords Commissioners of Her Majesty's Treasury, and I transmit for your information the accompanying copy of a letter, with its enclosures, on the subject, from which you will perceive that the Commissary-general has been instructed to issue from the Commissariat Chest such further sums, not exceeding in the whole 20,000*l.* (exclusively of the sum of 5,500*l.* already issued), as your Lordship may direct, for the purpose of repaying advances made from the same source from the Colonial Treasury.

I have, &c.

(signed) *Grey*.

Enclosure 1, in No. 13.

Treasury Chambers, 16 September 1847.

I AM commanded by my Lords Commissioners of Her Majesty's Treasury to transmit to you, for Earl Grey's information, with reference to his letter of the 14th instant, copies of Commissary-general Filder's Reports of the 12th and 28th ultimo, and of their respective enclosures, and to acquaint you, that my Lords consider that the course which has been adopted by them in regard to the issues to be made to the Colonial Government, is preferable to giving the Commissary-general an unlimited authority to pay any sums which the Governor-general may direct.

Encl. 1, in No. 13.

I am, &c.

James Stephen, Esq. &c. &c. &c.

(signed) *C. E. Trevelyan*.

Enclosure 2, in No. 13.

(No. 1850.)

Commissariat, Canada, Montreal, 12 August 1847.

Sir,

I HAVE the honour to transmit, for the information of the Lords Commissioners of Her Majesty's Treasury, copy of a letter which has been addressed to me by command of his Excellency the Governor-general, since the date of my last Report, in regard to supplying the emigrants in this city with bread and meat, upon the requisition of the Montreal Emigrant Commissioners.

Encl. 2, in No. 13.

E. 13,324.

I had intended to lay before their Lordships, on this occasion, a Return of the Expenditure defrayed by the Commissariat for the service of the sick and destitute emigrants, but I find, on calling for this information from the several Commissariat officers, that so small a proportion of the accounts have, as yet been settled, that any statement now submitted would convey a very imperfect idea of the amount of the expenses actually incurred up to the present time, on agreements made by the Commissariat; it may be considerable, but it will not, I am of opinion, be great; I will, however, take the earliest opportunity of bringing the subject again under their Lordships' notice.

I would request to be informed whether the payments made by the Commissariat on this account are to be deducted from any sum that may be appropriated by Parliament for emigration purposes, and the balance, if any, only handed over to the local Government; or whether the total amount voted is to be paid into the Colonial Treasury without deduction.

I have, &c.

C. E. Trevelyan, Esq. &c. &c. &c.

(signed) *William Filder*.

CANADA.

(E. 13,324.)

Sir, Secretary's Office, Montreal, 5 August 1847.

I HAVE the honour, by command of the Governor-general, to convey to you his Excellency's instructions to supply rations of beef and bread for the emigrants in this city, upon such requisitions as may issue from the Montreal Emigrant Commissioners, or the person or persons duly authorized by them for that purpose.

I have, &c.
(signed) *E. Parent*,
Ass[t] Secretary.

(True copy.)
(signed) *J. Routh*, D. A. C. G.

(No. 1872.)

Commissariat, Canada,
Sir, Montreal, 28 August 1847.

E. 13,481.
4.

I HAVE the honour to transmit annexed for the information of the Lords Commissioners of Her Majesty's Treasury, copy of a letter and enclosures from the Civil Secretary, requesting, by desire of his Excellency the Governor-general, that I would issue from the Commissariat Chest, the sum of 10,000 *l.*, voted, during the last Session of the Imperial Parliament, for emigration purposes in this colony.

Under the circumstances therein represented, I have advanced from the Chest the sum of 5,500 *l.*, being the balance of the 10,000 *l.* after deducting the expenses incurred, and the probable amount of those to be incurred by the Commissariat for the same service, up to the period that I may expect to receive the instructions which I have applied for in my letter of 12th instant; and I trust this issue of funds, previous to my receiving the customary notification from their Lordships' Board, will, in consideration of the exigency of the occasion, meet with their Lordships' approval.

B. 1850.

The above sum of 5,500 *l.* is in addition to the amount authorized, by your letter of the 12th March last, to be paid over to the Colonial Government for emigration purposes for the year 1846–7.

£. 2,500.
E. 12,515.

I likewise transmit enclosed, with reference to my letter of 12th instant, a statement of all payments made by the Commissariat up to the present time, on this account; it embraces, for the most part, expenses which have been incurred up to the 31st July; those for August will probably amount to nearly 2,200 *l.*, in consequence of our having been called upon, during the present month to provide supplies at Montreal; and the expenses at Grosse Isle defrayed through this department having also increased.

E. 13,496 and
E. 13,507.

C. E. Trevelyan, Esq.,
&c. &c. &c.

I have, &c.
(signed) *William Filder*, C. G.

(E. 13,481.)

Civil Secretary's Office, Montreal,
Sir, 27 August 1847.

No. 48, 1 April 1847.
No. 87, 18 June 1847.

IN reference to the verbal communication made by you to the Governor-general this morning, to the effect that you have received no authority from the Lords Commissioners of Her Majesty's Treasury to make any payments on account of emigration expenses, I have the honour, by command of his Excellency, to forward to you copies of two despatches from Her Majesty's Secretary of State for the Colonies on the subject, from which it appears that the sum of 10,000 *l.* has been voted for this service by the Imperial Parliament; and that his Excellency is authorized to exceed this amount even, if it should seem to him necessary to do so. I am also directed by his Excellency to enclose a copy of a memorandum from the honourable the Executive Council, setting forth that a heavy expenditure is daily taking place for the relief of sick and destitute immigrants, and that the sum voted by the Provincial Parliament, together with the immigrant tax, has already been exceeded; and that serious inconvenience will be felt by the Government unless relief is afforded from Imperial Funds.

Under these circumstances, his Excellency trusts you will have no difficulty in advancing the sum of 10,000 *l.* from the Military Chest.

I have, &c.
(signed) *T. E. Campbell*, Major,
Civil Secretary.

The Commissary General,
&c. &c. &c.

(No. 48.)

(No. 48.)

My Lord, Downing-street, 1 April 1847.

ADVERTING to my despatch of this date (No. 47), I have to observe, that the proposed formation of villages for the reception of emigrants is for the present abandoned; no part of the sum of 50,000 *l.* which you were authorized to advance for that purpose will be required; but, on the other hand I have to inform you, that Her Majesty's Government have determined to propose to Parliament a vote of 10,000 *l.* for the relief of sick emigrants, and for forwarding those who are destitute to places where their labour may be in demand. This is double the amount of the grant made for these purposes in any former year, and ten times that which has been taken in each of the last few years; it is therefore proper that I should apprize you that so large a vote is intended to be taken, not in the expectation that the whole, or even the greater part of it will be required; but as a precaution (which I am sure the people of Canada will appreciate), lest any undue burthen should be thrown upon the province in consequence of the great increase which is anticipated in the number of emigrants during the present season, and of the increase in the proportion of sick, that is I fear also to be expected, owing to the predisposition to disease, which must be occasioned by their previous sufferings from want.

It will therefore be the duty of the emigrant agents in no degree to relax their vigilance in resisting ill-founded claims to assistance, or the strictness of their economy in consequence of the increased amount of the vote, in which I trust a considerable balance will remain applicable to the service of next year.

I have, &c.

The Right honourable the Earl of Elgin. (signed) *Grey.*

(No. 87.)—Extract.

My Lord, Downing-street, 18 June 1847.

I HAVE to acknowledge the receipt of your Lordship's despatch (No. 51), of 28th May, and of its enclosures, reporting the wretched condition of the emigrants who have arrived at the quarantine station up to 26 May.

I am extremely concerned to receive this lamentable account of the state of the passengers on their arrival in Canada; and I hasten to instruct your Lordship to adopt all the measures which may appear to you best calculated to mitigate their sufferings, whether by increasing the number of medical attendants at the quarantine station, or providing a greater extent of accommodation, even if for that purpose it should unfortunately be necessary to exceed the amount of the vote which has been obtained from Parliament for these services.

The Right honourable the Earl of Elgin. (signed) *Grey.*

MEMORANDUM.

THE Committee of Council respectfully beg leave to draw your Excellency's attention to the very great expenditure of public money daily required for the relief of the sick and destitute immigrants in various parts of the province.

The Legislature, before the close of the last session, voted the sum of 20,000 *l.* in aid of the quarantine and immigration expenses for the current year; and there has been paid into the Public Chest the sum of 13,000 *l.* on account of the immigration tax, making an aggregate of 33,000 *l.* But this sum has already been exceeded by warrants on the Receiver-general for this service, to the amount of 6,000 *l.*, and there are still large sums unsettled. The Consolidated Revenue Fund is already in advance to other funds to a large amount; and the Receiver-general has no means of meeting further warrants for the payment of the immigration and quarantine expenses, unless your Excellency can afford relief by drawing on the Imperial Treasury.

(signed) *W. Morris,*
Pt Cl.

Council Chamber, 20 August 1847.

(Certified.) *J. Routh,* D. A. Com.-Gen.

STATEMENT of Sums paid on account of Emigration Services in *Canada*, from 17 June to 25 August 1847.

DATE.	Station.	To whom Paid.	Articles.	Service.	Amount Sterling. £.	s.	d.
June - 17	Quebec -	R. Shaw - - -	rice - - - -	destitute emigrants -	14	16	7
„ - 16	„ - -	J. Dinning - -	fresh beef - - -	„ - „ -	164	9	5
„ - „	„ - -	Martin Ray - -	„ bread - - -	„ - „ -	20	9	10
„ - 30	„ - -	J. Dinning - -	„ beef - - -	„ - „ -	39	18	7
August - 11	„ - -	A. Talbot - -	milk - - - -	hospitals - - -	49	6	4
„ - „	„ - -	F. Belanger - -	hay - - - -	„ - - -	7	7	11
„ - „	„ - -	W. Baldwin - -	water puncheons - -	„ - - -	4	2	2
„ - „	„ - -	C. Langlois - -	cartage - - -	„ - - -	2	13	5
„ - „	„ - -	A. Vergend - -	interring corpses - -	„ - - -	-	10	3
„ - „	„ - -	J. Auld - - -	wrist and ankle straps -	„ - - -	7	12	10
„ - 13	„ - -	J. Kane - - -	ironmongery, &c. - -	„ - - -	19	7	8
„ - „	„ - -	H. Benjamin - -	towels and calico - -	„ - - -	3	8	2
„ - „	„ - -	J. Bowles - -	medicine - - -	„ - - -	13	6	-
„ - 17	„ - -	A. Molson - -	a jolly-boat - - -	„ - - -	12	7	3
„ - 23	„ - -	J. Bradford - -	hospital supplies - -	„ - - -	9	10	5
„ - „	„ - -	W. Patton - -	boards for coffins - -	„ - - -	16	8	9
„ - 24	„ - -	J. Selby - - -	fresh beef - - -	„ - - -	201	6	10
„ - „	„ - -	- ditto - - -	- ditto - - -	destitute emigrants -	30	13	6
„ - „	„ - -	S. & J. Brown - -	tent hire, &c. - -	hospitals - - -	7	3	10
„ - 25	„ - -	J. Bowles - -	medicines - - -	„ - - -	54	2	10
„ - „	„ - -	T. Bickell - -	crockery ware - -	„ - - -	17	6	5
„ - „	„ - -	J. Kane - - -	ironmongery, &c. -	„ - - -	36	12	3
„ - „	„ - -	Morgall & Blight -	shovels, &c. - -	„ - - -	5	4	2
„ - „	„ - -	J. Newton - -	building bakery - -	„ - - -	123	5	9
„ - „	„ - -	M. Carron - -	milk - - - -	„ - - -	92	9	4
„ - „	„ - -	Martin Ray - -	fresh bread - - -	destitute emigrants -	66	1	8
July - 6	S. John's -	- - Issued from the Commissariat Stores.	salt pork - - -	„ - - -	3	6	10½
August - 3	„ - -	J. Daniel - -	fresh beef - - -	„ - - -	20	19	10
„ - 7	„ - -	D. Filton - -	„ bread - - -	„ - - -	15	10	11
„ - 25	„ - -	- ditto - - -	„ ditto - - -	„ - - -	9	19	6
„ - „	„ - -	J. Daniel - -	„ beef - - -	„ - -	14	12	7
				Total - - - £.	1,084	11	10½

Amounting to One thousand and eighty-four Pounds Eleven Shillings and Ten-pence halfpenny.

William Filder, C. G.
J. Routh, D. A. Com. Gen[l].

Commissariat, Montreal, 28 August 1847.

Enclosure 3, in No. 13.

Treasury Minute, 14 September 1847.

Encl. 3, in No. 13. Write to Commissary-general Filder, that my Lords have received his letters of the 12th and 28th ultimo, in the former of which he inquires whether the payments made by the Commissariat for the relief of sick and destitute emigrants from the United Kingdom are to be deducted from the amount payable to the Colonial Treasury on account of the vote of Parliament for this service in aid of provincial funds, and in the latter he reports that upon the application of the Governor-general, he had advanced from the Commissariat chest the sum of 5,500 *l.*, the estimate balance of the vote of 10,000 *l.*, after deducting the expenses incurred, and those which it was probable might remain to be defrayed up to the period when he might expect to receive instructions for his guidance.

My Lords have also received a communication on this subject from the Secretary of State for the Colonial Department, by which it appears that the Provincial Government has had to incur heavy expenses for the relief of the large number of emigrants lately arrived in Canada.

Their Lordships entirely approve of Mr. Filder's proceeding in advancing from the chest the sum of 5,500 *l.* for this service, and they desire that he will issue from the chest such further sums, not exceeding in the whole 20,000 *l.* (exclusively of the sum of 5,500 *l.* already issued), as the Governor-general may direct, for the purpose of repaying advances made on the same account from the Colonial Treasury.

Mr. Filder will continue to furnish this Board with statements of the expenditure defrayed by the Commissariat for this service.

— No. 14. —

(No. 90.)

COPY of a DESPATCH from Governor-General the Right Honourable the Earl of *Elgin* to Earl *Grey*.

Hamilton, Canada West, 9 October 1847.

My Lord, (Received 29 October 1847.)

No. 14. Governor-general the Earl of Elgin to Earl Grey, 9 October 1847.

I HAVE the honour to transmit herewith the copy of a Minute passed by the Executive Council of Canada, representing the serious embarrassment which the expenses connected with the immigration of this year have occasioned in the financial condition of the province. I have been requested to bring this statement under your Lordship's notice, and to urge upon your consideration the suggestion contained in the latter portion of the Minute with respect to the payment of the semi-annual dividend due in London in January on the debt of the province.

Since the accompanying Minute was passed, the Commissary-general has intimated to me that he has received authority to pay from the military chest 20,000*l.* sterling towards the expenses of this year's immigration. Your Lordship will, however, observe that this sum will not cover the advances which the province has already made in this service.

I have, &c.

(signed) *Elgin & Kincardine.*

Enclosure in No. 14.

EXTRACT from a Report of a Committee of the Honourable the Executive Council, on Matters of State, dated 4th October 1847, approved by his Excellency the Governor-general in Council on the same day.

Encl. in No. 14.

ON the application of Mr. Hawke for 6,450*l.* for emigration expenses; also on that of the Board of Health at Toronto for 2,000*l.* to repay disbursements and current expenses of emigrant hospital; also on that of the emigrant commission at Montreal for 1,500*l.* on account of disbursements of last month; also on that of the Quebec hospital for 1,000*l.*:

The Inspector-general has the honour to observe, with reference to these applications, that they are for advances immediately needed to defray the most pressing claims, but will by no means cover all the engagements up to this date which the several authorities have entered into for forwarding the emigrants and providing for the sick; and also that the emigrant agent for Upper Canada has stated that he will be called upon very shortly to make a claim for a considerable sum to defray expenses in that portion of the province.

The amount disbursed from the provincial chest to the close of September is		£. 64,895 19 2
Amount received has been—		
From Emigration Tax	£. 17,000 – –	
From Imperial Funds from Commissary-general for expenses of 1847	12,166 13 4	
		29,166 13 4
		£. 35,729 5 10

To enable the provincial chest to meet this outlay, the sum of 35,000*l.* has been advanced by the Montreal bank, the provincial surplus revenues being wholly absorbed by the demands to carry on the Public Works; and it will be necessary to raise a further loan from the bank to meet the applications now made, and make provision for the future. As the greater proportion of these advances will have to be repaid at short dates, the province will not be in a position to keep faith with the public creditor unless these sums are speedily reimbursed to her. Much time would be saved, and the arrangement simplified, if the sum of 40,000*l.* or 50,000*l.* were placed to the credit of the province with the Bank of England, which might be made applicable to the payment of her semi-annual dividends there, while she disburses the equivalent within the province to sustain this helpless emigration.

The committee respectfully submit that a further loan be negotiated with the Bank of Montreal, payable at three months' date, to meet these first demands, and that the substance of the Inspector-general's memorandum be transmitted to the imperial authorities, humbly, yet urgently, praying that Her Majesty will be graciously pleased to sustain the province in its exertions to provide for the sick and helpless emigration that has been poured into the country.

(Certified.)

(signed) *J. Joseph*, C. E. C.

— No. 15. —

CANADA.

— No. 15.—

(No. 135.)

COPY of a DESPATCH from Earl *Grey* to Governor-General the Right Honourable the Earl of *Elgin*.

No. 15.
Earl Grey to Governor-general the Earl of Elgin, 3 November 1847.

My Lord, Downing-street, 3 November 1847.

I HAVE to acknowledge the receipt of your Lordship's despatch, No. 90, of the 9th October, enclosing the copy of a Minute passed by the Executive Council of Canada, representing the serious embarrassment which the expenses connected with the immigration of this year have occasioned to the finances of the province.

I hope shortly to have it in my power to address you more fully upon the important subject to which this despatch relates, in replying to your former despatches noted in the margin, which enclosed Addresses to the Queen from the two Houses of the Legislature and from other public bodies in Canada. With reference to the Minute of your Executive Council now transmitted, I must however remind your Lordship that I have not yet received any reply to my despatch of the 19th of July. It is, therefore, only in my power at present to state, that whilst for the reasons assigned in that despatch, Her Majesty's servants readily acknowledge that the whole expenses of the immigration of the present season cannot with propriety be thrown upon the North American Provinces, we are still of opinion that this expense is one to which the colonies are bound at least to contribute, and that it is impossible for my colleagues and myself to form a judgment to what extent Parliament ought to be invited to provide the means of meeting this expenditure in the absence of the detailed information called for in my despatch above referred to, which has not yet been furnished to me. As far as I am able to judge, it would appear to me doubtful at least whether the expense already borne by this country does not form as large a part of the whole charge as it can properly be called upon to bear. I find that the Executive Council state the "Imperial funds" received from the Commissary-general for the emigration expenses of the year 1847 to have amounted at the date of their Minute to 12,166 *l.*; that the produce of the emigration tax applicable to the same purpose, and really paid by the emigrants themselves, was, up to the same date, 17,000 *l.*, making in all, 29,166 *l.* available for this service, without any charge to the province. It does not very clearly appear in what manner the above sum of 12,166 *l.*, said to have been received from Imperial funds, has been made up, and whether it includes any charge for the use of tents and other stores furnished by the Ordnance Department; but assuming that it includes all the assistance thus afforded, the above sums, together with that of 20,000 *l.*, which, after the date of the Minute, the Commissary-general received instructions to place at the disposal of the Provincial Government, would amount to at least 49,000 *l.* contributed towards the expenses connected with emigration, without imposing any burthen whatever on the Provincial Revenue. But as it appears from the Minute of the Council, that up to the close of September, the whole expense incurred had amounted to less than 65,000 *l.*, it would follow that the charge upon the province had been little more than 15,000 *l.*, a sum which, considering the benefit, direct and indirect, which the trade and revenue of the province has derived from the resort of emigrants to the St. Lawrence in this and in former years, certainly would not appear a very heavy burthen for the province to sustain. Under these circumstances it is not in the power of Her Majesty's Government to direct further advances to be made to the province, until the whole question shall have been very carefully considered, with the aid of that detailed information which, in the despatch I have already quoted, I have requested your Lordship to supply. In the mean time, I have to suggest, that you should, in concert with your Executive Council, take, without delay, the necessary measures for meeting the payment of interest on the debt of the province, which will shortly become due, remembering that a failure to meet that payment with punctuality would probably have the effect of rendering it impossible for the province hereafter, for any objects, however important, to resort for assistance to the money market of this country except upon terms of great disadvantage.

No. 64, 28 June.
No. 68, 13 July.
No. 69, 13 July.

Page 6.

I have, &c.
(signed) *Grey*.

— No. 16. —

— No. 16. —

(No. 91.)

COPY of a DESPATCH from Governor-General the Right Honourable the Earl of *Elgin* to Earl *Grey*.

No. 16.
Earl of Elgin to Earl Grey,
27 October 1847.

Government House, Montreal, 27 October 1847.

My Lord, (Received 16 November 1847.)

I HAVE the honour to transmit herewith copies of Reports from the Chief Emigrant Agent of Upper Canada, together with a copy of a letter from the Assistant Agent at Quebec, enclosing two depositions, showing the circumstances under which certain emigrants, who arrived in this province in a state of entire destitution, embarked from Ireland.

20 Sept. 1847.
16 Oct. 1847.
16 Sept. 1847.

I also enclose for your Lordship's information in accordance with the request of my Executive Council, copies of two presentments made at the last Assizes by the Grand Juries in the Midland and Niagara Districts, on the subject of emigration.

I have, &c.
(signed) *Elgin & Kincardine.*

Enclosure 1, in No. 16.

Sir, Emigrant Office, Kingston, 20 September 1847.

IN obedience to the commands of the Governor-general, I left Kingston on the 3d instant, for the purpose of visiting the Boards of Health west of this place. Encl. 1, in No. 16.

As I have not as yet been able to visit all the Boards in Upper Canada, it is not in my power to make a full report, but I beg to state, for his Excellency's information, that I have furnished the Chairman of each of the Boards I have visited, with forms of account, such as those used in this office for 15 years past, and examined their records. As soon as the accounts are sent in I shall proceed to report upon them for the information of the Inspector-general.

I am of opinion that the Boards of Health at the following places can be dispensed with at once, without any injury to the emigrants, or causing any dissatisfaction to the disinterested part of the community; viz. Pictou, Belleville, River Trent, Cobourg, Port Hope, Peterboro', New Market, Stewartsville, Guelph, Sandwich, Amherstburgh, Oakville, Barrie and Chatham.

I shall therefore, agreeably to the authority contained in Mr. Bartlett's letter of the 3d instant, written in the absence of the Civil Secretary, take immediate steps to close the same. In many instances it will be necessary to send the sick and infirm, as well as the widows and orphans, to the nearest establishment that is to be continued, and in the event of any of the patients being too ill for removal, to make arrangements for their being supplied with medical attendance and comforts at the places where they are to be left.

It is my intention to visit the Boards on the St. Lawrence and Ottawa as soon as my other duties will permit, and as I shall proceed from Cornwall to Bytown, it is my intention to pay a short visit to Montreal.

On my return to this agency yesterday morning, I found upwards of a hundred returns reports, accounts and memorials—some of a very voluminous character—that had been transmitted during my absence. As many of them are from the Civil and Provincial Secretaries' offices, I would beg to observe, that the course I have felt it my duty to adopt in the absence of any instructions or forms of account from the Government, will render any action upon most of them unnecessary until I am in possession of accounts properly supported.

I am sorry to add, that although there has been during the season a fair demand for labour, that many emigrants are in want of work. The farmers are afraid to employ them, as many deaths have been attributed to taking them into their service. A very large number also are too feeble to work. During my recent tour the question was frequently put to me as to what was to be done with them during the winter? Many will no doubt be thrown back upon the towns for support. No plan that the Government can adopt for their relief can reach claims scattered over so wide a surface, and I have therefore urged it as a duty to humanity, for the communities in which they reside to render them assistance. Food is cheap and plentiful everywhere, for the harvest in Upper Canada has been a most bountiful one. As long as so many Boards of Health were permitted to relieve them at the public expense, I was afraid that this duty would be neglected, and hence my anxiety to close as many as possible. More than three-fourths of the immigrants this year have been Irish, diseased in body, and belonging generally to the lowest class of unskilled labourers. Very few of them are fit for farm servants; and as there is but little demand for labourers on public works, it will be very difficult to dispose of them so that they will be able to earn their bread.

I have, &c.
(signed) *A. B. Hawke,*
Chief Emigration Agent for Upper Canada.

T. E. Campbell, Esq., Civil Secretary,
&c. &c. &c.

Enclosure 2, in No. 16.

Encl. 2, in No. 16.

Sir, Emigrant Office, Kingston, 16 October 1847.

On the 20th ultimo, I had the honour to transmit to your address, for the information of the Governor-general, a report of my proceedings with reference to the Boards of Health west of Kingston.

On the day following I left this agency for the purpose of finishing my mission, by visiting the Boards of Health on the St. Lawrence and Ottawa; but in consequence of Mr. Buchanan's illness, it was considered necessary for me to proceed to Montreal, and thence to Quebec, to make such arrangements for conducting the service as circumstances might demand; and, consequently, I have been obliged to postpone the report of my proceedings to a later period than I contemplated.

In my first report I had the honour to state, for his Excellency's information, that I had been able to close, as far as relief to emigrants was concerned, 14 of the Boards of Health west of Kingston; and, during my recent tour, I made arrangements to relieve the Boards of Health at the following places, of all further duty of that character, as soon as the sick and convalescent can be removed; viz. Brookville, Prescott, Matilda, West Williamsburgh, Dickenson's Landing, Cornwall and Bytown.

Some of the emigrant buildings at Kingston are nearly ready for winter use; and I have sent Mr. Call, the secretary of the Kingston Board of Health, whom I have found it necessary to employ in similar services, to visit the places above-named, and to superintend the forwarding of all the emigrants who are in a condition to be removed, to this station.

Out of the 28 Boards of Health authorized to relieve sick and indigent immigrants in Upper Canada, 20 will, I trust, be closed on or before the 25th instant; and it is my intention to reduce the number still further at the earliest period possible.

It will not be in my power to furnish a full report on the emigration of the current year until I receive the final reports from the emigrant agents at the close of the season; but as many of the grand juries have mentioned the subject in their presentments, I feel it my duty to submit such information as I am convinced can be depended upon.

Up to this period, about 92,000 emigrants are reported to have been landed at Grosse Island, Quebec and Montreal. Of this number, it appears that 18,960 merely passed through our navigable waters *en route* to the adjoining and Western States, leaving the immigration to Canada *viâ* the St. Lawrence, a little over 74,000. To which must be added for immigrants who entered Upper Canada by our frontier ports, nearly 3,000 more, making the grand total 77,000.

It is the opinion of the immigrant agents, as well as my own, that two-thirds—in round numbers 50,000—have settled, and are now employed in various parts of Canada; and according to the latest information that I am in possession of, 5,136 are sick in the various hospitals, leaving 21,864 unaccounted for. The deaths, according to Mr. Taylor's return to the 19th ultimo, on the passage out and at the Grosse Isle, Quebec and Montreal hospitals, amount to 11,396, to which must be added 3,650 who have died in this section of the province, making the total 15,046, and leaving nearly 7,000 still unaccounted for. They will be found, with few exceptions, hanging loose upon society, especially about the towns, where by short jobs of work, and occasional charity, they manage to pick up a precarious subsistence.

Although the German and other emigrants to the Western States have found no difficulty in proceeding to their destination, the Irish who are desirous of joining their relations in that country, have not been permitted to land at the ports along our frontier. At St, John's and Lake Champlain, I am told that the American steam-boats refuse to take them; and Dr. Scott, the emigrant physician at Prescott, assured me, that the American authorities at Ogdensburgh invariably sent them back. At Oswego and Sackett's Harbour, the American ports opposite Kingston, the authorities have adopted the same course; and at Lewiston, the ferryman was imprisoned for landing Irish emigrants at that place, while the German as well as the English and Scotch emigrants appeared to meet with no opposition; for I saw a party of emigrants, numbering nearly 200 persons, enter the railroad cars at Lewiston, *en route* for Buffalo, in September last. They were all, however, well and comfortably dressed, and apparently in good health.

With reference to the assertion so frequently made in the public prints, that many aged and infirm people have been sent to this colony, who could not, under any circumstances, earn a livelihood. I would beg to add, that in addition to this burthen, many widows with large families, whose husbands died in Ireland, and who have no friends in America, have also been landed in Canada during the current season. I have as yet received returns from only three places out of eight; viz. Kingston, Cobourg and Bytown, and these returns contain lists of the names of 108 widows, having 321 children. Forty-two of these widows, having 127 children dependent upon them, lost their husbands in Ireland, and were sent out, as they declare, by the landlords upon whose estates they resided, and the relief committees. As soon as these returns are complete, I shall transmit them to your address.

Upon the whole I am obliged to consider the immigration of this year a calamity to the province. It has no doubt been the cause of much benefit to the ship and steam-boat proprietors, as well as to those interested in furnishing supplies for the subsistence of the immigrants. But, on the other hand, there is no denying that they have scattered disease and death, to a fearful extent, wherever they have congregated in any considerable numbers. Added to this, they are generally dirty in their habits and unreasonable in their expectations as to wages. They appear to possess but little ambition or desire to adapt themselves to the new

new state of things with which they are surrounded. The few who possess any money invariably secrete it, and will submit to any amount of suffering, or have recourse to begging in the streets, and the most humiliating and pertinacious supplications to obtain a loaf of bread from Boards of Health or the emigrant agents, rather than part with a shilling. Hitherto such people have been the exceptions to the general character of our immigration, but this year they constitute a large majority. Fortunately for them a great many had friends and relations settled in the province, who were able to render them assistance. But for this circumstance, the calamity would have been much more severely felt.

I have, &c.
(signed) *A. B. Hawke*,
Chief Emigrant Agent for Upper Canada.

T. E. Campbell, Esq., Civil Secretary,
&c. &c. &c.

Enclosure 3, in No. 16.

Government Emigration Office, Quebec,
16 September 1847.

Sir,

THE Chief Agent being unfortunately confined to his house by severe sickness, I have the honour to acknowledge the receipt, at this office, of your letter dated the 14th instant. Encl. 3, in No. 16.

The duty also devolves upon me to report, for the information of his Excellency the Governor-general, that the deputy emigrant agent at Grosse Isle has communicated to this office, in a letter dated 14th instant, an account of the unparalleled destitution of certain emigrants who were sent out in the "Superior," from Londonderry, by their landlord, Dr. Collins.

The enclosed copies of depositions taken by Mr. Symes, though they afford no evidence of any infraction of the law, present such a picture of inconsiderateness (to use the mildest term) on the part of the persons sending out these poor people, as may possibly induce his Excellency to take such notice in deprecation of the system, as may prevent its adoption in the ensuing season of emigration.

The cases described in these depositions are not singular in their character; a majority of the tenantry are represented as being in a most miserable condition; denuded (even young females and matrons, as well as children) of common decent clothing, and therein evidencing an increasing desideratum, in this climate, that may possibly cast a new description of burthen upon the Government.

All of which is respectfully submitted,

(signed) *S. M. Taylor*,
Assistant Agent.

Major Campbell, Civil Secretary,
&c. &c. &c.

Province of Canada, } PERSONALLY came and appeared before me, Robert Symes, Esq., one
District of Quebec. } of Her Majesty's Justices of the Peace in and for the said district,

Hugh Reilly, stone-cutter, late of the parish of Kivally, County Fermanagh, Ireland, and being duly sworn on the Holy Evangelists, deposeth and saith, that he was a tenant upon the estate of Dr. Collins, and has a wife and five children, the eldest of whom is under 14 years of age; that in the month of May last deponent could not procure employment, and was obliged to accept of public relief, which was then being given in his parish; that he and his family received daily relief for a considerable time, till about the 1st of June, when this relief was entirely taken away, and deponent was told, that if he would not give up his land, no more relief would be afforded him or his family; that one Hugh Quin, acting as bailiff on the estate, came to deponent and demanded possession of his land, promising at the same time to pay the passages of himself and family to America, with plenty of sea-store and clothing; in consequence of these promises, and threats of being deprived of all future relief, he was induced to give up his piece of land; that all the clothing issued to himself and family consisted of one shirt, one pair of socks, one shift and one petticoat; nothing whatever was given for his children, who were all in a most deplorable state of destitution of clothing, not having sufficient to cover their nakedness; that the wife of deponent represented to the bailiff Quin, in deponent's own presence, the hardship of being sent away without shoes to her feet, as well as her children, in reply to which appeal the bailiff promised to buy shoes and clothing at Enniskillen, as they passed through on their way to Derry to join the ship to embark for America; on the arrival of my family at Enniskillen no clothes were given, nor was there any clothing given to my family afterwards, and we were obliged to go on board the ship destitute of bedding and clothing, such as we had being almost unfit for use, and wholly insufficient for our health and comfort.

This deponent further declares, that he would never have quitted his place of abode but for false promises, and threats of being cut off from all future relief.

That with respect to provisions, a supply was sent on board, but not a sufficiency, till a quantity of Indian meal was purchased in Londonderry, and added to the sea-stock; Quin, the acting bailiff stated, when asked for clothing, that he was obliged to expend the money intended to purchase clothing in the purchase of Indian meal, and consequently the destitution of clothes.

This deponent now solemnly declares, that he and his family are entirely destitute of money, clothing or provisions. This deponent further declares, that Captain Mason, of the

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"Superior," treated himself and his fellow-passengers with much kindness, and in several instances issued meal from his own stock in lieu of biscuit, which latter provision could not be used by the aged and children.

Further, this deponent saith not, and declares he cannot write or sign his name.

his
(signed) *Hugh* × *Reilly.*
mark.

Sworn before me at Grosse Isle, in the district of Quebec, this 12th day of September 1847.
(signed) *R. Symes*, J. P.

Province of Canada, } PERSONALLY came and appeared before me, Robert Symes, Esq.,
District of Quebec. } one of Her Majesty's Justices of the Peace for the said district,

Bryan Prior, labourer, late of the parish of Drumreilly, county Leitrim, Ireland, and being duly sworn on the Holy Evangelists, deposeth and saith,

That he was a tenant of Dr. Collins, in the parish of Drumreilly, and occupied a piece of land of five acres; that he has a wife and four children, the eldest under 12 years; that upwards of six weeks previous to his leaving home, he and his family were wholly deprived of relief; that when in an actual state of starvation, Mr. Benson, agent to Dr. Collins, demanded of this deponent the surrender of his piece of land, and promised to give him immediate relief if he gave up his land; being in a state of starvation, he did give up his land, and his house was immediately pulled down to the ground, leaving his wife and four children standing in the field, without a covering or any other place to lay their heads. The land being of insufficient value, as estimated by Mr. Benson, the agent, he refused to send deponent's wife and children with him to America, saying, at the same time, that it was quite expensive enough to send him, and that he might be thankful for it. The wife and children of this deponent are now in Ireland, without a house or home, as far as this deponent has any knowledge of their condition, and he now declares that he is in a most distressed state of mind, without money, clothing or food.

(signed) *Bryan Prior.*

Sworn before me at Grosse Isle, in the district of Quebec, this 12th day of September 1847.
(signed) *R. Symes*, J. P.

Enclosure 4, in No. 16.

Midland District, } THE jurors of our Sovereign Lady the Queen, on their oath pre-
to wit. } sent:—

Encl. 4, in No. 16. THAT they have visited the gaol of this district, and found the several cells and apartments well ventilated and in good order; and, on interrogating the prisoners, were informed by them that they had no complaints to make, with the exception that their allowance of food was not quite sufficient.

That on maturely considering that part of the charge of his Honour the Judge which has reference to the immigration of this season, are of opinion that it is a subject of the utmost importance in its effects on the present and future destiny of this young and hitherto thriving colony.

That while the inhabitants of this province are generally disposed to hail with a welcome the arrival amongst them of so many sound, able-bodied and industrious immigrants as their limited capital can put into useful employment, as also to extend charity proportionate to their means, whenever a claim can be presented on their benevolence, this jury are at a loss to find language sufficiently strong to express their deprecation of the moral turpitude of leading men and landlords who have advised, encouraged and assisted to leave their native home, the kind sympathy of friends, and even their best chance of prolonged existence, such large bodies of their destitute countrymen, many of them too old to work for their living, others exhausted by famine and sickness, and some of them even blind and cripples, who, congregated into dense masses on board ship, without wholesome food and fresh air, have generated such contagious disease as usually accompanies such complication of misery, and without any reference to the evil consequences resulting to the inhabitants of this province. This conduct is most cruel to the immigrants themselves, rendering more bitter the last sorrows of a shortened life, by casting them out from their native country to die in a distant land.

That, in addition to the cruelties thus inflicted on those unfortunate individuals themselves, under the pretence of friendship and charity, (but in the opinion of this jury for the purpose of getting rid of them), it is manifest injustice to those amongst whom they are landed, and imposes upon them a multitude of paupers, destined to be a serious burden on the resources of the humane and industrious, and exposing them to the influence of contagion and disease of a most malignant character.

It is with reluctance this jury remark, that the immigration of this season is more calculated to depopulate than to stimulate the growth of this province; and this jury have fearful anticipations of their starvation from hunger and cold during the inclement season of winter, unless

unless the Provincial Government can, by authority and means from the mother country, adopt some plan of affording relief, not only to those of them who are sick, but also to those in health, by giving them employment.

This jury confidently hope, that such representations have already been forwarded from the Provincial Legislature and from the Executive Government as have procured a guarantee of means to alleviate the distresses of those paupers so unjustly located upon us.

The grand jury trust that the Imperial Government will shield this province from a future recurrence of this gross injustice; and that our local authorities will be more guarded in preventing the introduction of contagious disease amongst the population of towns and cities by making choice of isolated situations whereon to erect sheds and hospitals.

In expressing, as above, their unanimous opinion, and also what they conceive to be a general opinion throughout the province, on the immigration of this season, it may not be out of place for them to suggest, that such of those immigrants in this district who are able to work should be forthwith employed, under the direction of experienced workmen, in opening up the road contemplated to be made by the Government from Kingston towards the Ottawa river, not merely with a view to the public benefit, but rather to teach and encourage them to become industrious good settlers in the neighbourhood of such road, should the Government deem it proper to grant them lands there on the Owen Sound principle.

This jury further present, that there are throughout this province large numbers of orphan children, whose interest and future happiness would be greatly promoted by their being bound as apprentices, either to farmers, mechanics or others, but, owing to the want of a provincial law on the subject, no authority exists for carrying out so desirable a measure; this jury therefore suggest that at the next meeting of the Legislature an Act for this purpose be introduced by the law officers of the Crown.

All which is respectfully submitted.

I have, &c.

Grand Jury Room, 2 October 1847. (signed) *J. Counter*, Foreman.

Enclosure 5, in No. 16.

Encl. 5, in No. 16.

THE jurors of our Lady the Queen upon oath present that they as the body of this district, knowing the feelings of the people on the subject of this year's emigration, feel that they would be omitting an important part of their duty were they to separate without giving an expression of their opinion on this subject.

The grand jury, aware of the great injury that the commercial interests of this province have sustained in consequence of the policy the British Government has lately deemed it prudent to pursue, by the deprivation of those advantages which colonists possessed in the British market, cannot but express their regret that so great an additional injury should have been inflicted upon the people of Canada, by the unchecked translation to this province of thousands of the pauper population of the mother country, many of whom, on their embarkation, exhibited symptoms of that fatal disease which has swept away such vast numbers, not of the emigrants alone, but also of the settled inhabitants of the province. It is a fact, which the grand jury believe cannot be controverted, that thousands of the emigrants of this year have been sent from the most distressed and starving districts of Ireland, and that every facility has been afforded by many of the landlords, to assist the most helpless of their tenantry to emigrate, to avoid the burdens which a year of famine and a new poor law might be expected to cast upon them as the owners of the soil, and although there can be no doubt that the vast expenses which their arrival in this country in a diseased and often dying condition has been entailed upon the province will be defrayed by the Imperial Government, yet the grand jury feel that for months to come, thousands of them must be sustained by the contributions of the charitable, and a system of relief be procured among the settled inhabitants here, which ought to have fallen upon the landed proprietors at home. The grand jury are aware that an address was adopted, at the last session of the Provincial Legislature, to Her Majesty on this important subject, which they trust will have the proper effect; but should the Imperial Government delay or decline acting upon their remonstrance, we earnestly hope that the next session of the Provincial Parliament may not be permitted to pass without the enacting of a law, restrictive in its character, and protective in its operation, which will hereafter indirectly prevent the recurrence of events so hostile to the interests of the people of this province, and so disastrous to their welfare, prosperity and happiness.

(signed) Walter H. Dickson, Foreman.
O. S. Phelps.
Walter Wilson.
Duncan M'Farland.
Gilbert M'Micking.
Dennis Woolverton.
A. Kreon, jun.
Geo. P. M. Ball.
Elias Durham.
John S. Walker.
J. S. Ham.
John Turney.
J. W. H. Stewart.
W. R. Ottley.
Wm. Woodruff.

Niagara Grand Jury Room,
22 September 1847.

CANADA.

—No. 17.—

No. 17.
Earl Grey to the Earl of Elgin, 27 December 1847.
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COPY of a DESPATCH from Earl *Grey* to Governor-General the Right Honourable the Earl of *Elgin*.

My Lord, Downing-street, 27 December 1847.

WITH reference to that part of the enclosures in your Lordship's despatch, No. 91, of the 27th of October, which related to unfavourable reports respecting Irish emigrants from the estates of Dr. Collins, I have now to forward for your information the enclosed copies of answers received from Dr. Collins, to whom the Emigration Commissioners communicated the papers, by my desire, in order that he might be able to furnish any explanations which he might wish to offer on the subject.

I have, &c.
(signed) *Grey*.

Enclosures in No. 17.

Sir, Merrion-square, 23 December 1847.

Encl. in No. 17.

I BEG you will return my best acknowledgments to the Colonial Emigration Commissioners for their communication of the 10th inst., relative to some tenants of mine who emigrated to Quebec from the port of Derry in the ship "Superior." In reply, I wish to state, for the information of the Commissioners, the following facts:—

There were about 150 persons, adults and children, sent out by me in the "Superior," equal to 110 full passengers.

For these 110, I paid all ship charges, and provided carts to carry the women and children, and food for the journey, from the counties of Leitrim and Fermanagh to Derry.

All of them owed me two years' rent, most of them three, and many of them four, every shilling of which I not only forgave them, but allowed them to sell whatever stock, furniture or other effects they had, and take the money with them.

In addition to the ship's allowance of 1 lb. of bread-stuffs daily, I paid for 1 lb. of meal daily extra for each of them.

I procured them four barrels of pork, and gave them 5 *l.* worth of coffee and sugar. I also procured them 35 *l.* worth of clothes, which I sent from Dublin, of excellent quality, which were faithfully distributed amongst them. I cannot account for the statements made by the two individuals mentioned. I was not in the country myself at the time of their departure; but I trust the Commissioners, from the undoubted facts stated, will agree with me in thinking that I acted liberally towards them.

The total sum expended and lost to me in rent was certainly not less than 900 *l.*

These poor creatures were all in the greatest poverty, and many of them must inevitably have perished from starvation had they remained in Ireland.

It is totally untrue that any individual went out otherwise than voluntarily, as every family were left to their own free-will. The offer was made to every tenant on both estates, who (since the loss of the potato) thought their holdings too small to grow food for them; and those who remained, and did not wish to emigrate, have in no instance been disturbed by me in the slightest degree.

The tenants appeared most grateful for what had been done for them, and the act was universally considered as an example to other landlords, and one of the most generous character.

In conclusion, I would most respectfully state, that where a landed proprietor contributes the large amount I have done in this instance, for the purpose of enabling the destitute poor to escape death from starvation, it is not too much to expect the expenditure of a few shillings on each pauper on the part of Her Majesty's Government, as their contribution to place these honest but distressed subjects at once in a locality where, by their industry, all their wants may be instantly supplied.

Would not this have been nearly as speedily accomplished for the poor stone-cutter by a free passage in a steamer (whose wages at 5 *s.* or 6 *s.* daily would speedily have procured him happiness hitherto unknown), as was occupied by the magistrate in taking untruthful depositions from such poor creatures, in every way calculated to create discontent, and when communicated by them to their friends in Ireland (although previously well contented), likely to lead to outrage of the worst description, and thus completely frustrate all future efforts of the most liberal landlords to promote further emigration?—which I believe unquestionably to be the chief source we have to look to for the very existence of about two millions of our poor fellow-creatures.

I beg to refer the Commissioners to the request contained in my letters dated the 5th of March and the 12th of July, relative to the destitute state of the poor emigrants sent out; and from the statements made in Parliament and the report made by the Commissioners last year to both Houses by command of Her Majesty, as to the assistance to be given to emigrants on their arrival in Canada, I entertained no doubt whatever that they should be placed free of cost to themselves where employment was abundant; and this at the most trifling addition by the Government to the 5 *s.* head money which their officer received from me.

Hoping

Hoping the Commissioners will pardon the liberty I have taken in freely expressing my sentiments on this vitally important subject,

I have, &c.
(signed) *Robert Collins*, M. D.

To Samuel Walcott, Esq.,
&c. &c. &c.
Secretary, Colonial Emigration Commissioners,
&c. &c. &c.

I have delayed this reply some days, expecting a letter from my agent, respecting the two cases noticed, which I have not yet received; I hope, however, in a day or two to forward all particulars.

Sir, Merrion-square, Dec. 24, 1847.

I BEG to forward the accompanying affidavits respecting the two tenants, Hugh Reilly and Bryan Prior, whose depositions you forwarded to me on the 10th instant.

I have to request you will be so good as to submit the documents I now send, together with my letter of yesterday, to the Commissioners.

The Commissioners will at once see the justice of my observations of yesterday in reference to the untruthful statements made.

It will be seen that Reilly was not only not destitute, but had at least six pounds in his possession which he received for a cow he sold, &c., and that he had good clothes in his box, although he wore the bad for effect, and also that he had never paid me any rent. These undoubted facts should open the eyes of the Commissioners to imposition.

It will also be seen that Prior had been treated with the utmost kindness, having been made a present of a cow, and had his ground cropped, and that his statement was truly false.

I am, &c.
(signed) *Robert Collins.*

Counties of Cavan and Fermanagh, to wit.

Hugh Quin, of Gannery, county Fermanagh, came before me, one of Her Majesty's Justices of the Peace for said counties, and having been duly sworn on the Holy Evangelists, deposeth and saith, that he has read an affidavit stated to have been made by one Hugh Reilly, late of Aghernly, county of Fermanagh, before Robert Symes, Esquire, of Quebec; and deponent admits that said Hugh Reilly might have been told that unless he gave up his land he could not be continued on the relief list, as such regulations were adopted and acted on by relief committees throughout the kingdom, under the direction of the Government Inspectors; but deponent solemnly denies that he ever held out a threat of any kind whatsoever, or made any offer to said Reilly to induce him to give up his land, which consisted of about four acres of partly reclaimed mountain or bog, and for which said Reilly never, to the best of this deponent's knowledge or belief, paid one shilling of rent, but may have got credit for a small amount of work done for Dr. Collins.

That said Hugh Reilly came to deponent, and most earnestly besought him to interfere for him with Captain Benison, and induce him to permit said Reilly and family to proceed with the other emigrants from Dr. Collins' property, and, on his request being granted, Reilly appeared most grateful.

That said Reilly was permitted to sell his stock, consisting of a cow and two goats, also all his furniture, &c. &c., and, to the best of this deponent's knowledge, information and belief, Reilly must have had at least six pounds when he sailed in the ship "Superior" from the quay of Londonderry, and that his statement of total destitution is a fabrication.

Deponent declares that it is totally untrue that he promised said Reilly shoes for his wife, or made any promise whatever of clothing for either himself or family; and that he was well aware that, although said Reilly travelled in worn-out, patched clothes, that he had a good suit in his box; and that said Reilly behaved most improperly on the way from Ballyconnel to Derry, he and another having excited the minds of certain persons against deponent and his party, and that he had much difficulty in proceeding with the emigrants, as said Reilly was anxious to raise a riot on the road, and break up the party, by getting this deponent and others beaten. Deponent denies that it is true that said Reilly's children were in the state represented by him, and that he, this deponent, caused to be conveyed to Londonderry, and put on board the "Superior" the bed and bedding of said Reilly, as well as of all the other emigrants. That deponent provided for the wants of the emigrants, and put on board the "Superior" a sufficient supply for ten weeks for each of oaten and Indian meal, the latter having been provided by the direction of Mr. Cooke, to whom the "Superior" belonged, and who told this deponent that all of Dr. Collins' emigrants had been sufficiently provided with sea-stores, consisting of tea, sugar, pork, in addition to meal, &c. &c.

Deponent declares that said Reilly has been through life a discontented, complaining, ill-disposed person, and that, from his conduct in the town of Strabane, he was apprehensive that he would have received personal injury, and was obliged to threaten him and others to hand them over to the police authorities, which fortunately were near, and prevented further disturbance.

(signed) *Hugh Quin.*

Taken and acknowledged before me, this 21st day of December, at Ballyconnel, Ireland, in the year of our Lord 1847.

(signed) *Joseph Benison*, J.P.

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Counties of Cavan and Fermanagh, to wit.

Farrell Kennan, of Kenkeen, county of Leitrim, came before me, one of Her Majesty's Justices of the Peace for said counties, and having been duly sworn on the Holy Evangelists, deposeth that the affidavit made by Bryan Prior, late of Curraghturtry, county of Leitrim, is, for the most part, without foundation. That said Prior had not five acres of land to surrender the possession of, but only about three, rent for which, for several years, he had never paid, although the utmost kindness had been extended to him by having his land cropped for him; also, by giving him a cow with the hope of bettering his condition; but that any effort to enable him to better his condition failed, and that said Prior had made many applications for a passage to Quebec, without success, and that it was only on the morning of the day when the emigrants started for Londonderry, that he, this deponent, consented to allow said Prior to proceed, he having previously declared, if refused, he would at all hazards follow them, the emigrants, to Londonderry, in the hope of getting a passage. That it is totally untrue that Mr. Benison had made any promise whatever to said Prior, that on giving up his land he would receive immediate relief; but that the Relief Committee of the district with the Committee of Finance and Government Inspector had made themselves acquainted with the condition of each claimant, and according to their condition and means, and the quantity of land held by each, struck many off their lists; and that deponent is aware, being a member of that committee himself, that Mr. Benison had interfered in his behalf with the committee. That the possession of said Prior's land was forced upon this deponent, and only taken at the urgent request of Prior by this deponent on the morning the emigrants left for Londonderry. That deponent states, that the family of Prior was put upon the relief list, and have since gone into the workhouse.

(signed) *Farrell Kennan.*

Taken and acknowledged before me, this 21st day of December 1847, at Ballyconnel, Ireland.

(signed) *Joseph Benison*, J.P.

— No. 18.—

(No. 93.)

COPY of a DESPATCH from Governor-General the Right Honourable the Earl of *Elgin* to Earl *Grey*.

Government House, Montreal, 29 October 1847.

No. 18.
Earl of Elgin to Earl Grey, 29 October 1847.

My Lord, (Received 16 November 1847.)

I HAVE the honour to report for your Lordship's information, that during the past month I have made an extensive tour in the province. The lateness of the season and uncertainty of the weather, prevented me from penetrating far into the interior, but I visited several of the most important towns, including Quebec, Toronto, Kingston, Hamilton, St. Catherine's, Niagara and Brookville. In all quarters I was greeted with a kind welcome and with the most unequivocal demonstrations of loyalty to Her Majesty. At Hamilton I attended the annual meeting of the Provincial Agricultural Association of Upper Canada, at which a large body of intelligent and enterprising agriculturalists were assembled. From Niagara I visited the Welland Canal, and from Toronto the rich and highly cultivated district which lies behind that thriving city. The evidences of steady progress and substantial prosperity furnished in these parts of the province are most striking and satisfactory. Exalted as was the estimate which I had previously formed of its capabilities, it has been materially raised by what I have witnessed on this tour.

2. I am compelled, however, to make a considerable deduction from the favourable character of this report, on account of the distress and suffering which has been occasioned to the province by the immigration of the present year. Its disastrous consequences have been felt not only in the large towns where the sick and destitute are collected in great numbers, but even in the remote hamlets to which they have penetrated, carrying with them disease and pauperism. The subject was forced upon my attention at every point in my progress through the province, and I regret to say that I found a disposition, even among the most loyal subjects of the Queen, to contrast the visitation to which Canada as a colony had been subjected, with the comparative immunity enjoyed by the neighbouring States, who are able to take measures to defend themselves.

I have, &c.

(signed) *Elgin & Kincardine.*

—No. 19.—

— No. 19. —

(No. 143.)

COPY of a DESPATCH from Earl *Grey* to Governor-General the Right Honourable the Earl of *Elgin*.

My Lord, Downing-street, 2 December 1847.

No. 19.
Earl Grey to Governor-general the Earl of Elgin, 2 December 1847.

I HAVE to acknowledge the receipt of your Lordship's despatches, No. 91, of the 27th, and No. 93, of the 29th October; I have read with much satisfaction your account of the steady progress of improvement and substantial prosperity which you witnessed during your late tour through the Province of Canada, but that satisfaction has, I regret to say, been qualified by the perusal of your Lordship's statement of the distress and suffering to which parts of the province have been subjected by immigration of the present year. Upon this point I have to refer your Lordship to my despatch, No. 142, of the 1st instant.

I have, &c.
(signed) *Grey*.

— No. 20. —

(No. 142.)

COPY of a DESPATCH from Earl *Grey* to Governor-General the Right Honourable the Earl of *Elgin*.

No. 20.
Earl Grey to the Earl of Elgin, 1 December 1847.

My Lord, Downing-street, 1 December 1847.

I HAVE purposely deferred answering your despatches of the 28th of June and of the 13th July, transmitting Addresses to Her Majesty from both Houses of the Provincial Legislature, and from the Corporation of Montreal, on the subject of the immigration into Canada of the present year, until the termination of the season for emigration had enabled me carefully to review all that has taken place during its progress. Pages 7 & 10.

I have now to inform your Lordship, that I have had the honour of laying these Addresses before the Queen, and that Her Majesty has been pleased to receive them very graciously; and I have further to instruct your Lordship to acquaint the public bodies from which these Addresses proceed, that in obedience to Her Majesty's commands, Her confidential servants have most anxiously applied themselves to consider what measures it may be expedient to adopt, in order to meet the just wishes therein expressed, by guarding, so far as human precautions may avail to do so, against the recurrence of calamities, so deeply to be deplored as those which during the year now about to close have befallen not only the emigrants who have left our shores, but through them the inhabitants of the British North American colonies.

I need scarcely assure your Lordship that these calamities, as described in your despatches, and in the public journals of the colony, have caused to us most sincere and lively sorrow; but upon looking back at the melancholy history of these sufferings, it is at least, some consolation to us to reflect, that they do not appear to have been produced or aggravated by our measures, or by our having neglected any precautions it was in our power to adopt. It is no slight gratification to us now to remember, that strongly as we were urged in the beginning of the present year to take measures for carrying emigration from Ireland to a much greater extent than that to which it could naturally attain, and to add to the multitudes who flocked unaided to America, by providing at the public expense for the conveyance across the Atlantic of a large additional number of those who were anxious thus to fly from distress in Ireland; we steadily refused to do this, and abstained from giving any artificial stimulus to the tide of emigration, while at the same time we took such precautions as were in our power to mitigate, as far as possible, the sufferings to which we foresaw that even this spontaneous emigration would most probably give rise.

As it is highly important that the people of Canada should clearly understand both what were the measures which Her Majesty's Government really adopted, in

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order to meet the difficulties which were anticipated from the emigration of so large a body of persons from Ireland, and also why those measures were not carried further, I have called upon the Colonial Land and Emigration Commissioners to draw up a Report (not for my own information, but for that of your Lordship and of the public both at home and in the colonies), explaining fully the policy which had been pursued, and the obstacles which stood in the way of any more effectual interference on the part of Her Majesty's Government for the purpose of averting those calamities which have unfortunately occurred. I have now the honour of forwarding to your Lordship a copy of the Report, which in compliance with the instructions I had conveyed to them, has been furnished to me by the Commissioners. In this very able document your Lordship will find it to be shown, that it would have been practically impossible, and that if possible it would have been inhuman and unjust, to have interfered by any exercise of the authority of the Legislature or of the Executive Government, to detain at home the multitudes, who during the past year have endeavoured to escape from misery and starvation by emigrating from Ireland to America; and also that the emigration of so large a number of persons who had previously suffered so severely from the consequences of that visitation with which it had pleased Providence to afflict us, inevitably led to the breaking out of disease, which could not be prevented from spreading itself from the emigrants to the inhabitants of the colonies to which they flocked. The latter have, however, in this respect, only suffered in common with Liverpool and various other places in Great Britain, to which the natives of Ireland have brought the fever which raged in that country. I need scarcely inform you, that the evils to which these towns have been exposed from the immigration from Ireland of vast numbers of persons suffering from destitution and disease, have been most serious, and have been the subject of very great complaint. It has been beyond the power of either the Executive Government or of Parliament to prevent the effects of the calamity by which Ireland has been visited, from being severely felt in other parts of the British Empire on both sides of the Atlantic.

I must refer you to the Report itself for the facts and reasonings upon which are founded these conclusions as to the past, and I now proceed to the more important question as to what are the measures which, from the experience of the present year, may be considered best adapted to improve the mode of conducting emigration for the future. Upon this subject, after having maturely considered the different suggestions of the Commissioners, I am not of opinion that it would be sufficient to accomplish the object in view, that Parliament should pass a new Passengers' Act, enforcing the various additional regulations which they have proposed. It may be expedient that the Passengers' Act should be thus amended, and Her Majesty's Government will not fail very carefully to consider whether any proposal to that effect should be submitted to Parliament; but I am of opinion, that even if this should be done it would not supersede the necessity of other measures which may best be adopted in the colonies. Looking to the results of the emigration, not only of the present but of former years, it will be found that the health and comfort of emigrants during their voyage depend less upon the regulations established by law than upon the care and humanity of those by whom their conveyance is undertaken. When the owners and masters of ships, and the brokers to whom emigrants apply for passages, have exerted themselves to perform their several duties effectively and in the spirit of the existing law, the regulations of that law have proved sufficient to protect emigrants from any serious amount of suffering, except that arising from the attacks of disease, against which it was impossible to guard. On the other hand, it is equally proved by experience, that it is extremely difficult to ensure by detailed regulations, enforced by penalties, that treatment of emigrants which is necessary in crowded ships in order to prevent their health from being injured. The most perfect rules which could be devised with regard to the maintenance on board of emigrant ships of proper ventilation, cleanliness and regularity, would be of little avail, unless in each ship there were placed some public officer to see that they were obeyed, and this, I need hardly observe, the very large number of ships employed in this trade would render practically impossible. Hence it seems to follow, that while some general regulations, the breach of which can easily be detected and punished, may with great advantage be established by law,

law, the requisite attention to the health and comfort of emigrants may best be secured by making it the obvious pecuniary interest of those by whom their conveyance to the colonies is undertaken, that they should arrive without having suffered from sickness. Nor does it appear difficult to devise the means by which this may be accomplished. A very simple alteration of the colonial law under the authority of which the emigration tax is levied, would answer the purpose.

I would suggest, for the consideration of yourself and of your Council, that the Provincial Legislature might with great advantage be invited to enact, that in case a ship is placed in quarantine for more than such a brief specified period as would merely suffice for observation or cleansing, the tax on every emigrant on board should be doubled, and that if detained so long that the double tax would not cover the consequent expenditure, the surplus shall also be charged to the ship, provided that the whole amount levied on this account is not to exceed the rate of 1 *l.* per head. The enactment of a law of this kind would render it so manifestly the interest of the owners and masters of ships to avoid receiving on board passengers labouring under infectious diseases, and to enforce the cleanliness, ventilation and attention to diet on which the health of large bodies of persons at sea so entirely depends ; and so much is in the power of those whose interests would thus be engaged in preventing abuse, that such a measure would supersede the necessity of a multitude of minute regulations which it would be extremely difficult to enforce.

The same principle might also be applied in attempting to check another evil which has been the subject of much and of just complaint. I observe it is stated in the Reports now before me, that there have arrived, both in Canada and in New Brunswick during the present season, a large number of persons totally destitute, and at the same time incapable of labour, and that a considerable burthen is likely to be thrown upon both provinces by the maintenance of emigrants of this description consisting of widows and children, and of the aged and infirm. It is impossible to deny the justice with which the colonies complain of this burthen, and in order that they may not in future be exposed to it, I am of opinion that it would form a very proper provision in any new law to be enacted by the Provincial Legislatures, that in every case in which the local authorities of the port at which an emigrant ship arrived saw reason to apprehend that any of the emigrants might become a burthen upon the colony, they should be empowered to require from the captain before the vessel should be permitted to clear out on her return voyage, security for the repayment of any expense which might thus become necessary on account of such emigrants, within one year after their arrival.

This would be a provision somewhat similar to that which exists in the law of New York upon this subject, but although that law requires the master of a ship to give security for all his passengers, the option is usually allowed of avoiding this obligation by paying one dollar a-head as commutation money, and practically this payment is always preferred. The effect, consequently, of this arrangement is merely to impose an additional emigrant tax of a dollar a-head, without giving to the shipowner any motive for preferring passengers likely to be able to maintain themselves by their own labour to those who are not so. It would be advisable, in order to discourage the introduction of helpless paupers into Canada, that the shipowner should be required to give security only for those of his passengers who might obviously come under this description, but that, on the other hand, he should only be entitled to avoid this obligation by the payment of 10 *s.* a head on all such emigrants. Should it be considered that it would be found practically difficult for the local authorities to determine in what cases to call for this security from the masters of ships, the object in view might be partially attained by imposing an additional tax of 5 *s.* upon women and children, and men appearing to be 60 years of age and upwards. I am aware that an indiscriminate increase of the tax upon women and children would be less directly calculated to attain the end in view than the regulation I have first suggested, and it might not be altogether free from objection. Still I am of opinion that such an increase of tax, without at all preventing able-bodied emigrants from carrying with them their wives and children, would tend to discourage the arrival of too large a proportion of the class of emigrants most

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likely to become chargeable to the province; while looking to the purposes to which the money raised by the tax is applied, it would be only reasonable that, as being the most likely to become chargeable, such emigrants should pay more than others.

With a similar object I should suggest, that the tax otherwise payable should further be doubled in respect of all emigrants who should arrive later in the season than the 1st of September, and should be trebled on those arriving later than the 1st of October in each year. There is no doubt that the arrival of emigrants so late in the season greatly increases the probability of their becoming a burthen on the province during the winter, and the tax to which they are liable should be augmented in proportion.

It might also be expedient to add a clause imposing a penalty upon the ship, if it should appear that during the voyage the passengers had not been supplied with a proper amount of provisions. You will find it explained in the enclosed Report, that the ration of bread which the Act of Parliament requires to be supplied to emigrants by the master of the ship, was not intended to be their only food, but that in the scarcity of last year many of those who embarked for America were induced to trust entirely to the ship's provisions, which afford by no means a sufficient allowance for the maintenance of health; it would therefore seem highly expedient, that in any provincial Act which may be passed, the masters of emigrant ships should be required to take care that their passengers should either put on board a stock of provisions for themselves, or that such an addition should be made from the ship's stores to the ration of bread now required by law, as to guard against the consequences of an inadequate allowance of food.

The enactment of such a law as I have now described would be calculated to relieve the province, both by diminishing the expenses which would be likely to be thrown upon it on account of the emigrants who arrived, and also by increasing the amount of the tax now levied upon them and applicable to these expenses. To such a measure, therefore, not carrying the restrictions to be imposed upon vessels engaged in this trade further than I have suggested, Her confidential servants would be prepared to advise that Her Majesty should assent; but I must remind you that while it is proper, for the reasons I have stated, that some such regulations as I have recommended should be enforced, the true interest of the province, no less than that of this country, requires that these regulations should not by their over severity throw needless obstructions in the way of an intercourse between the Queen's dominions on this and on the opposite side of the Atlantic, which is of the utmost importance to both. Not only has emigration been the means of adding largely in the last 20 years to the industrious population, and therefore to the wealth of Canada, but also it is to be recollected, that the profit derived from the conveyance of emigrants in the outward voyage enables the ships which carry them to bring back the produce of Canada at a much cheaper rate than would otherwise be possible. With regard, therefore, to any Bill for the regulation of emigrant ships which may be tendered for your acceptance by the other branches of the Provincial Legislature, it will be your duty carefully to consider its provisions before you assent to it, and to decline doing so if you shall judge that it is of too rigorous a character. It is the more indispensable that you should perform this duty with caution and with firmness, on account of the obvious inconvenience which would arise from its being necessary that Her Majesty should disallow an Act upon this subject to which your own assent had been given, while at the same time it would be impossible that Her Majesty should be advised to permit an Act imposing needless or improper restrictions upon so important a trade to remain in force. I should further recommend, that the operation of any Act of this description should be limited to two years; this would remove much of the difficulty of permitting it to continue in force if it should contain any provisions of a questionable character. I have also to instruct you, if any such Act shall be passed, to forward it to me by the very earliest opportunity, in order that Her Majesty's final decision may be pronounced upon it with the least possible delay.

Before I close this despatch I have only further to direct your Lordship, in bringing this most important subject under the consideration of your Council and

and of the Legislature, to remind them, that although the enactment of such a law as I have suggested might be of great service in checking abuses and preventing the recurrence with the same intensity as before of the evils which have just been so seriously felt as arising from emigration, it would do nothing towards the accomplishment of such an improvement as I believe to be no less practicable than it is desirable, in the existing mode of settling upon the soil of Canada the host of emigrants which annually lands in her ports. Upon this subject I have in former despatches so fully stated my views, that it is only necessary for me now to repeat my firm conviction, that there is nothing in the situation of Canada which renders it impossible by judicious regulations to provide for the the occupation of her vacant territory in a regular and systematic manner, instead of leaving this to be effected as heretofore, by the desultory and too often ill directed efforts of individuals. The saving of labour and of capital which would result from such a system would cause the increase of the numbers of her inhabitants by emigration to be the means of advancing the province yet more rapidly in wealth and in civilization. The powers necessary for establishing such a system, are, by the constitution of Canada, vested in her own Legislature and people ; to them, therefore, I must commit the consideration of the subject, only assuring them, through your Lordship, that any measures they may adopt for this purpose will meet with the best encouragement which it is in Her Majesty's power to afford.

I have, &c.
(signed) *Grey*.

Enclosure in No. 20.

Colonial Land and Emigration Office
20 November 1847.

Sir,

In compliance with Earl Grey's directions, we have carefully perused the various communications from Canada and New Brunswick on the sufferings which have attended the immigration of this year. We now proceed to furnish the Report required from us upon them; and in so doing, we shall not confine ourselves to proceedings belonging to this Board, but shall equally mention in their place the measures of Government, and any facts requiring to be generally known, in order that, as we understand Lord Grey to desire, the whole subject may be brought under review together, in a convenient shape for the information of the Provincial Legislatures, and for consideration in this country. Encl. in No. 20.

Representations on the sickness and distress in British America have been received from public bodies, which, even if the gravity of the occasion was not in itself apparent, must have commanded attention from the weight due to their own authority. The Crown has been addressed by both Houses of the Canadian Legislature, as well as by the Corporation of Montreal. In New Brunswick the Legislature was not sitting during most of the immigration, but an earnest appeal has been received from the Common Council of St. John, the great port of arrival in that province. All of these addresses agree in representing, that not only has the recent immigration introduced disease which has spread to the resident population, and in various ways swelled the amount of distress, but also that it consisted to a large extent of destitute, vagrant or helpless classes; and while every disposition is expressed by the authorities to receive their fellow-countrymen hospitably, they insist upon the necessity of devising means to prevent the recurrence of this year's sufferings. Representations from the British Provinces.

We trust we may be permitted, at the outset, to express the deep concern with which we have read these accounts of the ravages of disease amongst bodies of people about whom our duties had necessarily engaged us in much correspondence, and for whose protection we can truly affirm that, during the trying season which has elapsed, our time and thoughts were constantly occupied in endeavouring to secure a faithful and vigorous exercise of such powers as the law affords. But, instead of dwelling on sentiments of regret, which must be shared by every person of humanity, we shall proceed at once to the practical questions which arise out of the subject.

Two topics, it will be observed, have to be considered; viz., the sickness and the destitute or helpless condition of the people who emigrated. These grounds of complaint appear distinct from one another. For should the former admit of being more effectually opposed in future years by any new regulations, it might still remain a question whether persons of unsuitable age or habits could be successfully prohibited from effecting, or proprietors be prevented from assisting them to effect, their removal to the colonies. Both evils, we believe, to the extent to which they prevailed in the recent season, will be found traceable to the extraordinary state of suffering in Ireland. The chief questions that will suggest themselves Two distinct evils; viz. the sickness, and the class of the emigrants.

are probably, what were the causes of these misfortunes, whether they could have been averted this year, and whether they admit of prevention hereafter.

Enormous extent of the emigration.

Before proceeding to more general considerations, there are two preliminary statements which appear to us essential to remove misconception. In the first place, we would point to the enormous extent of the emigration. In 1846, which was a year of larger emigration than any that preceded, it amounted to 129,851 persons. But in the first three quarters of the present year the emigration has extended to no less than 240,732 persons, almost the whole of them consisting of Irish emigrants to North America. Whether the probability of this vast efflux of people ought to have led to any special legislative measures, is a question which we by no means propose to pass over or neglect. It will be considered in its proper place. But in the meantime, it is important to bear in mind, that the very fact of the departure of such enormous and totally unprecedented multitudes, and still more the cause by which it was produced, could not fail, with the best arrangements, greatly to augment the probability of suffering and distress.

Not selected by the Government.

In the next place, it is necessary distinctly to remember that none of the people were in any way selected or sent out by the Government. Nor does there even appear reason to conclude that any very large proportion of them were sent out by their landlords. On the contrary, we are assured on high authority, that long beforehand, the people were engaged in their preparations to escape from the want and misery of their own country. All the money that could be spared was laid by, and the Savings Banks were laden, as is well known, with deposits, which the best informed persons did not doubt to be destined to this purpose. No emigration could have been more thoroughly spontaneous. Whether it would have been right or possible to stop it, is a question which may be asked, and on which we shall be ready to submit a few remarks before we close this Report. But for the purpose of forming any clear judgment on what actually occurred, it is essential to understand that the Government had nothing whatever to do with the selection of the emigrants, but that they consisted of people who, seeing starvation impending at home, used the pecuniary means they possessed to provide themselves with a passage to a country where they thought that they would be able to live.

Having thus endeavoured to guard against two misapprehensions which we believe are not of infrequent occurrence, we would observe that, although it has not hitherto been deemed that Government could interfere with the kind of people who go out to the colonies, it has always been considered part of its duty to seek from the Legislature, and duly to enforce, such general regulations as might tend to protect the passengers against frauds on shore or disasters on the voyage. We proceed, therefore, to mention how far there was ground, from previous experience, to suppose that sufficient precautions existed for these objects; what would appear most obviously to have been the causes of the change which occurred this year; and especially how far there is any reason to suppose that it can be ascribed to any neglect of duty in the officers entrusted with enforcing the law.

State of health in emigration of previous years.

The annual returns show that in no earlier period of five years had so many people emigrated as in the five years ending with 1846, and yet the whole of this large emigration was effected healthily and prosperously. We annex a return, by which it will be seen that the deaths on the voyages to Canada did not exceed one-half per cent. or five in every 1,000 persons embarked, and that the deaths in quarantine did not exceed 1 ⅓ for every 1,000 persons embarked. And as evidence of the state of health and efficiency in which they landed, we annex a summary of the successive statements of the emigrant agents in Canada, showing that the people found no difficulty in getting employment, and had become readily absorbed in the mass of the population. The Government, therefore, at the commencement of the present year, was in possession of this fact, that in the preceding five years a greater number of persons had emigrated to North America than had ever done so before, and had emigrated, under existing arrangements, without sickness and without any serious difficulty or disaster.

Rate of mortality this year ascribed to the fever in Ireland.

But in 1847 a famine having occurred in Ireland, followed by fever, it appears by some of the latest returns from Canada, that the deaths on the voyage have increased from 5 in every 1,000 persons embarked to 55, or to eleven times their previous rate, and that so many more having arrived sick, the proportion of deaths in quarantine to the numbers embarked has increased from 1 ⅓ to no less than 60 in the 1,000, making a total mortality of nearly twelve per cent. One example is even mentioned where, by extreme care, the fever having been averted during the voyage, it broke out after arrival, so deeply laid were the seeds of disease. Can there be any doubt of the reason why, all public arrangements remaining the same, so sudden a change had occurred? How violent had been the disease in Ireland may be seen from a part of the Poor Law Commissioners' Annual Report. The number of inmates in the workhouses having increased from 50,000 in April 1846, to upwards of 100,000 in April 1847, the number of deaths among those inmates had increased from about 160 per week to no less than 2,700, or from 3 in a thousand to 25. It appears, that in the first four months of this year, 54 officers connected with workhouses, including 7 clerks, 9 masters, 7 surgeons and 6 chaplains, died out of the number of 150 who had been attacked by disease taken in the discharge of their duties.

We have seen it mentioned as a matter of reproach to Government, that whilst British emigrants have this year suffered so much, no unhealthiness appeared amongst foreign emigrants. But this very fact points to the true cause of the evil. German passengers have made the voyage healthily, because there has been no fever in Germany. In like manner it is a remarkable fact, that the ship returns after arrival do not exhibit great sickness amongst vessels sailing from the majority of Scotch or English ports, nor even from several of the Irish ports. But from Liverpool and from Cork, where the fever which had been produced by the famine was most extensive, the disease amongst the passengers has been the greatest; and the other principal cases will be seen by the returns to have occurred in vessels sailing from ports where the fever was the most severe.

No sickness in common ships from uninfected ports.

Another fact to which we would draw particular attention is, that whilst ships quite filled with emigrants from healthy places made the voyage successfully, there are instances (as will presently appear) of vessels sailing under the most favourable circumstances from Cork, carrying military pensioners well fed, and under the care of their own surgeons, who suffered quite as much as the other emigrants from the same locality. Thus the most ordinary arrangements were enough, if ships sailed from places where no pestilence prevailed; the best arrangements were fruitless, if they sailed from infected ports.

Great sickness in the best ships from infected ports.

The question of the sickness in this year's emigration has been discussed in a letter to the "Times" from the late Dr. Coombe, not less temperate in its tone than judicious and humane in most of its suggestions; and in the sequel it will be found that we have not failed to bear several of them in mind. But our object here is to notice one point which appears to us to require explanation. Dr. Coombe's letter quotes a remark reported to have been made by Earl Grey in the House of Lords, that the emigrants had "embarked in such a "state of health that in some cases the very change to a better diet on board of emigrant "ships had caused fever to break out amongst them." And the letter then points out the limited and inadequate sustenance which the ship's ration could afford, and suggests that Lord Grey must have been misinformed.

Remarks on the ship's allowance of bread stuffs.

We are anxious to explain that it has never for an instant been supposed that the ship's allowance of bread constituted, without other food, a sufficient and proper sustenance for passengers to North America. As a security against actual want, the vessel is bound by law to furnish daily a pound of bread to each passenger; but it has always been enjoined upon emigrants that they ought to furnish themselves with other kinds of food; and so they always have done, until this year's scarcity. But the present question is not whether the ship's bread is enough for the whole support of a passenger; it is whether, when a man had previously been starving, the change even to that diet might not in some instances have been one of the causes which brought on fatal disorder. Whatever may be the true answer to this question, the authority for Lord Grey's remark is to be found in a statement, to which we had drawn attention, by Dr. Douglas, who has for several years visited and examined the vast multitudes of emigrants who have arrived in Canada, and than whom no man is better entitled, both by knowledge and by the humane interest he takes in the subject, to have his opinion cited. In a letter, in which it is impossible not to see that every expression is dictated by genuine feeling, he says, "all the Cork and Liverpool passengers are half "dead from starvation and want before embarking, and the least bowel complaint, which is "sure to come with change of food, finishes them without a struggle."

Opinions of the principal officers in America on the causes of sickness.

We shall conclude our notice of the apparent causes of this year's sickness, by quoting the opinion of some of the officers of the largest experience in British America. Mr. Buchanan, as Lord Grey is aware, has for several years discharged the office of Chief Emigration Agent at Quebec with much credit. Mr. Perley has had the same opportunities of observation in New Brunswick as Mr. Buchanan and Dr. Douglas in Canada. Now from Mr. Buchanan (who, we regret to say, has suffered from a dangerous attack of fever), we have not yet any general comments; and he merely remarks in one place that, as we have above said, the ship's allowance is not in itself a sufficient amount of food. In a letter which we have recently seen from Dr. Douglas, he writes as follows:—It has been said "by "people not informed on the subject, that the frightful mortality and sickness was caused "by the over-crowded state of the passenger-vessels, and the want of proper food and "medical attendance. Now, however much these might have mitigated the evil, it could "be easily proved that it was not caused by their want. The thousands of German emi-"grants who arrived this year, all came in good health, and they were more crowded in "consequence of their greater quantity of baggage. The transports 'Blenheim' and 'Maria "Somes,' with pensioners and their families from Cork, were just as sickly as other vessels, "yet these had plenty of room in well-ventilated vessels, good staff surgeons, and were "regularly supplied with good wholesome food, animal and vegetable, daily. The disease "was in all cases brought on board the vessels (not generated there), and it found fit sub-"jects in the half-starved miserable wretches who composed the mass." Mr. Perley, whose intelligence and zeal are favourably known to Lord Grey, also concurs in chiefly attributing "the greatly increased mortality to the debilitated state of the emigrants before embarking, "and their inability to bear the fatigues of a sea voyage after long fasting and other "privations."

Of course we do not mean that if the nature of the case admitted of putting the people under strict discipline and control, or if their circumstances were such that they could be better provided with clothing, more cleanly in their habits, and better fed, all these favourable elements would not greatly improve their chances of health. On the contrary, Sir William Colebrooke and some of the agents often justly point attention to the superior condition in which vessels arrive, when the masters have fortunately been able to enforce attention to any of these points. But this circumstance has been common to the emigration of every year. All we have wished to show is, that no serious misfortunes having occurred in former emigrations, the cause of the great difference between them and the emigration of this year, has been the state of Ireland.

Discharge of their duty by the emigration officers.

Next comes the question, whether there has been any neglect of duty by the officers employed to enforce the Passengers' Act. We trust that this will not be assumed against them merely because misfortunes have occurred, of which we have just shown how comprehensive and how powerful were the causes. Circumstances beyond their control have this year produced the most deplorable sufferings, in the midst of which the only just question, as far as regards these officers, is whether they have faithfully discharged such powers as they have at their disposal.

In support of the hope we entertain that they will be found to have so acted, we might partly rest on the nature of the correspondence in which we are daily engaged with them. We might also refer to the opinions which we often find expressed by gentlemen of station who have occasion to pass through the places where these officers are employed, and to see the manner in which their duties are performed. And at some of the largest ports in the kingdom we have good reason to know the satisfaction felt by the merchants and resident public authorities with the conduct of the Government emigrant agents. But we will not dwell on any of these topics, because we think that the most direct evidence how the duty is discharged is to be found in the reports which arrive from the other side of the Atlantic.

Every emigrant ship is visited and examined immediately on reaching the British provinces by officers specially appointed for the purpose, who report each violation of the Act, which if it be of a kind that could have been prevented or detected beforehand, is then made a subject of inquiry in this country. Now we will not lay any stress on the circumstance that no returns have yet arrived from Canada, pointing out defects or reporting the necessity of prosecutions there, because under the extreme pressure of this year it is very possible that it may have been found impracticable to observe the usual rigour, or that the detailed returns may still be incomplete and may arrive at a later date. But we beg leave to point out, that throughout the more general official reports which have been received from Canada, there is not the remotest intimation that there appeared any signs of neglect of duty in the circumstances under which the ships have sailed. If there had been reason to suppose that there were indications that the fever was in any degree traceable to defects for which the Passengers' Act afforded a remedy, it is inconceivable that the principal officers in Canada, who were witnesses of such lamentable sufferings, would not have mentioned the fact. But, on the contrary, we have shown already that they ascribe the sickness to very different causes.

And from New Brunswick we are able to supply some information in detail. Returns have been received for 81 ships; in five of which there was a very limited excess in the number of passengers, mainly occasioned by differences in the mode of computation, and far too small to affect the people's health. With respect to two of the vessels, it was complained that they had only a deck on temporary beams; but many of the vessels in the North American trade have no permanent beams or decks, and it has been judged that the officers in this kingdom are not at liberty to object to the others, if they are securely fixed. We have ascertained that they attended to the subject in these two instances, and satisfied themselves, to the best of their judgment, with the fastenings, which we do not understand to have given way.

Setting aside the preceding instances, which are at any rate not of a kind directly to affect the people's health, we find that out of the 81 ships which have as yet been heard of, there are only three in which it has been detected that there was any defect in the quantity or quality of provisions laid in before sailing. One of these vessels (viz. the "Sea") was despatched by a firm at Liverpool, which had long been watched and frequently prevented before from sending bad provisions. They escaped detection in the present instance, but their license will be opposed at the end of the year; and it may consequently be expected that they will be removed from the trade. In another case, the vessel (the "Bloomfield") had been driven back to Ireland, and the law, which has since been amended, did not at that time afford adequate means of compelling the provisions to be replenished. The third case is that of the "Magna Charta," in which we have no doubt that the quantity of the provisions on board was too small. But it would appear that some imposition must have been practised before starting, as the receipts were produced for the full quantity necessary, and their sufficiency was attested by the master, who afterwards made the complaint. We may, perhaps, here explain, that a defect now and then may be expected to escape the preliminary inspection in this country; but that for that very reason it is part of the system to rely also on the check supplied by the officers at the port of arrival.

arrival. Having thus specially reported on three cases in which defective provisions were mentioned, we may observe, that, with respect to the great majority of the ships, it is common to find the goodness and sufficiency of the provisions especially noticed in the Returns.

On an unfavourable remark made by Mr. Boyd, at St. Andrew's, without specifying instances, we have reported separately.

Special measures adopted in the course of the present year.

But while, for these reasons, we would submit, that there is no ground to assume that the enforcement of the ordinary law was neglected, we may be allowed also briefly to advert to the special measures which were adopted to meet the exigencies of this year.

Increase by the Government of Estimate and of Officers.

The emigration estimate was at once increased by Her Majesty's Government from 10,364 *l.* to 23,813 *l.* Five officers were appointed at new stations in Ireland. Lieut. Hodder, at Liverpool, whose energies were to be so severely taxed by the vast multitudes who pour through that town, was reinforced by some very efficient assistants. The vote taken for relief in Canada was increased from 1,000 *l.* to 10,000 *l.*, or to ten times its previous amount. These measures took place before any extensive sickness had yet become prevalent here, or been reported from the colonies. And as soon as the sufferings among the emigrants became known, the Government forthwith sent large supplies of the disinfecting fluids recently invented, both to Canada and New Brunswick, and distributed them among the subsequent emigrant ships; besides despatching Colonel Calvert to Canada, at great expense, almost immediately after his experiments had been made known in Parliament. There has not been time to hear the result.

Disinfecting fluid.

Proceedings in Canada.

No sooner did the emigrant ships begin to arrive in the St. Lawrence with sickness amongst them, than Mr. Buchanan procured the appointment of a medical board, despatched large supplies of provisions to the quarantine station, and engaged a small steamer to act as a tender to the health officer, for the purpose of landing the sick, collecting provisions, and otherwise facilitating the service. Lord Elgin at once caused tents sufficient for the reception of 10,000 men to be issued from the Ordnance, which measure was immediately approved by Earl Grey. His Lordship also conveyed to the Governor-general an intimation, which has since been repeated, that Her Majesty's Government would be prepared to apply to Parliament to contribute an equitable proportion of the burthen thrown on the province in consequence of the distress and the calamities prevailing in this country. The same principle will, we understand, be also applied to New Brunswick; and we perceive by Lord Grey's despatch of the 4th of October, that 20,000 *l.* is already placed at the disposal of the provincial authorities in Canada.

Further proceedings in this country.

We have heard it imagined, that 50,000 *l.* had been destined to the relief of distress in Canada, which was afterwards withdrawn. This is a pure mistake. There was a project of offering loans to that extent to Canadian proprietors to assist in furnishing employment; but this would only have applied to healthy emigrants, and had nothing whatever to do with the relief of sickness.

At this Board we took an early opportunity of addressing a letter to all the emigration officers in this country, warning them of the momentous nature of the season which might be expected, and stating that we reckoned upon their exertions to meet the occasion adequately. One of our number repaired to Liverpool to inspect the manner in which the service was conducted at that great port, and to consult with Lieutenant Hodder on the best means of securing an efficient discharge of the duty throughout the harassing months which were likely to ensue. Some additional suggestions and improvements in the Passengers' Bill, which has since become law, were the fruits of this visit.

Grant for ships put back in distress.

We were authorized to expend a moderate sum in meeting the difficulties which might be expected from vessels driven back by weather, a fund which, in some cases, we found of great service in alleviating distress, and enabling people to supply themselves with the requisites for a renewed voyage.

Information and ship regulations distributed.

A short and simple notice for the information of emigrants of the humbler classes was drawn up, and we caused several copies to be put on board every passenger ship; and although there are no means of compelling the observance of discipline among the emigrants, we ought to mention, that the masters of all passenger vessels are furnished, by our desire, with certain tables of regulations recommended by authority of this Commission for the good of all on board. We have been assured that this is calculated materially to assist commanders who wish to promote cleanliness and good order.

Instructions to land sick passengers.

Nor did we think it necessary to confine ourselves within the powers strictly belonging to us by the Passengers' Act. We authorized the several officers to call in medical aid should they suspect the existence of fever, and to insist upon the landing of any infected passengers before the ship should sail, even though the law gave no positive right to make such a demand. We felt sure that in such en emergency no one would blame our advancing beyond mere legal powers of interference; and, in point of fact, the course we desired was acquiesced in by all concerned, from the obvious necessity of the case.

Impossibility, however, of detecting the cases of incipient disease.

But unfortunately the seeds of disease were so rife, that no mere casual inspection of large multitudes of people suddenly assembled together from a distance, and whom, by the nature of the case, it was also necessary not to detain, could avail to bring the evil to light. In several of the ships which put back, fever had extensively broken out after the first day or two at sea, showing how widely spread must have been the beginnings of disease when the people started. We are convinced that in such a state of things, no medical inspection could have been generally successful, unless the law and the habits of this country had been such that the people could be detained for some time for observation, whether or not they wished it, in places free from the danger of new infection. But we need scarcely say this would have been impracticable. At Liverpool alone, more than 8,000 would often arrive and depart in the course of a week. Setting aside all other difficulties, barracks or tents would have been necessary for at least 10,000 or 12,000 persons.

Inquiry made as to carrying Surgeons in the ships.

We anxiously inquired amongst some of the most eminent members of the medical profession whether, if the ships were prevented from sailing without surgeons, it would be possible for owners to procure them in sufficient numbers and with sufficient promptitude not to stop the emigration. We have always been favourable, as Lord Grey is aware, to the measure, if it could be shown to be practicable. But we found that no one well acquainted with the circumstances, would venture to recommend the introduction of such a rule this year. The rate at which people were proceeding was such, that at least 622 surgeons would have been required in the course of the first six months. Nor would they all have been required at a few large towns where a considerable supply of surgeons might more reasonably be hoped for; but some of them must have been found, without delay, at each of the various ports and creeks of England, Ireland and Scotland from which emigrants may happen to proceed; and in cases where the condition could not be fulfilled, the consequence would have been, that poor people who had come from great distances to a strange port, and had parted with all their means, would have found the master of the ship unable to give them the passage for which they had contracted.

Question whether Special Legislation should have been tried.

But even supposing it admitted, that the existing law had not been neglected, and also that in ordinary years that law had been sufficient for its purpose, it may be asked whether the Government ought not to have proposed special legislation for the extraordinary circumstances of this year. This is a question which, in the main, must belong to higher authority than ours; but we will offer a few observations. We had proposed in the winter, as will be within Lord Grey's recollection, a Consolidated Act, embodying some improvements, which we thought desirable, and we afterwards selected from it, by his Lordship's desire, such clauses as appeared to us to be more immediately wanted; but we cannot for a moment say that we think that if either the longer Bill had been brought into Parliament, or the shorter one had been passed at an earlier stage of the Session than actually took place, either could have prevented the sweeping misfortunes of this season. The fact is, that at the commencement of the year, no fever whatever having yet appeared, and the existing law having been found sufficient in the greatest seasons of emigration—a starving people being at the same time about to fly from famine to a land which promised plenty—it is hardly to be conceived that any Government could have proposed, or that the public would ever have received, those stringent and almost prohibitory enactments which alone could have afforded even a chance of preventing the disease which appeared in the summer. The fever, as we mentioned before, frequently broke out almost immediately after departure, plainly showing that it depended on no faults within the ship, but that it was taken out from the place of departure. We doubt whether any measure whatever would have been efficient except some one which either directly or indirectly compelled the great majority of the emigrants altogether to relinquish their purpose.

State of this question at the beginning of the year.

More power of control ascribed to the Government than would be possible.

No means of selection.

No passports in this country.

In the expectations of efficacy from public measures on this subject, it seems too often to be assumed, as is remarked before, that emigrants to North America must in some way be selected by or fall under the direct power of the Government. Complaints are expressed that so many poor people go, that so many weak people go, that they are not more effectually compelled to observe good order and cleanliness on board—all these remarks assuming some authority on the part of the Government in these matters; but no such authority exists. A large number of ships go to North America for timber and other cargo; a great number of people having the means at their command pay the price for which the masters are willing to give them a passage, and, except in so far as any broad and general rules of protection may be laid down by law, it is difficult to see how the Government could interfere with this practice. No system of passports exists in our country. It would be contrary to all its usages that any of the Queen's subjects having the means of payment in their possession, should be prohibited from passing from one part of Her dominions to another.

No means of detaining and lodging such multitudes of emigrants.

And even if the principle were conceded, it is necessary to bear in mind the immense extent of the operations which would have required to be dealt with, and the difficulty of controlling a people flying from starvation. From all parts of Ireland, during the second quarter of this year, nearly 150,000 persons were streaming towards the ports of embarkation, many of them having been for months preparing for their expedition, having thrown up any employment or lands which they previously had, and by an arrangement which in the main is very salutary, having already selected their ship, and paid for their passage. At what stage of their progress were these vast multitudes to have been arrested? were they to have been

been sent back to the homes at which, if they had possessed any means of subsistence before, they must have parted with them in coming away? or, if they were to be detained at the ports for observation, could suitable buildings have been found, apart from the risk of fresh infection, to lodge 40,000 or 50,000 people month after month? and would the public at large have undertaken to support during their detention those people, a large part of whom had expended their last means in providing merely for the journey and the voyage?

We confess that after reflecting on these difficulties, we are led to think, that when it had pleased Providence to afflict Ireland with a famine, and consequent fever, which could not be subdued even on the land, it was little likely that any human contrivance could have averted the same evil from the multitudes who had made their arrangements for a long passage by sea.

Question of Legislation in the Colonies reserved.

How far means might justifiably be adopted in the British provinces in America to endeavour to ward off great burthens or sufferings from this source, is a different question, to which we shall advert in the sequel. Hitherto, it will be observed, we have only been discussing the causes of the sickness, and how far they could have been defeated by any precautions in this country. But since, even in respect of the voyage, it is commonly supposed that some of the measures adopted this year in the United States were of a very beneficial tendency, and since we believe that a good deal of misconception exists on this subject, it may be convenient that we should state, as far as we can learn, what those measures really were.

Review of the American laws on the subject.

The Congress of the United States passed a law by which the number of passengers is limited to one for every 14, instead of one for every 10 superficial feet of the deck. This, we have no doubt, is conducive, so far as it goes, to the health of the people. We shall consider afterwards whether the example ought to be followed.

At New York half a dollar a-head is payable as hospital money, and the master of each vessel is required either to give bond that his passengers shall not become chargeable within two years, or else to pay one dollar as commutation money: the master always prefers the latter. It is a mistake to suppose that this option has been practically withdrawn at New York. Unless we are misinformed by gentlemen who are daily despatching large ships full of passengers to New York, the practice regularly is to pay the hospital and commutation money, which it will be observed is in substance neither more nor less than the emigrant tax of Canada and New Brunswick. There may be a question of amount, but the principle is the same.

In respect to Boston, we have had some difficulty in getting precise information. The practice used to be simply to levy an emigrant tax of two dollars a-head; but we believe that this year the authorities have in some instances, though not universally, put in force a new law, which empowers them to demand a bond of 1,000 dollars for each passenger apparently indigent, that he should not become chargeable to the state or the city for 10 years. But whenever this measure is put in force to any extent, it must simply become necessary that the ship and passengers should sail away, and go to some other country; and this has, in fact, occurred at Boston in the course of the present season. When it is remembered that a large ship will sometimes carry 400 passengers or more, and consequently that, under such a law as this, the master of a single vessel might be called on to give security for a sum approaching half a million of dollars, the effect will not be surprising. But in the British provinces, where it could never be contemplated, nor, we are certain, be wished to get rid of immigration altogether, some more measured kind of precaution could alone be available.

We have nothing to add on the recent American laws. And having explained before some of the reasons why we should doubt the possibility of having introduced in England this year any legislative measure which would have effectually averted the fever, we leave that topic.

Remedial measures in this country.

Next we proceed to the subject of remedial measures. For although the evil when it raged to so fearful an extent might not have admitted of correction, we should be most desirous not to miss any instruction which such heavy suffering may afford, and to consider how far it points to any additional precaution in ordinary years against similar disasters.

We by no means overlook the caution with which it is necessary to interfere in the detail of such subjects by law. There is always the risk that such legislation must either be so general as to be easily evaded, or so minute as to be vexatious, and while the sufferings caused by careless or extortionate dealers may never admit of being thoroughly prevented, the attempt to do so may deprive more respectable or judicious persons of the opportunity of conveying poor emigrants, in safety, with the cheapness which would otherwise be practicable. Bearing this in mind, we shall endeavour, before we conclude, to suggest one provision which shall give the dealers themselves a direct interest in bringing over the passengers in good health.

But although the price of conveyance will be unavoidably enhanced, yet, after the sufferings which have occurred, it may probably be deemed right towards the people, and just to the British Provinces, to adopt other precautions against sickness and want. Should this be the view adopted by Her Majesty's Government, the following appears to us to be some of the most simple and practical measures that could be adopted:

Reduction of numbers.

First, A reduction in the number carried would unquestionably tend to diminish very much the chances of sickness and mortality. It would somewhat compensate for evils of defective ventilation, and in various ways would improve the condition of poor people

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not of very cleanly habits. We should be inclined to suggest that only one passenger be allowed to every 12, instead of one to every 10 feet.

Addition to the ration.

Secondly, It was always intended, as we have explained before, that the ship should only find bread, and that passengers should find themselves in other kinds of food. On general principles, it seemed best to leave them as much discretion as possible, because they could probably supply themselves more economically, and could also suit their own taste and habits. But experience having shown the irresistible temptation, in a year of scarcity, to throw themselves exclusively on the ship's allowance, we are inclined to think it necessary that this ration should, for the future, include the whole of what is necessary for their support. For this purpose, we think it might be enacted that there should be an allowance of a quantity of about one pound and three quarters of solid food per diem, of which half a pound, at least, should consist of bread or biscuit, and half a pound of beef or pork, leaving the rest to consist of such articles as the owner or broker might fix, keeping within the kinds enumerated in the Passengers' Act. We, for the present, only propose the total of one pound and three quarters provisionally, not having been in a position to gain the general opinion of practical persons; but we feel little doubt that it is very nearly the right quantity.

Surgeons to be carried, if practicable.

Thirdly, After the remarks made in the earlier part of the Report, we need not say how many are the doubts whether surgeons can be successfully required to be carried in every ship. But, although it may be thought that, even if procurable, many of the practitioners obtained in such vast numbers could not reasonably be expected to be of other than very limited abilities, yet we must confess, that were the measures practicable, we should feel that the people gained security, by having with them any man of even the most ordinary medical education. We have, in a former letter, suggested an inquiry from the heads of the profession as to the number of surgeons whom merchants would be likely to find available, and as to the amount of cost; and upon the answer will, probably, depend Lord Grey's judgment on the present question.

Limitation of ports from which emigrant ships may sail.

Fourthly, We think that so much of the value of the Passengers' Act depends upon the efficacy of the inspection, that as it is impossible to provide satisfactorily for this object at all the numerous small ports and creeks of the United Kingdom, it would give great additional security for the due enforcement of the law, if it were thought allowable to enumerate all the principal ports from which emigration takes place, and to require that vessels should not sail from any other ports with passengers to North America. It is very possible that this may be open to insuperable objections; but we have felt bound to mention it as one means of guarding against the otherwise almost unavoidable escape of some bad vessels from places too remote and too inferior in consequence to justify the maintenance of an Emigration Officer.

These appear to us the simplest and most practical means which could be taken in this country for giving additional security for health. They agree with suggestions thrown out in an address from the Legislative Assembly of Canada. Almost all of them also are included in Dr. Coombe's suggestions; and at the same time they had offered themselves to our own minds as the readiest and most available measures before we had read his letter.

Dr. Coombe further suggested the use of a ventilating apparatus; but although we have often inquired into different proposed methods, we have never yet found any which we are satisfied could at once be required by law to be brought into universal use.

Another suggestion of Dr. Coombe's is, that more order and cleanliness should be enforced on board. We wish, indeed, that this result could be attained; but in speaking of enforcing discipline, it must be assumed that in some quarter or other the power of coercion should be reposed, and in whom, on board of an ordinary British merchant ship, would the Legislature or the public deem it endurable to vest powers of coercing and punishing free people who had paid for their passage across the Atlantic?

Remedial measure in the provinces.

From this examination of the measures of a nature to be taken in England, we proceed to consider whether there are any which could be adopted with advantage in the provinces. In entering on this subject, the first point which attracts attention is, the universal complaint, that so many widows, with their children, and so many old and infirm persons, have been shipped off to America. It may be doubted whether all of these were sent, as appears to be supposed in the provinces, by landlords and persons of high station, or whether, in the general disposition this year to depart from Ireland, many of these unfortunate people may not have resolved by their own means to try their fate in a new country. But whatever may be the manner in which they got away, we cannot too earnestly represent that, far from the colonies being a fit asylum for the weak, an emigrant requires even more than the average of health and strength to succeed, and, consequently, that when they are assisted to go, it is equally unjust to the British provinces, and cruel to the poor persons themselves, to send out those who are totally unable to live by their own industry.

Question of a discriminating tax on unfit emigrants.

We have already shown, however, that it would be impossible for Government to exercise any control over the subject in this country. The next question that may suggest itself is, whether the provincial legislature could require that some heavy extra payment should be made on persons likely to become chargeable to the public. To the principle of such an attempt there probably will be no objection, but we fear that it would be impossible to carry it

it out with fairness. The shipowner ought to be able to know beforehand with certainty for which of his passengers he would have to pay more, and for which of them less, on arriving at their destination. This, we think, would be impracticable with such multitudes as go to Canada and New Brunswick. Ten or twelve thousand pass through Quebec in a week. It is absolutely necessary, on the one hand, that they should not be delayed; it would also be necessary, however, if a discriminating tax were established, that there should be sufficient time to admit of its being levied with equity. On the whole, we are disposed to give up this idea, as not admitting of being carried into effect successfully.

Proposal of a higher emigrant tax.

But we see no reason why the emigrant tax in both provinces should not be raised to two dollars, which would increase the available funds for relief, without making that difference which would do more than exclude the most indigent and worst provided class.

Subject to increase in case of quarantine.

And beyond this it may be a question, whether, in order to give the shipowner an interest in taking over the people in good health, and to render the vessel liable for part of the burthen which sickness casts upon the public, the Governor may not be usefully empowered by the Provincial Legislature to exact an extra tax, if the vessel requires to be put into quarantine. The rule might be, that if placed in quarantine for any other purpose than merely cleaning or observation, the Governor should have discretionary power to require payment of double tax, for which the shipowner should be liable, and if detained more than eight or ten days (as may be thought fit) to impose payment of treble tax.

We have, &c.

B. Hawes, Esq.
&c. &c. &c.

(signed) *T. Fredk Elliot.*
Frederic Rogers.

MORTALITY IN CANADA EMIGRATION.

YEAR.	Number Embarked.	Number of Deaths.			Average per Cent.	
		On Voyage.	In Quarantine.	TOTAL.	Including Quarantine.	Excluding Quarantine.
1841	28,280	156	38	194	·69	·55
1842	44,692	264	54	318	·71	·59
1843	21,807	54	26	80	·37	·25
1844	20,245	86	17	103	·51	·42
1845	25,515	111	29	140	·55	·43
1846	33,025	204	68	272	·82	·62
TOTALS -	173,564	875	232	1,107		

AVERAGE OF THE SIX YEARS.

Deaths on the Voyage - - - - - -	0·5	per cent.
Deaths in Quarantine - - - - - -	0·13	per cent.
	0·63	per cent. on number embarked.

CANADA.

Remarks on the Means of Employment found by Immigrants into *Canada* since 1842 inclusive, collected from the Agents' Reports, as summed up in the Commissioners' Annual Reports.

Immigration of 1842.

Although the emigration to Canada during the year 1842 exceeded that of the previous year by no less than 16,288 souls, there is reason to believe that few of the industriously disposed remained at the close of the year without employment. The number in the two years were as follows:

1841 - - - - - - - - - -	28,086
1842 - - - - - - - - - -	44,374

Immigration of 1843.

This year the immigration was 21,727. It was as fortunate as remarkable a feature in the immigration of last year, that a very large proportion, about three-fourths of the whole, came out to their friends and relations; and it is gratifying to perceive, from Mr. Buchanan's annual Report, that there was no extensive distress among the immigrants.

Immigration of 1844.

This year the immigration was 20,142. It is satisfactory to observe, that none of the industriously disposed have remained unprovided with work; at the same time, provisions and necessaries of all kinds are reported to be plentiful. The agent points out the advantages to the immigrants on their arriving early in the year.

Immigration of 1845.

The number of immigrants was 25,375. Several of them were possessed of moderate capital, and proceeded at once to purchase partially improved properties, or to enter into trade. A larger portion were small farmers, with sufficient means to enable them to establish themselves advantageously on wild lands, but the great bulk were agricultural labourers, many of whom had nothing even for their immediate support. The means of employment in 1845 are described by Mr. Buchanan as very abundant.

Immigration of 1846.

The numbers this year were much larger than in any preceding year since 1842; they amounted to 32,153. Yet the first part of Mr. Buchanan's Report, headed "Prospects for 1847," states, that "there is little, if any, distress among the emigrants of the last year," and shows his confidence in the field which is open to enterprize and industry. He concludes by repeating Mr. Hawke's remark, that the province is capable of sustaining in comfort a large annual accession of labourers, provided they be transported to the places where their services are required.

— No. 21. —

(No. 146.)

Copy of a DESPATCH from Earl *Grey* to Governor-General the Right Honourable the Earl of *Elgin*.

No. 21. Earl Grey to Governor-general the Earl of Elgin, 3 December 1847.

My Lord, Downing-street, 3 December 1847.

With reference to my despatch, No. 142, of the 1st inst., conveying to you the substance of a law which I wished you to propose to the Legislature, with a view of supplying some additional securities against such misfortunes as occurred in the emigration of this year, I have the honour to acquaint you, that I have made a communication of the same nature to Sir William Colebrooke, and also to the Lieutenant-governors of Nova Scotia and Prince Edward Island. Unless corresponding measures were passed in these latter Governments, there would be a danger that some vessels might be diverted to ports to which the law proposed had not been extended. But as it is obviously desirable that there should be as little difference as may be in the Regulations on this subject in the several British Provinces in North America, I would request you to take the earliest opportunity in your power to transmit to the above-mentioned officers the heads of any Bill, which, after consulting your Council you may decide on recommending to the Legislature of Canada; and I have directed them to suggest to their respective Legislatures the expediency of adopting, in the Acts they may pass

pass upon this subject, provisions as nearly as possible the same with those which are likely to be introduced into the law of Canada.

I have, &c.
(signed) *Grey.*

— No. 22. —

COPY of a DESPATCH from Earl *Grey* to Governor-General the Right Honourable the Earl of *Elgin*, and the Lieutenant-Governors of the other North American Provinces.

My Lord, Downing-street, 11 December 1847.

No. 22.
Earl Grey to the Right honourable the Earl of Elgin, 11 December 1847.

WITH reference to the question which has been so frequently suggested, whether every ship conveying 100 passengers to North America should be required by law to be provided with a surgeon, I have the honour to acquaint you, that with a view to obtain some authentic evidence on the point, whether or not such a rule could rarely be carried out in practice, I applied to the principal medical institutions in the United Kingdom to favour me with their opinion, whether the required number of duly qualified surgeons could be found at a moderate charge to the shipowners. The enclosed return of the number of surgeons who would have been required in the first two quarters of this year was transmitted to those institutions for their information, but with a statement that it was not probable that in future years emigration would be carried on to the same extent as in the season just concluded.

I now send you the replies received from the principal colleges in England, Scotland and Ireland, with a report made to me respecting them by the Emigration Commissioners. It seems to me apparent from these documents, that it would not be practicable, without often arresting emigration and entailing great confusion, to render the employment of a surgeon in passenger ships to North America compulsory by law.

4.
26 Nov. 1847.

I trust also that the enactment by the Provincial Legislature of a law in accordance with the suggestions contained in my despatch to your Lordship, of the 1st inst., No. 142, may give to the owners and masters of emigrant ships so strong an interest in adopting all the precautions in their power for preserving the health of the passengers, that no practical evil may result from not enforcing the employment of a surgeon on board such ships.

I have, &c.
(signed) *Grey.*

Enclosure 1, in No. 22.

NUMBER of Vessels from the undermentioned Ports, between January and June 1847, which carried 100 Statute Adults and upwards, and which therefore would have required a Surgeon, if the Law on that subject had extended to North America.

Encl. 1, in No. 22.

	January.	February.	March.	First Quarter.	April.	May.	June.	Second Quarter.
London	-	-	2	2	5	9	9	23
Liverpool	15	30	69	114	78	73	38	189
Plymouth	1	-	2	3	1	1	1	3
Glasgow and Greenock	-	-	4	4	6	5	5	16
Dublin	-	-	3	3	7	10	8	25
Belfast	-	3	5	8	13	11	6	30
Londonderry	-	-	5	5	14	11	7	32
Sligo and Outports	-	-	2	2	11	14	9	34
Limerick	-	-	-	-	12	19	3	34
Cork	-	-	4	4	20	16	10	46
Waterford and New Ross	-	1	-	1	6	16	4	26
Baltimore	-	-	-	-	2	1	-	3
Galway	-	1	4	5	5	3	2	10
	16	35	100	151	180	189	102	471

First Three Months	151
TOTAL	622

Enclosure 2, in No. 22.

College of Surgeons, Lincoln's-Inn Fields,
18 November 1847.

Sir,

Encl. 2, in No. 22. In reply to the inquiry addressed by the Honourable the Secretary for the Colonies to the President of the Royal College of Surgeons of England, in reference to the expediency of an amendment in the Passengers Act, so as to compel every ship carrying 100 passengers to British North America to be provided with a surgeon, "Whether an adequate number of "duly qualified surgeons could be found to undertake this duty at a moderate charge to the "shipowners:"

The president having submitted the same to the Council of the College, together with a Table showing the number of vessels which sailed from the principal ports of the United Kingdom during the present year, is desired to express their doubt whether the entire number of duly qualified surgeons required could be obtained for the year 1848; but as regards the contingent required for English ports, viz., 334, the Council are of opinion that for the service of the year 1849 (if not for that next ensuing), the required number might be found of surgeons competent to undertake this duty, provided the return of the surgeon to this country were guaranteed without delay and free of cost, and what the Council would deem a sufficient remuneration were secured to him.

(signed) *Benj. Travers*,
President, Royal College of Surgeons of England.

Benjamin Hawes, Esq., &c. &c. &c.
Colonial Department.

Enclosure 3, in No. 22.

Apothecaries Hall, 5 November 1847.

Sir,

Encl. 3, in No. 22. I HAVE conferred with my colleagues on the subject of your letter of the 27th ultimo, and I am enabled to report to you for Lord Grey's information, that it is our unanimous opinion that as respects ships leaving the ports of England for British North America and carrying 100 passengers, an adequate number of duly qualified medical practitioners would be found to serve on board such ships at a moderate charge to the shipowners.

In submitting this opinion to Lord Grey, I am requested by my colleagues to state, that having regard to the nature of the duties which the medical practitioner serving on board such ships will be called upon to discharge, it is essential for the protection of the passengers, many of whom are women and children, that such practitioner should have given evidence of his competency to practise medicine as well as surgery, and we are satisfied that an adequate number of practitioners possessing both a medical and surgical qualification would be found without difficulty, who would undertake the duty at a moderate charge to the shipowners.

The Society have no reason whatever to doubt that an adequate number of duly qualified medical practitioners would be found to undertake the duty in question on board of ships leaving the ports of Scotland and Ireland, but the Society's experience does not enable them to express a decided opinion with respect to those parts of the United Kingdom.

I have, &c.
(signed) *Edward Bean*, Master.

To Benjamin Hawes, Esq.,
Her Majesty's Under Secretary of State for the Colonies.

Enclosure 4, in No. 22.

Edinburgh, 30 October 1847.

Sir,

Encl. 4, in No. 22. I HAVE the honour to acknowledge the receipt of your letter of the 27th instant, requesting, on the part of Her Majesty's Secretary of State for the Colonies, my opinion whether an adequate number of duly qualified medical men could be found to undertake, at a moderate charge to the shipowners, the duty of surgeons to the emigrant ships between this country and North America.

In reply, I beg to state to his Lordship my fears that an adequate number of surgeons could not be obtained for this purpose at the present time.

It is, I apprehend, in a very great measure to the youngest members of the profession that the shipowners would have to look for medical officers. But during the last 15 years the number of medical students in Great Britain and Ireland has rapidly decreased so much, that minor situations, in private as well as public professional practice, are now filled up with far greater difficulty than only a few years ago; and this difficulty, which I have myself experienced when referred to from parties in country districts on several late occasions, must, in my opinion, go on increasing still farther for some time to come.

My position, as professor in the university, enables me at all events to say, that the medical students of this city, including both those of the university and those attached to the Extra-

Extra-Academic Medical School, consist, in a very great measure, of young men to whom, at the conclusion of their studies, the appointment of surgeon to an emigrant ship bound for North America, would be no object of desire, both by reason of the low pay which could be afforded, and because the appointment would very seldom lead to anything better. Indeed I do not know any medical appointments which I should find it more difficult to fill up, were I referred to.

This state of things, so different from what was the case only 15 years ago, depends on several circumstances, which it would be out of place to mention here, and which could not be removed for a considerable period.

I have, &c.
(signed) *R. Christison,*
President of the Royal College of Physicians, Edinburgh.

Benjamin Hawes, Esq.

Enclosure 5, in No. 22.

Sir, Merrion-square, 2 November 1847.

In reply to your letter of the 27th October, I beg to state, for the information of Earl Grey, that I am decidedly of opinion an adequate number of duly qualified physicians (or surgeons with the medical education essentially necessary) could not be found at a moderate charge to shipowners, to enable them to provide one for each ship carrying 100 passengers to British North America, and that any Act of Parliament to compel them to do so, must greatly interfere with emigration, which in the present alarming state of Ireland, more especially, is absolutely essential to the existence of very many thousands of our fellow-creatures. Encl. 5, in No. 22.

It appears to me the competition amongst shipowners for passengers is likely to induce them voluntarily to provide medical attendance where it can be done with advantage.

I am, &c.
(signed) *Robt. Collins,* M.D.
President of the King and Queen's College of Physicians in Ireland.

P.S.—If Government were to pay a fixed and permanent salary for the performance of such a duty, the required number of duly qualified medical men could, I have no doubt, be found, but so long as the remuneration depended upon the occasional and uncertain engagement of shipowners, the measure would be impracticable.

B. Hawes, Esq.

Enclosure 6, in No. 22.

Sir, Colonial Land and Emigration Office, 26 November 1847.

We have the honour to acknowledge your letters of the 11th and 23d instant, accompanied by replies from some of the principal medical institutions of the kingdom, to Lord Grey's inquiries, whether it is probable that a sufficient supply of surgeons could be procured by shipowners for all vessels carrying 100 passengers to North America. Encl. 6, in No. 22.

Before reporting on these, it may be proper briefly to point out that, in one respect, an enactment that a surgeon must be carried, would differ from almost all other requirements of the law. When it is stated that a particular supply of provisions must be carried, or that there must be a given height between decks, the condition is one of which the fulfilment can be reduced to a certainty beforehand. The shipowner can either assure himself that he is able to satisfy the requirement, or else abstain from entering into the business. But if he do take emigrants at all, he must enter upon his preliminary proceedings long before the time for engaging a surgeon; and then, supposing that when that time arrives, he cannot procure a surgeon, or that the surgeon he has procured becomes for any reason unavailable at the last moment, it is difficult to exaggerate the perplexity which must ensue. A shipowner willing to perform his contract, and having committed no fault, would find himself liable to an indefinite detention of his vessel, at charges which certainly cannot be supposed to be less than from 10 *l.* to 12 *l.* per day. His outlay having been made, and his agreements with the passengers in force, he could not throw up the business; and it is difficult to say how long, at a remote place, both he and his passengers might have to remain in this dilemma. We mention the passengers, for they would experience their full share of the difficulty. They would see their means wasting away at a distance from the homes they had finally quitted, and the enactment intended for their benefit might inflict on them a serious injury. Whilst, therefore, it would in itself be desirable that surgeons should be carried, yet unless there is good reason to suppose that they would be procurable in such numbers as to avoid the occurrence of such difficulties as above described, it would hardly seem expedient to enact by law that no ship whatever, with 100 passengers or upwards, should sail for North America.

CANADA.

Such being the question, the following appears to be the substance of the answers received to Lord Grey's inquiries:—

The President of the College of Physicians at Dublin gives his opinion that an adequate number of duly qualified physicians or surgeons could not be found at a moderate charge to shipowners. He adds, in a postscript, that if indeed Government were to create a fixed and permanent service for the purpose, medical men would, doubtless, offer themselves in sufficient numbers; but that they could not be procured in the ordinary course of commerce.

The President of the College of Physicians at Edinburgh likewise expresses his apprehension that an adequate number of surgeons could not be obtained in Scotland.

The President of the College of Surgeons in London expresses the opinion of the college, that for the year 1849 (if not for next year), the required number of surgeons for English ports might be found, provided they were to be allowed a free passage back to this country, and were to be secured a sufficient remuneration.

The Society of Apothecaries, whilst stating that they have not sufficient experience, out of England, to offer a decided opinion in respect to the other parts of the United Kingdom, express their conviction, that for vessels sailing from English ports an adequate number of duly qualified practitioners could be supplied at a moderate cost.

The real question, however, is necessarily whether surgeons enough could be procured for the whole United Kingdom. If an enactment were made, imposing a charge on ships sailing from England, which would not apply to vessels sailing from Scotland or Ireland, the tendency would obviously be only to drive business away to the more favoured ports; and in fact it would obviously be inconsistent with all established principles to make a distinction in shipping regulations between one part of the United Kingdom and another. Considering, therefore, that it is evident, from the letters above reviewed, that after consulting the best authorities, none of them are found prepared to express an anticipation that the requisite number of medical men could be found for the emigration ships which sail to North America from the United Kingdom, we fear no other conclusion can be arrived at than that this is not an object which can, under present circumstances, be compulsorily provided for by law. We trust, however, that an inducement to do all that is practicable will be supplied by the measures which Lord Grey has in contemplation for giving to shipowners additional motives to take every security in their power for effecting the conveyance of emigrants in good health.

We have, &c.
(signed) *T. Fredk Elliot.*
Frederic Rogers.

Benjamin Hawes, Esq.,
&c. &c. &c.

— No. 23. —

Copy of a DESPATCH from Earl *Grey* to Governor-general the Right honourable the Earl of *Elgin*.

No. 23.
Earl Grey to Governor-general the Earl of Elgin, 20 Dec. 1847.

My Lord, Downing-street, 20 December 1847.

With reference to the communications from your Lordship, named in the margin, containing certain complaints respecting the manner in which emigrants had arrived from the estates respectively of the Honourable C. Wandesforde and of the Earl of Darnley, I have the honour to acquaint you, that I thought it proper to cause those complaints to be communicated to the proprietors concerned, and I now enclose copies of such answers as have been received.

As some of the reports from Canada have also alluded to some of the emigrants from Lord Palmerston's Irish estates, I take the same opportunity of forwarding to you the copy of a despatch, and its enclosures, which I have had occasion to send to Sir William Colebrooke, respecting such of Lord Palmerston's tenants as proceeded to New Brunswick.

Vide New Brunswick, p. 160.

I have, &c.
(signed) *Grey.*

Enclosure 1, in No. 23.

Sir, Castlecomer, 22 November 1847.

Encl. 1, in No. 23.

I beg to forward the Honourable Mr. Wandesforde's reply to your communication of the 19th instant; and in addition to what he has already mentioned, to state that we have in our possession letters written by people who went from this to Quebec, in the spring of 1846, giving a most excellent account of their prospects; and, in very many instances, sending back sums of money for the purpose of bringing out other members of their families and friends. I also beg to inform you, that we have refused a considerable number of applications

cations for assistance to emigrate this last spring, when we thought the applicant would, on arriving in America, be left without means of support for some days; and I may also add, that it was at their most earnest solicitation that the well-known assistance of a free passage and 10 *s.* a head was granted, and nothing was ever promised them on their arrival in Quebec or elsewhere. Every tenant on the estate is well aware of the amount of assistance granted by the Honourable Mr. Wandesforde for emigration, and, therefore, could not expect any more on landing. I beg leave to forward specimens of some of the applications sent into my office this last spring.

I have, &c.

To John Gliddon, Esq., (signed) *Richard Cooke.*
Emigration Office, 9, Park-street, Westminster.

Sir, Mount Juliet, Thomastown, Ireland, 21 November 1847.

I THIS day received your letter, with its enclosure, the report of the Chief Emigration Agent at Quebec, relative to some emigrants from Ireland to that port, who say they were sent out by me, for which communication I beg to thank the Commissioners. I beg you will inform those gentlemen, that although I believe 1,950 souls emigrated off my property last spring, I never sent one then, nor of above 3,000 in former years that quitted the same. It was entirely at their own solicitation and earnest request that I assisted them to go; and those who went this year received the same allowance that those who preceded them in former years did; namely, their passage free, and, I believe, 10 *s.* each, which is called head-money. This is all they expected or got, and no promise whatever was made to them of any further sum. They went of their own free-will, without any solicitation of mine, or any person belonging to me. And here I beg the Commissioners will allow me to add, for their information, if not already aware of it, that it is not an easy matter to send emigrants from this country, as the least anxiety being expressed for them to go will only ensure their permanency. I dare say that many have imposed upon the agent who never belonged to my property. The expense of each to me this year was 3 *l.* 13 *s.* per head.

I send this through my agent, Richard Cooke, Esq., who may be able to add some further information for the Commissioners.

And remain yours, &c.

John Gliddon, Esq., (signed) *C. H. B. C. S. Wandesforde.*
Colonial Emigration Office, Westminster.

Enclosure 2, in No. 23.

Sir, Palace, Ripon, 11 December 1847. Encl. 2, in No. 23.

I HAVE the honour to send you the result of my inquiries respecting the expectation of money said to be held forth to certain parties emigrating from Lord Darnley's estates in Ireland to Canada.

I am, &c.

S. Walcott, Esq., (signed) *C. T. Ripon.*
&c. &c. &c.

My Lord, Dublin, 6 December 1847.

I BEG to acknowledge the receipt of your letter of the 2d instant, which reached me here, and to return the papers which you were so good as to send me. Complaints similar to those contained in the letter addressed by Mr. Walcott having been made in other quarters, I had a statement printed, a copy of which I beg to send your Lordship. I cannot, till I return home, which I hope to do this day, state to which of the emigrants went in the "Panope." The order for the money they were to receive at Quebec was given, but I will write to-morrow, or next day.

I am, &c.

The Lord Bishop of Ripon, (signed) *Lambert Disney.*
&c. &c. &c.

STATEMENT with reference to a Letter signed "Henry Sully," published in the Canada Paper of 3d July 1847.

Clifton Lodge, Athboy, 26 September 1847.

IN April last I employed Mr. Miley, of 22, Eden-quay, Dublin, to send a number of poor people from Lord Darnley's estate to America. I have employed him in a similar way for several years. At his suggestion I sent up Mr. George Wilkinson, one of Lord Darnley's

CANADA.

bailiffs, to procure the necessary sea-store for the people, allowing Mr. Miley for such provisions what he stated to me to be the general allowance made, viz.—1 *l.* a head for adults, and 10 *s.* a head for those aged 14 years and under (the statement of George Wilkinson, as to the quantity of provisions, &c. is annexed hereto). In giving orders to Mr. Miley for the passage money and provisions for each party of emigrants sent out, I also gave an order that the head of each family should receive a certain specified sum on landing at Quebec; this plan I have adopted in former years, and never heard of any complaint of the sum ordered not having been paid. When Mr. Miley was furnishing his account to me in July last, he stated that he had not charged in it the money that the persons were to get on landing at Quebec till he got back the receipts for it. I gave to a person selected from each party sent out, a letter to Mr. Buchanan, the Government agent at Quebec, in which I requested of him to show the party any kindness, and render them any assistance in his power, but it is utterly false that I told any of them that there was an order for money in the letter addressed to Mr. Buchanan, the order for the money they were to receive on landing at Quebec having been given with the order for their passage to Mr. Miley. In every possible way in my power I endeavoured to advance the comfort of the emigrants, and if they have not received the money ordered to them, much as I may lament it, no blame can fairly be attached to me; from the inquiries I have made of Mr. Miley, I believe it was owing to some of them having been sent on to Montreal, instead of being allowed to land at Quebec, at which place Mr. Miley's agents, who had orders to pay the money, resided. It also appears that several of the emigrants who had written to their friends at home, to say that they have not been paid, have actually received the money. (I have also ascertained that of 112 passengers by the "Panope," 68 were from Lord Darnley's estates, although Mr. Sully has stated that the entire number of passengers, except two or three, were from his Lordship's estates).

(signed) *Lambert Disney,*
Agent to the Earl of Darnley's Estates in Ireland.

Rathmore Cottage, 26 September 1847.

With reference to the statement contained in the letter signed "Henry Sully," respecting the provisions procured for the emigrants sent from the Earl of Darnley's estates, I have to state, that Mr. Miley informed me; that between meal and flour, three stone would be sufficient for each adult, that I never informed any of the parties that the passage did not exceed 23 days, nor how long it would take; that the sugar and cocoa-shells were procured at a shop to which I was recommended by Mr. Miley, and appeared to me to be of the best description, and the people were quite delighted with them, and wondered where they could put all the provision they were getting; that in addition to the sum allowed for provision, Mr. Disney sent by me with each party of emigrants, a sum of money to be distributed wherever I saw any necessity for it; and that before each family proceeded to Dublin, large sums were given to them to provide clothing and other necessaries, and also in almost every instance money was given to pay car-hire to Dublin.

(signed) *George Wilkinson,*
Bailiff on the Estate of the Earl of Darnley, in Ireland.

My Lord, Clifton Lodge, 8 December 1847.

I cannot give any further explanation relative to the complaint of the people sent from Lord Darnley's estate in the "Panope" than that contained in the printed paper I sent you. I rather think that in the hurry and confusion occasioned by the great number of emigrants leaving, that Mr. Miley, the agent employed by me, may have omitted to give to the passengers by the "Panope" the order for the money they were to receive on landing at Quebec, as it appears he has no charge in his books as having paid to any one of them landing at Quebec any sum of money. In the cases of the emigrants sent from his Lordship's estate by other vessels, it appears through his books, that some got the money I ordered them, some did not; I do not know how redress could now be made to the parties. There was only one of the entire batch sent out who had any claim for anything given up on, or paid for, his holding by his successor. The others were given the orders merely as a charity; and though it is really most vexatious that the people should have met with any disappointment, I really know not how it is to be remedied now, nor with whom the blame fairly rests.

I have, &c.
(signed) *L. Disney.*

NEW BRUNSWICK.

— No. 1. —

(No. 39.)

COPY of a DESPATCH from Lieutenant-Governor Sir *W. M. G. Colebrooke* to Earl *Grey*.

No. 1.
Lieut.-Governor Sir W. M. G. Colebrooke to Earl Grey.
14 May 1847.
8 and 12 May.

Fredericton, New Brunswick, 14 May 1847.
(Received 31 May 1847.)

My Lord,

I HAVE the honour to enclose to your Lordship copies of two reports which I have received from Mr. Woodward, the Acting Emigrant Agent at St. John, enclosing returns of the ship "Mary Harrington" and brig "Midas," with emigrant passengers from ports in Ireland, who I have the satisfaction to find have arrived in good health.

Mr. Woodward, has been required to give securities in 500*l.* for the funds which, according to the instructions enclosed with your Lordship's circular despatch of the 19th ultimo, may be remitted to him, to be held in deposit for emigrants.

I have, &c.

(signed) *W. M. G. Colebrooke.*

Enclosure 1, in No. 1.

Government Emigrant Agency, St. John,
8 May 1847.

Sir,

I HAVE to report the arrival from Galway of the brig "Midas," with 139 passengers, and 24 in the cabin; 10 deaths on the passage, from dysentery, the remainder in good health, with the exception of six landed at Partridge Island, as per report. Encl. 1, in No. 1.

Also, that I have received lists of passengers by the following vessels:—

Mary	128 Tons	87 Passengers	12 April	Cork.
Mary	180 „	120 „	30 March	Cork.
Pallas	316 „	204 „	5 April	Cork.
Marchioness of Clydesdale	565 „	386 „	5 April	Londonderry.
Progress	200 „	138 „	15 April	Londonderry.

I have, &c.

(signed) *I. Woodward,*
A. G. E. Agent.

The Hon. John S. Saunders, Prov. Sec.,
Fredericton.

Enclosure 2, in No. 1.

Emigrant Agency Office, St. John,
12 May 1847.

Sir,

I HEREWITH enclose a return of passengers by the ship "Mary Harrington," Montgomery, master, from Donegal. A good comfortable vessel; passengers in good health, and express themselves satisfied with their treatment and accommodation. Encl. 2, in No. 1.

Most of them intend going to the United States, where they have friends, the remainder may go, or remain in the country, according to inducements; they appear to be of a rather superior class of emigrants.

Respectfully, &c.

(signed) *I. Woodward,*
A. G. E. Agent.

The Hon. J. S. Saunders, Prov. Sec.,
Fredericton.

NEW BRUNSWICK.

— No. 2. —

No. 2.
Lieut.-Governor Sir W. M. G. Colebrooke to Earl Grey.
22 May 1847.

(No. 42.)

COPY of a DESPATCH from Lieutenant-Governor Sir *W. M. G. Colebrooke* to Earl *Grey*.

Fredericton, New Brunswick, 22 May 1847.

My Lord, (Received 15 June 1847.)

I HAVE the honour to enclose copy of a letter which I have received from the Acting Emigrant Agent at St. John, with a ship return of the "Marchioness of Clydesdale," from Londonderry, and reporting that the passengers had arrived in good health. The return of another ship, the "Aldebaran," from Sligo, had not been received, as she had remained at the quarantine station, not having been allowed to enter the port; I have considered the testimony borne to the good conduct of the master of the "Clydesdale," to have entitled him to the acknowledgments of the Government.

19 May 1847.

I have, &c.
(signed) *W. M. G. Colebrooke.*

Enclosure 1, in No. 2.

Government Emigrant Agency, St. John,
19 May 1847.

Sir,

Encl. 1, in No. 2.

HEREWITH I enclose ship return of the passengers by the "Marchioness of Clydesdale," from Londonderry, and I am happy to add, all in good health; they also express themselves highly gratified at their accommodation and treatment on the passage.

No further report from the health officer at the quarantine station respecting the "Aldebaran," from Sligo. Should there appear, on inquiry, any violation of the Passengers' Act by the master of the ship, shall I have the party summoned before a magistrate to answer.

Respectfully,
(signed) *I. Woodward,*
A. G. E. Agent.

The Hon. John S. Saunders, Prov. Sec.,
Fredericton.

Enclosure 2, in No. 2.

Secretary's Office, Fredericton, 25 May 1847.

Sir,

Encl. 2, in No. 2.

REFERRING to your letter of the 19th instant, relative to the passenger ship "Aldebaran," from Sligo, I am directed by his Excellency the Lieutenant-governor to lay down, as a general instruction, that in all cases where there are clear grounds, you are forthwith to proceed against the party or parties who violate the Passengers' Acts; and in doubtful cases, reference may be made for instructions as to whether or not a prosecution should be instituted.

I have, &c.
(signed) *John S. Saunders.*

Isaac Woodward, Esq.,
Acting-Govt. Emig. Agent, St. John.

— No. 3. —

No. 3.
Lieut.-Governor Sir W. M. G. Colebrooke to Earl Grey.
28 May 1847.

(No. 49.)

COPY of a DESPATCH from Lieutenant-Governor Sir *W. M. G. Colebrooke* to Earl *Grey*.

Fredericton, New Brunswick, 28 May 1847.

My Lord, (Received 15 June 1847.)

BY the last mail, and since the transmission of my despatches, No. 33, of April 27th, and No. 38, dated May 13th, I have received a copy of the Papers presented to Parliament in February, relative to emigration to these provinces, and containing your Lordship's despatches to Lord Elgin of the 31st of December, and the 29th of January last.

For Sir W. M. G. Colebrooke's Despatch, No. 33, 27 April, and No. 38, 13 May, *vide* Papers relative to Emigration, presented by Command, June 1847, pp. 15 & 29.

In transmitting to your Lordship some printed extracts of my despatches to Lord Stanley in 1842, which were laid before Parliament, I have in view

to

NEW BRUNSWICK.

For Sir W. M. G. Colebrooke's Despatches to Lord Stanley, 1842, *vide* Papers relative to Colonial Lands and Emigration, ordered by the House of Commons to be printed, 29 May 1843, No. 291, pp. 112—175.

to draw your Lordship's attention to the circumstance, that I have been long impressed with the advantage of promoting settlement "in villages," and the prosecution of such useful works as would afford employment to the settlers. It will also be seen that it was my desire to encourage the acquisition of land adjacent to such settlements, by persons of capital, who would undertake and promote such improvements, whereby the value of their lands would be raised, and the settlement reciprocally benefited; but as it was found impracticable to induce proprietors of unreclaimed lands to engage in such undertakings, the only alternative that presented itself to the Government was to advance funds, and through the aid of intelligent and experienced agents, to open roads, and lay out and superintend the settlement of the adjacent lands, thus holding out to the settlers the employment essential to them, and the further encouragement, that the work would not only render the lands accessible, but would improve their value.

As it has not been usual to construct roads and bridges by means of loans repayable by instalments in situations where tolls could not be rendered productive, and these being works conducive to the benefit of the public and to future settlers, such advances for their execution held out inducements to the only class who are willing and able to form the first settlements, and even with this encouragement the requirement of prompt payment for the land would in most cases have defeated the undertaking. In limiting the allotments to 50 acres, and allowing them to be purchased on credit, there was no check to the enterprizing settler in extending his occupancy when enabled to purchase and pay for his first concession, for it was concluded that any funds he might be prepared so to apply, would be paid in redemption of his homestead, and a subsisting mortgage on this, until redeemed, afforded a means at any time of compelling a transfer of the land, if the settler neglected his farm to the prejudice of his neighbours, or speculated on its enhanced value from their improvements, and this without any injustice, as he could at any time dispose of the value of his own improvements, the only payment which the purchaser would intermediately be called on to make.

Locations of 50 acres were also chosen as sufficient in extent for a first occupancy—affording commonage for firewood and wild pasturage—and by reserving the lots in rear of the first concessions, an opportunity of extension was afforded.

Without the reserve of common lands in the settlement, no improving settler is contented with a smaller occupancy, or is willing to be deprived of the privilege of enlarging it for the settlement of his family growing up around him; and as the possession of land in his own right is the main stimulus to his exertions, and in reality his inducement to encounter the labours and privations incidental to such a mode of life, and which none but the most enterprizing will engage or succeed in, there can be no inducement, were it even practicable, to obstruct his views; and from this prevalent feeling the farm servant will be content only to remain as such, till he can effect such a settlement for himself, the exception to which will be found only in the neighbourhood of towns, where continuous employment to a limited extent is held out to a class of skilled and unskilled labourers. Neither in the country is it necessary to discourage the labourer from acquiring land, as to all settlers the offer of labour is not only acceptable, but eagerly sought for at every stage, owing to which, the contracts for work are taken throughout the country at rates which would not remunerate the ordinary day labourer.

By the Regulations of December 1842, it will be seen, that on the sale of allotments of 50 acres, no term was fixed for the payment of the purchase-money; but prompt payment in cash for all concessions beyond that extent were required, a regulation which approximated as nearly to the Canadian system of 50 acre free grants, as the law would allow, and with some advantages over it, since the latter required a constant superintendence during the period of the deferred grant, and on failure of the settler before he received it, involved to him the sacrifice of his intermediate labour, and the transfer, without remuneration, of his improvements to another, while the simple operation in the case of a neglected allotment, of compelling its transfer on sale of the improvements,

NEW BRUNSWICK.

ensured the continuance of these without prejudice to the original settler, who might have failed from loss of health or change of views after severe and continued exertions.

A free concession of 50 acres may be considered as merely a nominal premium to the hardy settler who first encounters the wilderness, and by his labour confers on the land its sole value, and to exact from him the payment of a price for that which is valueless, is in reality to impose a severe tax on those to whom encouragement should be given, and which it would be more just and politic to impose on the owner of the neighbouring lands who speculates on its improved value from the industry of others.

In these views I have since considered that it would be more just to defer the payment of interest as well as principal, and to allow the whole charge to be redeemed by labour at the convenience of the settler, for experience has shown that the payment of the smallest sums for interest, and, still more, the instalments of principal, in situations where there are no markets, and where the settlers require employment to enable them first to subsist, and subsequently to provide the comforts of life, is attended with extreme difficulty, and that it is more to the interest of the country to allow the money he may possess to remain with the settler, who may thus apply all his resources to improvements, and if he fails, be enabled to transfer his allotment without loss to another, who may be willing and able to carry them on, and to pay for those improvements, which really constitute a valid security for the debt. I would further consider, that if at the period when free grants are usually conferred on fulfilment of the conditions, the debt were to be altogether remitted to the industrious settler, that it would be not more than an equitable encouragement to his industry.

By the Regulations of the 11th May 1843, your Lordship will also observe that in the same view the punctual discharge of the instalments, when due, have not been required, but no settlements have hitherto been formed under those Regulations.

I have entered into these details in order that the principles which I have from long experience found to be the most practicable in the prosecution of plans of systematic colonization, should be elucidated to your Lordship, and in which I have endeavoured to guard against the most prevalent errors, owing to which much capital has been sacrificed in abortive projects, which have operated to the discouragement of others, which might have been more successful. I am fully impressed with the correctness of your Lordship's views that such undertakings are most effectively promoted by the stimulus of private enterprize, and that the aid of the Government may more appropriately be given to persons of competent resources, who engage in them on principles that may be approved.

In this province, however, the opening of roads and construction of bridges are beyond the ordinary means of individual proprietors of wilderness lands, where dense forests must first be penetrated, and hence the importance I have attached to an improvement of the system of road appropriations in a country the settlement of which has been retarded by such works being wholly dependent on the sums that can annually be spared from the fluctuating resource of a commercial revenue.

The enclosed Gazette, containing the appointments for expending grants for bye-roads for the present year, will at once exemplify to your Lordship the system which prevails, operating as it does to discourage all enterprize in the people, and leading too often to the misapplication of the small sums which are granted, without reference to any surveys or estimates of what is required. In the last year an able road-maker, with an experienced surveyor, were appointed to the sole charge of the bye-roads in the northern counties, and whose reports, which I enclose, were laid, with those of other commissioners, before the Assembly ; but although the value of their labours and observations were appreciated, it has been found impracticable to carry out a system of reform without legislative assistance, as the expenses of these commissioners have been insufficiently remunerated.

If, however, the Legislature should be induced, by granting funds in aid of local appropriations, to introduce a more efficient system, the settlement of the province

province would be greatly accelerated, and an effective control applied, which is at present limited to the audit of the accounts of the numerous commissioners who are appointed on application, but for the most part without any knowledge on the part of the Government of their qualifications, or even of the situation of the roads they are appointed to make. In such a system of appropriations, the Government, though called on to appoint the commissioners, can hold itself in no way sufficiently responsible, neither can such responsibility be exercised by the Assembly. From the manner in which the roads are described, and the description of them varied from year to year in the Road Acts, it is impossible to ascertain their situation, where there are no means provided for their inspection except by the numerous local commissioners who are thus appointed. NEW BRUNSWICK.

I enclose an abstract of the appropriations of the present year, from which your Lordship will observe that a sum of 15,000*l.* has been distributed in 1,053 grants, averaging from 14*l.* to 15*l.* each, and many as small as 5*l.*, besides 7,250*l.* equally distributed in special grants.

The construction of a railway through the province would, as I have before said, greatly facilitate the settlement of the wilderness lands, and to those who may engage in this important undertaking, and to whom concessions of land along the line may be made, the foregoing observations may be useful.

The main object to be kept in view, as it appears to me, is the planting of a moral and efficient yeomanry in the country, and the encouragement of those of a superior class, who have been trained to the management of land, to associate together and to purchase on credit the first improvements, which emigrants cannot so well effect for themselves, and to aid them also in securing at the outset, the advantages of instruction and communion, which, if lost to themselves or their children, may, in a single generation, deteriorate their condition to their own permanent injury and that of the country. The establishment of a class of proprietors who might possess the means of carrying on improvements, might be simultaneously promoted, but till the Crown domains should be fully conceded, and the price of wild land considerably raised, the prospect of establishing an industrious tenantry cannot generally be entertained. Indeed, in the progress of older countries, the formation of a farming class has been mainly dependent on the previous establishment of a prosperous yeomanry, who, when the high price of land renders it impracticable to extend their possessions, and as their numbers increase with the population of the country, are content, on secure tenures, to employ their capital, intelligence and experience, aided by their moral, industrious and thrifty habits, in the improvement of the lands of larger proprietors. By encouraging the occupation of land on their estates, proprietors in the United Kingdom may contribute to train their peasantry to become useful settlers in the colonies, holding out to them an enlargement of their occupancies, with improved tenures in the settlements which they might easily form, without breaking the associations of their tenantry. By this means not only would a bond of attachment be preserved which would contribute to the welfare, comfort and improvement of the emigrant, but a sentiment of loyal attachment would be cherished, instead of the repulsive feeling which the ejected tenant is too apt to carry out from his country; and considering the strength of the local attachments and the ties of kindred which are cherished by the peasantry, and the sacrifices which the early settlers cheerfully made to preserve the institutions of their country, your Lordship will not fail to appreciate the importance of these as a bond between the two countries; indeed experience has shown that there is no other on which any stable dependence can be placed, and it is therefore not too much to expect from the landed proprietors in the United Kingdom, that they will promote an undertaking calculated to benefit themselves, and to secure these valuable colonies as a British possession.

In those ages when English proprietors took the lead in promoting such enterprizes, and when it was the policy of the Government to encourage such a spirit by honorary distinctions, the advantage was fully appreciated of acquiring the co-operation of those who were content to await the slow progress which must necessarily attend all successful agricultural operations, rather than, by engaging in them as commercial speculators, to look to those immediate profits

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which cannot be realized except in the harvest reaped by land-jobbers and speculators, to the prejudice and often to the ruin of the industrial classes.

The enclosed correspondence of 1842 was published in the province, from a desire to invite and promote discussion of the subject. I circulated at the time a plan, which is also enclosed, for the settlement of "church lands."

For Sir W. Colebrooke's Correspondence, 1842, *vide* Papers relative to Emigration, ordered by the House of Commons to be printed, 29 May 1843, No. 291, pp. 122-175.

The prospect of finding tenants for such lands when cleared, would depend altogether upon the collateral advantages which such settlements would hold out to the respectable farming class in the United Kingdom, and especially to men with families, who might prefer to secure those advantages for their children in such settlements, at least for a time, rather than risk the sacrifice of them, by settling at once independently on lands of their own in the wilderness; such colonies might thus be organized under the auspices and with the influence of proprietors on their own estates, and amongst their tenantry and retainers, but it would be difficult at present in the colonies to find persons who would take land on these tenures, where the farming on half shares, which is the usual practice, is rarely conducted profitably for the landlord.

I have, &c.
(signed) *W. M. G. Colebrooke.*

Enclosure 1, in No. 3.

May it please your Excellency, Miramichi, 5 February 1847.

Encl. 1, in No. 3.

HAVING been appointed joint commissioner with James Davidson, Esquire, to expend the bye-road appropriations in the county of Gloucester for the past year, I would beg leave to submit the following report for your Excellency's information.

As soon as I noticed my appointment in the Royal Gazette, I had an interview with Mr. Davidson; and we were both of opinion, that from the lateness of the season, it would be impossible for us to attend to the duty jointly. We therefore divided the county in two districts, he taking all below the Big Nerepisiquit River, to the North county line, and I taking all above to the Restigouche line; and by adopting that course I have been enabled to expend the amount allotted to me, and I flatter myself, with great advantage to the interests of the inhabitants of that county.

That the grant of 25*l.* for the road from John Noseworthy's, on Rose-hill, to the main Titteagoniche road, on a line between Samuel Roy and Joseph Kent, was not expended according to the terms of the grant, and for this reason, that in the summer of 1844, in company with three of the settlers from Rose-hill, I proceeded to the place for the purpose of exploring a road suitable for the wants of the settlers; and from the swampy state of the country in that neighbourhood, for a mile intersected with brooks, a suitable line could not be found; and after two days' exploration the line was abandoned, which fact was communicated to William End, Esquire, one of the members of the county, in writing. A line running between John Young and Peter Puts was recommended, and from an exploration of the same was found a very suitable one for the purpose, and has been adopted as the road, and the grant expended thereon. I advertised the road by public auction, a number of the inhabitants of Rose-hill attended, and no dissatisfaction was manifested at the change. I have thus abandoned an impracticable line, and expended the money on a very advantageous one, and in a way calculated to benefit the settlement, and trust that your Excellency will be satisfied that I have in this matter exercised a sound discretion. I advertised and took contracts for the Connolly road to New Dunlop, to the extent of the grant, say 60*l.*, but in consequence of one of the contractors having roads in another quarter, was unable to perform his contract on this road, and consequently the amount of his contract, to the extent of 12*l.*, was unexpended in that place, and from the advanced state of the season could not be expended to advantage.

That after letting the grant on the south side of Titteagoniche, between Burns and Daley's, I found that an alteration of the line was absolutely necessary, which was carried into effect, to the very great advantage to the road; this exploration, and a sum expended to fill up a deep ravine, caused an over-expenditure of 11*l.* on this road. I therefore took the 12*l.* above alluded to, and liquidated the over-expenditure as stated above. In this transfer the settlers on the Dunlop road will not suffer any inconvenience, as they have the old road for the present; and the sum expended on that line would not have been sufficient to form a junction with the old road. I have in this matter acted for the best, and trust that your Excellency will receive this explanation as satisfactory, and in the appropriation for the ensuing year an interchange may be made, so as each line may receive its due legitimate appropriation.

In

In 1845 a grant of 20*l.* was made for a road in rear of Little Roche settlement, on the Dumareque line; and in 1846 a further grant of 33*l.* for the same road, both of which have been expended, but there being no settlers in the rear, I am of the opinion any further grants for the present will not be required.

I do not think it absolutely necessary to enter into all the bye-roads in detail, as I now transmit herewith a particular return of the same, the sums expended on each, and the probable amount that will be required the ensuing year, with such remarks on each as the state of the several roads my duty as Commissioner warranted me in doing.

Before closing this report, I would call your Excellency's attention to a settlement on the north side of Elm Tree River, in the parish of Beresford; this is a newly-formed settlement, and promises to be a good one, but they are without a road; an appropriation to explore and open a road to this settlement would be highly desirable, and in justice should be granted for that purpose.

I have made up my accounts of the expenditure of the money entrusted to me, with the whole of the vouchers of the same attached thereto, and having transmitted the whole to the Auditor-general, to which I would refer your Excellency.

All of which is respectfully submitted.

(signed) *David Crocker*, Commissioner.

Sir, Miramichi, 14 January 1847.

HAVING been appointed joint commissioner with David Crocker, Esquire, to expend the bye-road grants in the county of Gloucester, I would beg leave to submit the following report for the information of his Excellency the Lieutenant-governor.

As soon as I noticed the appointment in the Royal Gazette, I had an interview with Mr. Crocker, and we were both of opinion that as it was so late in the season, it would be impossible for us to attend to the duty jointly; we consequently divided the county in two districts, he taking all that part of the county from the Big River Nerepisiquit to Restigouche county line, and I taking all below to the Northumberland county line.

I then proceeded to examine and explore all the roads in the lower district for which appropriations had been made, and staked off such portions as I considered most necessary to be made. On the 1st of July, I advertised the said road to be let by public auction on the 13th, 14th, 15th, 16th, 17th, 18th and 20th of the same month, when I attended and entered into contracts with the respective parties who had purchased, for the faithful performance of the work, which has since been completed much to my satisfaction, except the road leading from the Bathurst road to the New Tyrone settlement, and the road over the Shippagan Plains.

As regards the road leading to the New Tyrone settlement, so called, there is no person settled there as yet, but two lots have been purchased from the Crown at Bass River. I ran a line from thence out to the Bathurst road, and spent considerable time in exploring, and could not find any thing like a satisfactory route, as a great part of the land between Bass River and the Bathurst road is low sunken ground. It then occurred to me, as well as to those persons interested, that as William Stephens, Esquire, was about purchasing the whole surrounding land, that it would be of no use to expend the balance of the small grant for that road, until it would be ascertained in what part he would open up roads, as he intimated that it was his intention to open roads through his land as soon as he completes his purchase; I therefore retained the balance of the amount granted for that road, as will appear by reference to my account.

The road over the Shippagan Plains passed wholly over a sunken morass, and as it was impossible for cattle of any description to travel thereon during the summer, I took a contract to be completed on or before the 1st February 1847, for a sufficient quantity of longers to cover the whole distance; when those longers are laid across the road close together, and a sufficient quantity of brush and gravel carted thereon, it will be a substantial road that will last for many years. The parties are now engaged in hauling out the said longers along the road, and as soon as the whole is hauled, I will pay the contractors and forward the account to the Auditor-general. This road is much wanted, as the importance of Shippagan is daily increasing, and at present they have no road whatever by which they can travel with wheel carriages, nor even on horseback, without crossing over the dangerous ferry of St. Simmons' Inlet. For a particular description of the other bye-roads, I beg leave to refer his Excellency to the return of bye-roads in the county of Gloucester, herewith sent. It is with reluctance I have to state, that in almost every instance the line of roads were very injudiciously laid out; this may have been in some measure owing to the frequent change of commissioners, and partly from their incompetence to explore and run a proper line. In most cases, I had to run new lines, as I considered it would be more beneficial to the public to take pains to explore and fix a proper line at once, that would not be altered hereafter, rather than expend any more money on the old crooked roads; indeed, in most instances, it was even cheaper to open a new line through the woods,

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rather than to grub up the old ones and take out the roots, mud and other rubbish which was buried in them.

I am engaged preparing a plan or diagram of the bye-roads in that part of the county of Gloucester, as well as the adjoining county of Northumberland, which I had charge of, will forward the same for the information of his Excellency as soon as it is completed.

I have, &c.

(signed) *Jas. Davidson,* Commissioner.

Enclosure 2, in No. 3.

Encl. 2, in No. 3.

ABSTRACT of the Amount granted by the Legislature in 1847 for Great Roads, for the Bye Roads of each County, and the Total Number of Bye Road Grants in each County.

	£.	£.
Total Amount for Great Roads - - - -		15,000
BYE ROADS:		
York County - - - - - -	1,371	
County of Carleton - - - - -	1,370	
Queen's County - - - - -	1,278	
County of Gloucester - - - -	972	
County of Charlotte - - - - -	1,508	
King's County - - - - -	1,464	
County of St. John - - - - -	1,093	
„ Sunbury - - - - -	771	
„ Northumberland - - -	1,440	
„ Restigouche - - - -	771	
„ Westmoreland - - - -	1,255	
„ Kent - - - - - -	936	
„ Albert - - - - -	771	
		15,000

SPECIAL GRANTS.

48 Special Grants, amounting in the whole to 7,250 *l.*

RECAPITULATION.

	£.
Great Roads - - - - - - - - - -	15,000
Bye Roads - - - - - - - - - -	15,000
Special Grants - - - - - - - - -	7,250
	37,250

Number of Bye Road Grants in each County:

In York - - - - - - - -	82	separate Grants.
Carleton - - - - - - -	97	„
Queen's - - - - - - -	130	„
Gloucester - - - - - -	32	„
Charlotte - - - - - - -	106	„
King's - - - - - - - -	152	„
St. John - - - - - - -	76	„
Sunbury - - - - - - -	36	„
Northumberland - - - - -	98	„
Restigouche - - - - - -	26	„
Westmoreland - - - - -	93	„
Kent - - - - - - - -	56	„
Albert - - - - - - - -	49	„
TOTAL - -	1,053	Grants.

Remarks.—The first three grants classed as special grants, viz. 800 *l.* for the Richibucto River Bridge, 900 *l.* for the Arestook Bridge, and 300 *l.* for the Meramacook Bridge, belong properly

properly to the Great Road Grants, as they are upon the lines of great roads; adding these grants to those specified as Great Road Grants, would increase the amount to 17,000 *l.* for rear roads, and render the Special Grants to 5,250 *l.* Among the Special Grants, a considerable number of them might have come classed as County Bye-road Grants, being distinctly within particular counties.

In the Appropriation Law, for services therein mentioned, there are nine grants for roads and bridges, amounting in the whole to 1,455 *l.*, of which 1,085 *l.* are new grants, and 370 *l.* re-appropriations; these are in addition to the sums contained in the Road Acts.

— No. 4. —

No. 4.
Lieut.-governor Sir W. M. G. Colebrooke to Earl Grey.
11 June 1847.

(No. 51.)

COPY of a DESPATCH from Lieutenant-Governor Sir *W. M. G. Colebrooke* to Earl *Grey*.

Fredericton, New Brunswick, 11 June 1847.

My Lord, (Received 29 June 1847.)

I HAVE the honour to transmit copies of three letters from the Acting Emigrant Agent at St. John's, reporting the arrival of the passenger ships and vessels named in the margin * together with the ship returns.

Dated 3d, 7th & 9th June.

The passengers in these vessels have been generally satisfied with their treatment on the voyage, and have arrived in good health, which may be attributed to the attention paid to their comfort, and especially to cleanliness and ventilation, with a due supply of wholesome food and water. I would draw your Lordship's attention to the alteration in the voyage of the brig "Nancy," originally destined to New York, and to the temporary decks in the "Ocean."

* Inconstant, Sir Charles Napier, Nancy, Progress, Æolus, Ocean.

I regret to report that other vessels have arrived which are detained at the quarantine ground, and understanding that much sickness prevailed on board, I repaired to St. John, and directed that a number of tents should be pitched on Partridge Island, and barrack cots supplied for the use of the emigrants, who have thus been accommodated on shore, so as to admit of the fumigation of the ships. Every attention has been paid by the authorities to the comfort of the sick, as well by the medical officer as by the city authorities.

The Assistant Emigrant Agent at St. Andrew's has reported the arrival at the quarantine ground of a ship the "Elizabeth Grimmer" with 229 passengers, eight of whom died on the voyage. I am further concerned to report, that a ship the "Looshtauk" of Liverpool, with 359 passengers on board, bound to Quebec, has put into Miramichi, the crew and passengers being in a state of debility rendering it impossible for them to prosecute the voyage. The ship appears to have sailed with 467 passengers, of whom 117 died on the passage from fever and dysentery, and 40 have died since their arrival. Every care has been taken of them by the local authorities since their arrival in quarantine, and the whole of the people have been landed on an island in the river, where they are well accommodated, till they may be in a condition to resume their voyage. The brig "Richard White," is also reported to have arrived at Miramichi with 35 passengers, five of whom are suffering from typhus fever.

The numbers at the quarantine station at St. John's are 2,471, and an additional building is now in course of erection for the better accommodation of the sick.

I have, &c.

(signed) *W. M. G. Colebrooke.*

Enclosure 1, in No. 4.

Government Emigrant Agency,
St. John, 3 June 1837.

Sir,

Encl. 1, in No. 4. I HAVE to inform you, for the information of his Excellency the Lieutenant-governor, that the following lists of passengers by the 19th May mail have been received this day.

Malvina,	from	Baltimore,	183	passengers,	9th	May.
Sally -	„	Cork -	90	„	13th	„
Caledonia	„	Cork -	69	„	13th	„
Ruby -	„	Sligo -	105	„	8th	„
Nancy -	„	Killala -	106	„	3d	„

The agent at Cork writes that " there are two or three more preparing, but all small."

The agent from Londonderry states, that the " John Clark," about 800 tons, will sail from that port about the 24th instant (May), and the " Portland " about the 29th May, and is of the opinion that emigration will close by the end of June.

I have also to request that you will inform his Excellency, that in accordance with the request in his note of the 2d instant, that I visited the quarantine station, and made particular inquiry in respect to the report " that some of the emigrants died on coming on shore, and entirely from exhaustion, the consequence of scarcity and unwholesome supplies on board ship." I found that there was one death almost immediately after landing, but that every care had been taken in the removal, and that death would have been certain if the patient had remained, and by moving there was chance of renovation.

I also made inquiry in various ways with regard to the quality and quantity of provisions and water, but have not yet discovered any deficiency in either, further than the general complaint against biscuit, which they do not appear to like, no matter how good the quality.

The tents were nearly all put up last night, and preparations are now made for landing all the passengers as speedily as it can be done.

Since the additional medical attendants have gone to the island, more attention to the fever patients has been given, and they all appeared more comfortable, though the accommodation of the hospitals were very insufficient, the floors of every ward being completely covered to the very doors. There is now in the hospital 295 cases of fever, and the doctor expected to land 100 more to-day.

The number of passengers (according to the original lists) now at quarantine, is 2,471 souls.

The last vessel arrived, the " Nancy," from Killala, with 112, all in good health ; only one death on the passage, an infant, not from any infectious disease.

The doctor reports 33 deaths in all to this date.

Respectfully,

(signed) *I. Woodward,*
A. G. E. Agent.

The Hon. J. S. Saunders, Prov. Secretary,
Fredericton.

Enclosure 2, in No. 4.

Government Emigration Agency,
St. John, 7 June 1847.

Sir,

Encl. 2, in No. 4. I HEREWITH enclose report on the brig " Nancy " from Killala, and have much pleasure in stating the passengers were landed in very good health.

I have to acknowledge the receipt of your letters of the 31st, and 4th instant. In reply to the latter I beg your reference to my letter of the 3d instant, and I am pleased to state that the appearances of things have improved; the wants of invalids upon the requisition of the health officer are immediately complied with by the acting commissioner of the almshouse, Wm. O. Smith, Esq., and in fact there is every disposition manifested by those in charge to do any and every thing in their power to alleviate the distress under which those poor people are labouring.

Respectfully,

(signed) *I. Woodward,*
A. G. E. Agent.

The Hon. J. S. Saunders, Prov. Secretary,
Fredericton.

Enclosure

Enclosure 3, in No. 4.

Government Emigration Agency,
St. John, 9 June 1847.

Sir,

I BEG to enclose Reports, Nos. 7, 8, 9, of three vessels discharged from quarantine yesterday; viz. the "Progress," "Ocean," and "Æolus." I have also to acknowledge the receipt this morning of your letter of the 7th instant, and immediately sent to Dr. Harding for a report in detail of the state of the affairs at the quarantine station, for the information of his Excellency, an hour previous to which I had made a similar request, which the subsequent communication will hasten; all the people that have been landed on the island have been sheltered and accommodated; the doctor did not allow them to land until arrangements were made for their reception. Encl. 3, in No. 4.

Respectfully,

(signed) *I. Woodward,*
A. G. E. Agent.

The Hon. J. S. Saunders, Prov. Secretary,
Fredericton.

Enclosure 4, in No. 4.

Clerk's Office, Northumberland, 5 June 1847.

Sir,

I HAVE to state, for the information of his Excellency the Lieutenant-governor, that a special sessions of the justices has just been held, convened for the purpose of receiving the report of the health officers relative to two vessels that have arrived with passengers, and brought to the quarantine station in consequence a number of the persons on board being sick. Encl. 4, in No. 4.

That by the reports of the said officers made to the sessions, it appears that the ship "Looshtauk," John Thane, master, of the burthen of 636 tons, from Liverpool, bound to Quebec, with 359 passengers, being out seven weeks, put into this port in consequence of sickness among the passengers, and the inability on the part of the crew who remained unaffected by disease, to navigate the said vessel to the place of destination. That between the time of sailing to the 3d instant 117 had died on board, and since that date to the time of the officer leaving the vessel, 20 more had expired, and that upwards of 200 passengers and crew are now labouring under the same disease, many of whom are in a dying state.

That the brig "Richard White," J. M. Robinson, master, sailed from Cork for Miramichi on the 23d of April, with 35 passengers, who are all on board, with the exception of one who died on the passage, but that there are five of the passengers now labouring under typhus or contagious fever.

The sessions have appointed a committee of magistrates to make provision, as far as practicable, for relief of the sufferers, and ordered their being landed under charge of the health officers on Middle Island (procured for the occasion), from Mr. Cunard.

So soon as a report is made, or can be procured from the committee, I shall communicate further for the information of his Excellency.

I have, &c.

(signed) *Thos. H. Peters,*
Clerk of the Peace for Northumberland.

The Hon. John Simcoe Saunders,
Provincial Secretary, &c. &c.

Enclosure 5, in No. 4.

Deputy Treasurer's Office, St. Andrew's,
5 June 1847.

Sir,

I HAVE the honour to state, for the information of his Excellency, that the ship "Elizabeth Grimmer," Grant, master, from Londonderry, arrived off this port on the 3d instant, with passengers. Dr. Frys, the medical attendant, reports that she left her port with 229 passengers, eight of whom died on the passage; eight are now confined to bed with fever, and many more are in a feeble, but convalescent state. Encl. 5, in No. 4.

The ship is now at quarantine, but the passengers will be landed to-day on Hospital Island. The magistrates are to provide for the wants of the sick.

The ship return cannot be forwarded until an entry be made by the master.

I have, &c.

(signed) *D. W. Jack.*

The Hon. John S. Saunders,
Provincial Secretary.

Enclosure 6, in No. 4.

Encl. 6, in No. 4.

LIST of PASSENGER VESSELS for *St. John*, 1847.

No.	Vessels' Names.	Tonnage.	Passengers.	Where from.	When arrived.	When cleared.
1.	Midas	213	163	Galway	May 5	March 31
2.	Mary Harrington	411	135	Donegal	„ 10	„ 30
3.	Aldebaron	609	418	Sligo	„ 16	„ 2
4.	Marchioness of Clydesdale	565	386	Londonderry	„ 17	April 5
5.	Progress	200	138	ditto	- -	„ 5
6.	Mary	180	120	Cork	May 25	March 30
7.	Mary	128	87	ditto	„ 31	April 12
8.	Pallas	316	204	ditto	„ 22	„ 5
9.	Sea Bird	492	346	Newry	- -	„ 17
10.	Princess Royal	185	129	Limerick	- -	„ 15
11.	Governor Douglas	434	261	Baltimore	June 1	„ 28
12.	Amazon	357	262	Liverpool	May 2	„ 23
13.	Ocean	122	89	Baltimore	- -	„ 28
14.	Ella	130	86	Cork	- -	„ 20
15.	Inconstant	186	114	ditto	May 22	„ 20
16.	Perseverance	176	123	ditto	- -	„ 30
17.	Eliza	158	28	Waterford	- -	„ 20
18.	Hannah	287	211	Sligo	- -	„ 30
19.	Thorney Close	- -	137	Donegal	May 23	
20.	Sir Charles Napier	714	434	Londonderry	„ 23	
21.	Daley	- -	169	Bantry	„ 27	
22.	Orbit	- -	26	Glasgow	„ 30	
23.	Shakespeare	- -	29	Liverpool	„ 30	
24.	Caledonia	- -	30			
		4,125				

1 June 1847.

(signed) *I. Woodward.*

Enclosure 7, in No. 4.

LIST of PASSENGER VESSELS at QUARANTINE in the Port of *St. John*, 31 May 1847.

No.	Vessels' Names.	Tonnage.	Number of Passengers.	Passage: Days.	Where from.	Number Died on Passage.	Number Sick Landed.	Number Died since Landed.	Number Sick after Arrrival.	
1.	Aldebaron	609	418	50	Sligo	36	105	18	80	
2.	Mary	180	120	55	Cork	12	32			
3.	Mary	128	87	49	ditto.					
4.	Pallas	316	204	47	- - -	1	31			
5.	Governor Douglas	434	261	32	Baltimore.					
6.	Amazon	357	262	31	Liverpool	2	34	1		
7.	Ocean	122	89	30	Baltimore.					
8.	Inconstant	186	114	32	Cork	3	9	- -	- -	- - discharged from quarantine, 1st June.
9.	Thorney Close	- -	137	- -	Donegal	8	17			
10.	Sir Charles Napier	714	434	19	Londonderry	2	6	1	- -	- - discharged from quarantine, 1st June.
11.	Daly	- -	169	- -	Bantry	22	40	3		

— No. 5. —

(No. 96.)

COPY of a DESPATCH from Earl *Grey* to Governor Sir *W. M. G. Colebrooke.*

No. 5.
Earl Grey to Lieut.-governor Sir W. M. G Colebrooke.
26 July 1847.

Sir, Downing-street, 26 July 1847.

I HAVE to acknowledge the receipt of your despatch No. 51, of the 11th June, transmitting the ship returns of emigrant vessels which have reached New Brunswick up to the 4th June, and reporting the state in which the emigrants have arrived in that province during the present season.

It is satisfactory to find that at the date of your despatch, the emigrants had expressed themselves generally satisfied with the treatment they had experienced

on

on their voyage, and that they had reached the province in good health. As regards the ship "Looshtauk," which was bound to Quebec, but forced to put into Miramichi, I have to state that so soon as the Commissioners for Colonial Lands and Emigration obtained intelligence of this alteration in the ship's voyage, and the cause for it, they called upon their officers at Dublin and Liverpool to report whether any circumstance had occurred to give rise to any suspicion of fever on board this vessel. The answers of those officers, of which I enclose copies, indicate that they had no ground for suspecting the existence of fever in this case. Lieutenant Hodder, the agent at Liverpool, adds, that in all doubtful cases it has been his practice, although there are no legal powers for the purpose, to have a medical examination, and land any persons who are found affected by infectious illness.

Vide page 174.

I have, &c.

(signed) *Grey.*

—No. 6.—

(No. 54.)

No. 6.
Lieut.-governor Sir W. M. G. Colebrooke to Earl Grey.
21 June 1847.

COPY of a DESPATCH from Lieutenant-Governor Sir *W. M. G. Colebrooke* to Earl *Grey*.

Fredericton, New Brunswick, 21 June 1847.

My Lord, (Received 14 July 1847.)

I HAVE the honour to enclose to your Lordship two letters from the acting emigrant agent at St. John, and one from the assistant emigrant agent at St. Andrew's, with reports of the arrival of the vessels named in the margin; and also a report from Dr. Harding, the health officer, in charge of the quarantine station at Partridge Island.

Enterprise, Eliza and Ann, Mary, and Elizabeth Grimmer.

I regret that it has been found impracticable to provide better accommodation for the sick, and to receive on shore the whole of the passengers of the ships in quarantine. As it is my intention in the present week again to visit St. John, I will ascertain if any thing further can be done to effect an object so essential to the health of the people and the purification of the vessels.

I have, &c.

(signed) *W. M. G. Colebrooke.*

Enclosure 1, in No. 6.

Government Emigration Agency, St. John,
12 June 1847.

Sir,

I ENCLOSE herewith reports 10 and 11 of brigantine "Enterprise" and "Eliza and Ann," the former from Kinsale, and the latter from Galway; the passengers on board are in good health, and, notwithstanding the long passage, no sickness on board either vessel. Encl. 1, in No. 6.

The "Eliza and Ann" has on board more than the Passenger Act allows, according to the tonnage, but they had ample accommodation, and came all in good health; sufficient stock of bread, meal and water, on board after arrival, and of good quality, particularly the bread.

I also enclose copy of a communication received last evening from Dr. Harding, in charge of the quarantine station. Mr. Smith, the commissioner of the almshouse, has promised to advertise for nurses, as suggested in your letter of the 7th instant.

Respectfully,

(signed) *I. Woodward,*
A. G. E. Agent.

The Hon. John S. Saunders,
Provl. Sec., Fredericton.

Enclosure 2, in No. 6.

Government Emigration Agency, St. John, N. B.
17 June 1847.

Sir,

I HEREWITH enclose report, No. 12, of the "Mary," from Cork, 14 days in quarantine; these small vessels have this season brought their passengers in better health than the larger ones, and it may, I think, be accounted for by so few being together. Encl. 2, in No. 6.

I have also to report that the following lists have been received this day:—

SHIP.	Where from.	Passengers.	Date.	SHIP.	Where from.	Passengers.	Date.
				Brought forward - -		1,126	
Lady Bagot -	Waterford -	341	27 May.	Abeona - -	Cork - -	73	31 May.
Kingston -	Cork - -	76	20 „	John Clarke -	Londonderry -	528	21 „
Eneas - -	„ - -	66	27 „	Ambassadress -	Liverpool -	503	27 „
Bache M'Evers	„ - -	147	22 „	Royal Mint -	„ - -	166	30 „
James - -	„ - -	156	28 „	Germ - -	Galway -	133	28 „
Garland - -	„ - -	135	28 „	Bloomfield - -	„ - -	74	30 „
Rose - -	„ - -	56	28 „	Chieftain - -	„ - -	325	23 „
Grurie - -	„ - -	71	31 „				
Mary - -	„ - -	78	28 „				
	Carried forward	1,126				2,928	

The agent at Londonderry writes, that two more vessels, the "British Queen" and "Portland," are about to leave for this port; the lists now received make 8,267, that have cleared from different ports of Ireland for St. John this season.

Respectfully,

(signed) *I. Woodward,*
A. G. E. Agent.

The Hon. John S. Saunders,
Prov. Sec., Fredericton.

Enclosure 3, in No. 6.

Deputy Treasurer's Office, St. Andrew's,
12 June 1847.

Sir,

Encl. 3, in No. 6. The arrival of the ship "Elizabeth Grimmer" having reported at this office yesterday, enabled me to transmit to you the ship return of that vessel.

I have, &c.

(signed) *D. W. Jack.*

The Hon. John S. Saunders,
Prov. Sec., &c. &c.

Enclosure 4, in No. 6.

Dear Sir,

Encl. 4, in No. 6. I received yours of the 5th and 9th instant. I have to observe that the ship "Sir Charles Napier," brig "Inconstant," and brigantine "Ocean," barque "Æolus," and brig "Progress," have severally been discharged from quarantine: the three last on the 8th instant, and the others previous to that date.

The barques "Pallas," "Aldebaran," "Amazon," "Governor Douglas," and brig "Mary Dealy," and brigantine "Mary," are still in quarantine; these cases have been severe, the fever having returned, and the greater number of the passengers have suffered from the disease after landing the sick; many of the others on board in a day or two would be attacked, and it was impossible to land all the passengers from the fever vessels for purification for want of accommodation, as the tents would only contain the sick, which were obliged to be placed in them for want of other proper accommodation. The new building was given over by the carpenters on the 8th instant, and the sick, many of which were in a very low state, were immediately placed in it, and it is completely filled, and there still remains 50 sick in the tents, and no building for their accommodation, which has caused the great delay and inconvenience in not having places for emigrants, that they might be immediately landed on the vessels' arrival, as no proper system could be carried out for want of proper accommodation.

Since receiving the tents, which are a poor substitution for buildings, it has been difficult for masters of vessels to land their sick, as the crews have been ill, and are reduced in number in consequence.

Since the sick, and as many of the other passengers as could be accommodated, have been landed, the vessels have been undergoing purification, and are becoming in a favourable state at present, and will shortly be released, excepting the brig "Mary," having small-pox on board, which will require delay and precaution for observation and safety to the inhabitants.

The number of sick at present on the island consist of about 450, and are supported by a requisition sent up to one of the commissioners of the almshouse, who forwards the supplies for the sick and debilitated; and the passengers landed for purification are supported

ported here by a bond, given by the masters, owners or consigners of vessels, although reluctantly given in many cases.

I have also to observe, that I have made application for more nurses, and one has arrived from the city this morning, and more will be sent when procured; also, a request for more tents.

Yours, &c.

(signed) *G. J. Harding*, M. D.,
Health Officer.

I. Woodward, A. G. E. Agent.

—No. 7.—

(No. 58.)

No. 7.
Lieut.-governor Sir W. M. G. Colebrooke to Earl Grey.
29 June 1847.

COPY of a DESPATCH from Lieutenant-Governor Sir *W. M. G. Colebrooke* to Earl *Grey*.

My Lord, Fredericton, New Brunswick, 29 June 1847.
(Received 14 July 1847.)

Page 59.

WITH reference to my despatch, No. 54, dated the 21st instant, I have the honour to report to your Lordship that I visited St. John's in the last week, and having conferred with the Mayor and City Corporation as well as with the Acting Emigrant Agent, it has been found necessary to take the most active measures to guard against the consequences of the removal to the city of large numbers of persons who are still detained at the quarantine station.

The erection of additional sheds at Partridge Island has afforded temporary accommodation for the sick, and, with the assistance of the tents, it has been practicable successively to clear and fumigate the ships, but the people are unavoidably subject to great exposure and discomfort; and as the port regulations in the United States are strictly enforced, many who are anxious to join their friends there will be obliged to land at St. John's.

To explain to your Lordship the nature of the apprehensions which are entertained for the sanatory condition of the city, I enclose the copy of a statement presented to me by the Mayor, who, with a deputation, waited on me from the Common Council, and, having visited a number of emigrants who had been landed and were occupying a building in the city, I had reason to be convinced that the apprehensions of infection from the influx of a larger number from the quarantine station were not ill-founded; indeed, the condition of the people to whom I have alluded affords a strong illustration of the ill consequences of sending out large numbers of indigent persons, and especially women and children, without preparatory arrangements for their reception and location. They had been embarked from an estate in Ireland, and under the special care of the master of the vessel, they had arrived in good health at St. John's, and were lodged in an old building hired for them, where, from the heat of the weather, and inattention to cleanliness, they had contracted dysentery and fever.

Many benevolent persons were willing actively to co-operate with the city authorities in affording relief and assistance to the emigrants, and, to some extent, employment in the country may be found for those who are not too enfeebled by disease to undertake it.

Recurring to my former suggestions in regard to the observance in passenger ships of the "Transport Regulations," which from experience are shown to be so essential to the health of troops at sea, I am led to remark that, in some cases where such precautions were observed, the emigrants who had embarked in an enfeebled state were found to have recovered strength during the passage.

I have, &c.

(signed) *W. M. G. Colebrooke.*

Enclosure in No. 7.

May it please your Excellency,

Encl. in No. 7.

THE undersigned has been appointed by the Common Council to wait upon your Excellency, for the purpose of expressing to your Excellency the great fears entertained by that body, of a malignant fever breaking out in the city during the present and approaching hot weather, from the circumstance of so many indigent and distressed emigrants landing and expected daily to land on our shores. In Quebec it is computed by the judicial officers that nearly one-half of those discharged from the quarantine station as fit subjects for landing will take what is termed ship or typhus fever, from their debilitated and exhausted state, and sheds are about being and have been erected, both at that place and Montreal,

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for their reception on landing, and before taking the fever, to prevent infection spreading. In this city, unless great precautionary measures are taken of a similar kind, the consequences, it is feared, will be very serious. And the object of the present deputation is to solicit your Excellency's concurrence in any measures, and they will be of the most possible economical description which the Common Council may find it absolutely necessary to adopt to ward off the contemplated infection. If, therefore, sheds should be built, the Common Council would require an advance of money from the Government for the purpose, or a reimbursement of expenses after they have been incurred from the same source, on the accounts being exhibited and properly audited. The sum that will be required will not exceed 250 *l.*, or perhaps less.

Respectfully submitted,
(signed) *J. R. Partelow*, Mayor.
W. O. Smith, Alderman of Queen's Ward.

His Excellency Sir W. M. G. Colebrooke.

St. John's, New Brunswick,
25 June 1847.

Gentlemen,

In reply to your letter, and in reference to the conference I have held with your body, I have no hesitation in recording my full concurrence in the opinion you have expressed, that unless the most prompt and effectual measures are taken in the present hot weather, the influx of so many emigrants in an enfeebled state from the quarantine station will infallibly generate a pestilence in the populous city. As they will resort to the poorest and most crowded localities, I have to-day visited the emigrants who occupy the old poor-house, who are suffering from dysentery and fever; and from the condition of the premises, immediate measures should be taken to cleanse them, and medical assistance should be rendered to the sick where removal to the hospital would be desirable. If you should decide on erecting sheds, they should be placed where a ready convenience of water can be obtained. In any measure you may find it necessary to adopt in which the aid of the Government is required, I shall be most ready to co-operate, and I will convene the Executive Council for the purpose. The assistance of the gentlemen of the city, in forming voluntary committees to aid in obtaining employment for the people who are able to work in effecting their removal in the country, would be of great importance at this time.

I have, &c.
(signed) *W. M. G. Colebrooke.*

—No. 8.—

(No. 99.)

Copy of a DESPATCH from Earl *Grey* to Lieutenant-Governor Sir *W. M. G. Colebrooke.*

No. 8.
Earl Grey to Lieut.-governor Sir W. M. G. Colebrooke.
7 August 1847.

Sir,

Downing-street, 7 August 1847.

I have to acknowledge the receipt of your despatches, Nos. 54 and 58 of the 21st and 29th June last, enclosing ship returns for four vessels which had arrived in New Brunswick, the latter commenting upon an address which you had received from the Mayor and Common Council of St. John, requesting the co-operation of Government in measures for preventing the introduction of fever into that city by emigrants from the quarantine stations.

Having referred your despatches to the Colonial Land and Emigration Commissioners, those officers have reported to me, with reference to the case of the "Eliza and Anne," that, owing to the limited emigration which has usually taken place from Galway, the port from which this vessel sailed, an emigrant officer was only appointed to it for the first time this year, and that he did not take charge of his office until the 20th April, a few days after the departure of the above vessel. She must therefore have been cleared, as is usual in such cases, by the officers of Customs, who would seem to have permitted the excess in her numbers from not observing that the cabin passengers and crew ought to have been reckoned together with the steerage passengers, in comparing the number of passengers with the tonnage of the vessel. It is however gratifying to observe that no ill consequences ensued from this oversight.

With respect to the subject of your second despatch, I entirely approve of the disposition which you have evinced to co-operate with the municipal authorities in any sanatory measures which may be found necessary; and I have to convey to you the necessary authority for incurring any reasonable expenditure which may prove to be required, either for mitigating disease or preventing its extension.

I have, &c.
(signed) *Grey.*

—No. 9.—

—No. 9.—

No. 9.
Lieut.-governor Sir W. M. G. Colebrooke to Earl Grey.
30 June 1847.

(No. 59.)

Copy of a DESPATCH from Lieutenant-Governor Sir *W. M. G. Colebrooke* to Earl *Grey*.

My Lord, Fredericton, 30 June 1847.
(Received 29 July 1847.)

June 20th.

I HAVE the honour to enclose the copy of a letter from the Acting Emigrant Agent at St. John, with returns of eleven vessels which have arrived at that port with passengers from Ireland.

I have, &c.
(signed) *W. M. G. Colebrooke.*

Enclosure in No. 9.

Government Immigration Agency,
St. John's, N. B., 26 June 1847.

Sir,

I HEREWITH forward a report of eleven vessels examined between 18th and 23d instant; viz.— Encl. in No. 9.

No. 13.	Thorny Close	Sligo
14.	Dealy	Bantry.
15.	Amazon	Liverpool.
16.	Lindon	Galway.
17.	Friends	Waterford.
18.	Aldebaran	Sligo.
19.	Ella	Cork.
20.	Eliza	Waterford.
21.	Governor Douglas	Baltimore.
22.	Pallas	Cork.
23.	Perseverance	Cork.

Respectfully,
(signed) *I. Woodward,*
A. G. E. Agent.

The Hon. John S. Saunders,
Prov. Sec., &c. &c. &c.

—No. 10.—

No. 10.
Lieut.-governor Sir W. M. G. Colebrooke to Earl Grey.
6 July 1847.

(No. 60.)

Copy of a DESPATCH from Lieutenant-Governor Sir *W. M. G. Colebrooke* to *Earl Grey*.

My Lord, Fredericton, New Brunswick, 6 July 1847.
(Received 29 July 1847.)

I HAVE the honour to enclose to your Lordship copies of two letters from the Acting Emigrant Agent at St. John, with returns of ten vessels named in the margin, which had arrived at that port with passengers from Ireland. It will be seen that a penalty has been awarded on a prosecution against the master of the "Linden" for breach of the provisions of the Passenger Act; but as he had left the port in another vessel without paying the penalty, measures will be taken, under advice of the Law Officers, to facilitate the enforcement of it in England.

Rose, Helen Ann, Margaret Elizabeth, Mary, Æneas, Garland, Malvinia, Ruby, Rev. Theobald Mathew, John Clarke.

The sufferings of the emigrants at the quarantine station alluded to in the report of the emigrant agent is much to be regretted, and I apprehend that they can be but imperfectly alleviated, although every disposition exists to provide the comforts to the sick that their situation requires. Although the Assembly has made a grant of 3,000*l.* from the emigrant fund to enable the Government to meet the necessary charges, no adequate preparation could have been made in time by the city authorities for the reception of so large a number; and on the entry of the vessels now detained there, the spread of infection in the city is much to be apprehended; two medical officers employed with the emigrants have already died from typhus fever, and it is found to be difficult to obtain even nurses for the sick.

I regret to find that the practice of sending out large families, including women, children, and the infirm and aged, of both sexes, has continued to pre-

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vail, who are necessarily exposed to great sufferings, nor does the practice prevent the separation of families. After struggling in vain against the difficulties of their situation, the men often proceed to the United States in search of employment, leaving their destitute families dependent on the charity of the colonists, who from the numbers seeking relief, are enabled to afford them but little aid in their destitution. I have reason to believe that these improvident removals do not obtain where the peasantry are left to themselves. A single member of a family will emigrate; and after obtaining a settlement will invite another to come out, and so successively till the whole family have been removed, remitting funds for the purpose, and in these cases they furnish such information to their friends, and make such arrangements for their reception that no difficulties arise. There are many examples of large emigrant families who have thus been prosperously settled in the course of a few years; but in cases where whole families have been removed at once either by parishes or by proprietors from their estates, and even where every attention has been given to their comfort on embarking, it has been attended with great suffering to the emigrants, and where sickness has broken out on the voyage to the loss of many lives--one case came under my notice at St. John, on inspection of the party to whom I alluded in my despatch, No. 58, dated 29th June: the head of the family, an old man, having declared that he had been reluctant to embark—but that the assistance to the family had depended altogether on the whole consenting to emigrate; that his wife, an elderly woman, being too feeble to undertake the voyage was relanded, and that the old man is now unable to proceed with his relatives to the United States.

Page 61.

It has been observed in the present season that the emigrants have come out in better health in the smaller than in the larger vessels, a fact entirely attributable to the greater attention paid to their comfort and accommodation. The prevalence of fever, when it has broken out, is even more to be ascribed to the want of attention to cleanliness and ventilation, where numbers are embarked, than to a deficient supply of wholesome food.

I have the honour to report that Mr. Perley, having arrived by the last packet, has resumed his duties as emigrant agent at St. John.

I have, &c.

(signed) *W. M. G. Colebrooke.*

P.S.—I enclose quarterly returns of emigrants arrived at St. John and St. Andrew's to the 30th June; also two further ship returns of the "Hannah" and "Gem," which have been received since closing this despatch.

(signed) *W. M. G. C.*

Enclosure 1, in No. 10.

Government Emigrant Agency, St. John,
New Brunswick, 28 June 1847.

Sir,

Encl. 1, in No. 10.

I HEREWITH forward reports of the following vessels arriving without being detained at quarantine. Passengers are all in good health, and no sickness during the passage.

No. 24, "Helen Ann," Kinsale.
No. 25, "Margaret Elizabeth," Youghall.
No. 26, "Rose," Cork.

I have also to report, that on the complaint of some of the passengers by the barque "Linden," Austin York, master from Galway, that they had not been furnished with water and provisions on their passage to this port according to their agreement, nor agreeably to the quantity required to be furnished by the Passenger Act, I had the master summoned before two justices of the peace, B. L. Peters and Daniel Ansley, esquires, and after a full investigation of the case on Wednesday and Friday last, judgment was given against the said Austin York, in the mitigated penalty of 20*l.* sterling. Before the decision was made, Captain A. York exchanged the command of his vessel with his brother, whose vessel was ready for sea, and had left the port before execution could issue against him. I beg you will communicate this to his Excellency the Lieutenant-governor, and request that instructions may be given as to what action his Excellency wishes to be taken in the matter, and if a copy of the proceedings shall be sent to Fredericton for the purpose of being forwarded

forwarded to the Home Government, that it may meet the delinquent on his arrival in Great Britain. I have also to state that Captain York appeared by counsel before the magistrates, and that I employed George Blatch, Esquire, to conduct the prosecution on behalf of the Government. The expense of the proceedings, I presume, will be defrayed by the Executive, and I regret we could not secure the penalty here.

You will please inform his Excellency, that I visited the quarantine station on Saturday afternoon, and found the arrangements on the island not in the most satisfactory state, and this morning I wrote to his worship the mayor on the subject, a copy of which communication I herewith enclose. Wood and straw were sent down to-day.

I am sorry to state, that within a few days I have had applications from a number of emigrants who cannot find employment, and are destitute; some I will forward to the interior by the assistance of the almshouse commissioners. None of course will be allowed to suffer.

Respectfully,

(signed) *I. Woodward,*
A. G. E. Agent.

Hon. John S. Saunders,
Prov. Secretary.

Government Emigrant Agency, St. John,
28 June 1847.

Sir,

I BEG to inform you, that on the afternoon of the 26th instant (Saturday), I visited the quarantine station at Partridge Island, for the purpose of ascertaining by personal inspection something of the state and situation of the immigrants there. Doctor Harding informed me, that there was upwards of 500 souls then on the island sick, with the exception of a small number convalescent, and some four that were landed in health for the purpose of facilitating the cleansing and release of some vessels on board of which there had been much disease.

In addition to the hospitals, all the military tents were filled; some large tents formed by sails put up by the master and crews of some vessels in quarantine. If there was increased accommodation for the reception of passengers on the island, they could sooner be relieved from the vessels, and in all probability prevent the spread of disease on board, which appears to go on with more rapidity after the arrival of the vessels at anchor than during the passage. This may be accounted for in some measure, I suppose, by the ventilation being less in a stationary vessel than in one under way, in which latter case, the sails on the ship act in a degree as wind-sails, forcing a greater current of pure air into the berth deck of the vessels. The doctor stated to me, that he requested that an additional number of tents might be sent to the station some time since, but none had been forwarded, and that 10 or 15 more would be a great accommodation now.

There is also required wood for fuel, the want of which has induced the passengers to carry off and burn the fences around the grass fields of Mr. Reed, by which he will be greatly injured in the loss of grass that he usually cuts for the support of his cows during the winter.

There is also a deficiency of straw for the people to lie on, and I much fear, if there should be a continuance of dry weather, there will be a want of water, which can only be remedied by sending down casks and have them supplied by the water-boat. To attempt sinking wells on the island now, would be too tedious.

Dr. Harding stated to me, that the two medical gentlemen sent down to his assistance were ill with fever, that Dr. W. Harding was improving, but that Dr. Collins, he much feared, would not servive his attack. Now it appears to me, if additional medical assistance was necessary at the time those gentlemen went there, it is more important now, as there is more sickness on the island, and the probability of an increase on the arrival of the vessels that are on the way.

I would suggest that there should be at the landing, some person in charge, to prevent persons from landing or leaving the island improperly. At present, there is no one in charge for that purpose.

In calling the attention of your worship to the foregoing remarks, I do it for the purpose of giving information, not of complaint, for I am fully convinced that there is every disposition, and that every thing has been done by the common council and also by the commissioners of the almshouse, that circumstances would permit, for the convenience and accommodation of the unfortunate emigrants, which I have also stated in my official communications to the Executive Government.

Respectfully,

(signed) *I. Woodward,*
A. G. E. Agent.

John R. Partelow, Esquire, Mayor,
St. John.

Secretary's Office, Fredericton, 2 July 1847.

Sir,

I AM directed by his Excellency the Lieutenant-governor, to acknowledge the receipt of your letter of the 28th ultimo, transmitting reports on the vessels "Helen Ann," "Margaret Elizabeth" and "Rose," and reporting the condition of the immigrants on Partridge Island, and the result of the prosecution of the master of the barque "Linden."

NEW BRUNSWICK.

His Excellency has perused with much concern your report on the condition of the suffering immigrants on Partridge Island, and directs me to inform you, that every thing should be done for the care and comfort of the sick; that measures should be taken to guard against the further spread of the distemper, by rendering them the assistance they require; that the observance of cleanliness is indispensable to health, and that the purification of the vessels should be accomplished as soon as possible after their arrival.

These points have been already alluded to, and the attention of the city authorities will be called to them in consequence of your present communication.

The question relative to the master of the "Linden" has been referred to the law officers.

I have, &c.

Isaac Woodward, Esq.,
Acting Emigrant Agent, &c. &c. &c.

(signed) *John S. Saunders.*

Sir, Secretary's Office, Fredericton, 2 July 1847.

REFERRING to the letter of the 28th ult., addressed to you by the acting emigrant agent, on the state of the immigrants at Partridge Island, a copy of which has been transmitted to his Excellency the Lieutenant-governor. I am directed by his Excellency to convey to you his assurance that every thing will be done which is practicable for the health of the people; with this view arrangements should be made for the supply of water, and for bedding and covering, and that all the disposable tents should be made available. As to the sick, every comfort should be provided for them, and men engaged for attendants in order to insure cleanliness.

As it appears that disease is generated after the arrival of the vessels, his Excellency is of opinion that it would be advisable, as there are no adequate means of accommodation on the island, to allow the passengers who are not sick to come to town at once after purification on shore, retaining only the sick at the island.

I have, &c.

John R. Partelow, Esq.,
Mayor, &c., St. John.

(signed) *John S. Saunders.*

Enclosure 2, in No. 10.

Government Emigrant Agency, St. John, N. B.

Sir, 3 July 1847.

Encl. 2, in No. 10.

I HEREWITH transmit reports, Nos. 27 to 33, of seven vessels, inspected since my report of the 28th ultimo.

27. Mary;
28. Æneas;
29. Garland;
30. Malvini;
31. Ruby;
32. Rev. T. Mathew;
33. John Clarke.

I am happy to say the passengers by the "John Clark" have arrived in good health, considering the number, and was only detained at quarantine three days. Captain Disbrow gave great attention to their accommodation during the passage, and to which, under providence, we may ascribe their preservation from sickness.

Dr. Harding wrote me yesterday that the sick were all doing well, and the greater part of them beginning to go about; the improvement in the hospital is great, only one infant died in the last 24 hours.

Herewith I also enclose abstract of the number arrived, &c., to the 30th ultimo.

Respectfully,

The Honourable J. S. Saunders,
Prov. Secretary, &c. &c. &c.

signed) *I. Woodward,*
A. G. E. Agent.

Enclosure 3, in No. 10.

VESSELS arrived at *St. John*, with Passengers, to 30 June 1847.

Encl. 3, in No. 10.

35 Vessels - - - - - -	9,616 tons.	
Passengers embarked - - - - - - -		5,816 souls.
Died on the passage - - - - - - -	194	
Died on board the vessels at quarantine - - - -	64	
Died in the hospital at Partridge Island - - - -	154	
		412 souls.
Landed at Partridge Island, sick - - - - - -	881	
Ditto - - ditto - - well - - - - - -	725	
		1,606

Embarked

Embarked for Eastport and Portland, per steamers "Saxe Gotha," "Herald" and "Maid of Erin," 1,400. Many have gone into the interior of the province, some of whom return so soon as they have collected money sufficient to pay their passage to the nearest part of the Union.

Respectfully,

The Honourable J. S. Saunders, Prov. Secretary, &c. &c. &c.

(signed) *I. Woodward,* A. G. E. Agent.

Enclosure 4, in No. 10.

Sir, Government Emigrant Office, St. John, 6 July 1847.

I HEREWITH forward reports of the "Hannah," from Sligo, and the "Gem," from Galway.

Encl. 4, in No. 10.

I also have to report the arrival of Mr. Perley, and that I have resigned the duties of the office to him this day.

Respectfully,

The Honourable John S. Saunders, Prov. Secretary, &c. &c. &c.

(signed) *I. Woodward,* A. G. E. Agent.

— No. 11.—

(No. 64.)

No. 11. Earl Grey to Lieut.-governor Sir W. M. G. Colebrooke. 13 July 1847.

COPY of a DESPATCH from Lieutenant-Governor Sir *W. M. G. Colebrooke* to Earl *Grey*.

My Lord, Fredericton, New Brunswick, 13 July 1847.

(Received 29 July 1847.)

Vide p. 63.

REFERRING to my despatch, No. 60, dated the 6th instant, I have the honour to enclose copy of a further letter from the Emigrant Agent at St. John, reporting the arrival at the quarantine station of seven vessels with emigrants from Ireland, one of which, the "Seraph," had returned with 120 passengers from Boston, having 40 ill from fever on board. I also enclose copy of Mr. Perley's report of a visit he had made to Partridge Island, and copy of one from Dr. Bayard, a physician who had visited a number of emigrants lodged in the city.

I enclose also the replies which have been made to these communications, and I have been prompted to institute a particular inquiry into the case alluded to in Dr. Bayard's letter, from a conviction that more than ordinary care has been taken to guard against the sufferings to which the emigrants are exposed, and that it will tend forcibly to show the consequences to the colonies and to the emigrants themselves from the removal of whole families, interfering as it does with those judicious arrangements by which the Irish peasantry provide for the progressive emigration of their relatives, and by which all suffering to them is avoided.

To illustrate this further to your Lordship, I have taken the evidence indiscriminately of a number of persons, who in the course of the last six years have emigrated to this province without a single casualty, and from perusal of which your Lordship will perceive how injurious must be the effect of the interference of proprietors or parochial authorities, when applied to hasten their removal before provision can be made for their reception. In one case two young women who came out in 1841, by means of an advance for their passage, were in two years enabled to provide for the emigration of the rest of their family, and in all these cases they have delayed to send for their aged and infirm relatives till they had succeeded in providing for their comfortable reception. The whole affords a pleasing proof of the strength of their family ties, and of the sacrifices they cheerfully make in the discharge of their filial and parental duties. As the resources of the province are limited, the influx of a large number at once, and still more the emigration of whole families, must inevitably occasion distress. It also appears, in confirmation of my former observation, that the small farmers more readily succeed in establishing themselves, and that those who have no experience in farming, for the most part remain about the towns, where they obtain casual employment, and when this fails, and where casualties occur, their families become chargeable.

I have, &c.

(signed) *W. M. G. Colebrooke.*

Enclosure 1, in No. 11.

Encl. 1, in No. 11.

Government Emigration Office, St. John,
7 July 1847.

Sir,

Brigs Thompson, Caroline; ship Chieftain; brigs Mary, Blanche, Seraph, Abeona.

I HAVE the honour to acquaint you, that seven vessels have arrived at the quarantine station within the last 24 hours, having on board emigrants from Ireland, all more or less diseased.

The brig "Seraph," from Cork, having on board 120 passengers for Boston, on arriving at that port was not even allowed to go up to the quarantine ground, and came to anchor off Partridge Island last night. No less than 40 of the passengers on board the "Seraph" are ill with fever, as well as three of the crew.

I have, &c.

The Hon. John S. Saunders,
Prov. Secretary.

(signed) *M. H. Perley,*
H. M. Emigration Agent.

Enclosure 2, in No. 11.

Government Emigration Office, St. John,
7 July 1847.

Sir,

Encl. 2, in No. 11.

I HAVE the honour of reporting, that I have this day visited and examined the emigrants on Partridge Island, and found a large number living under tents, and others under the shelter of a few boards or other covering. Five persons who had died during the night were about to be buried when I reached the island, at a very early hour this morning.

The new buildings on the island are in a state of forwardness, but I doubt their sufficiency for the amount of immigration which may be expected the present season, or for the greatly increased amount which there are strong grounds for believing will take place in future years.

It is greatly to be regretted that the buildings in question had not been completed at an earlier period this season.

The scarcity of water on Partridge Island is now felt, and measures for securing a sufficient and permanent supply are requisite. On application to Dr. Bayard for a statement of the condition of the emigrants in the infirmary, I have received from him a letter, copy of which is enclosed. I quite concur with Dr. Bayard, that committees should be formed to assist the healthy but destitute immigrant, and I have already had offers of assistance and co-operation from some respectable and influential Irishmen, who are ready and willing to assist their countrymen in this emergency. My own services will of course be given to the fullest extent.

I have, &c.

The Hon. John S. Saunders,
Prov. Secretary.

(signed) *M. H. Perley,*
Her Majesty's Emigration Agent.

Enclosure 3, in No 11.

My dear Sir,

St. John, 7 July 1847.

Encl. 3, in No. 11.

IN reply to your note requesting a statement respecting the sick emigrants in the almshouse and hospital of this place, I regret to say, that the list is hourly increasing. We have already upwards of 230 crowded in the several wards of the building, and many are obliged to lie on beds upon the floor in the gangway of the rooms, thus creating, with all possible precaution, a dangerous atmosphere. The old poor's-house is a factory of disease, in consequence of the filth and destitution of its inmates, many of whom are pennyless widows and orphans.* Mr. Alderman and Commissioner Smith does all in his power, but the condition of the emigrants, generally, and the increasing numbers of them, call for some public effort not only to relieve the commissioners from their arduous and excessive duties, but by forming committees to superintend, in conjunction with yourself, the interest and distribution of the healthy, and thus prevent the increase of disease among themselves, and the encroachments of typhus and small-pox upon society generally.

I have been in attendance at the hospital for a fortnight past, during the absence of Dr. W. Bayard.

To Moses H. Perley, Esq. Govt E. Agent,
&c. &c. &c.

I am, &c.
(signed) *R. Bayard.*

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* These emigrants are reported to have come out from Sir Robert Gore's estate in Sligo, and to have been landed in good health; the captain of the vessel having been instructed to hire a building for their accommodation, where they are now lodged, as described in the above letter.

Enclosure 4, in No. 11.

Secretary's Office, Fredericton,
Sir, 8 July 1847.

I HAVE the honour to acknowledge the receipt of your letter of the 7th instant, reporting the result of your visit to the sick immigrants on Partridge Island. Encl. 4, in No. 11.

His Excellency regrets to find that you confirm the reports already received, of the suffering of the immigrants; and as it appears that numbers are taken ill after their arrival, from confinement on board or discomfort on shore in the present hot weather, he is anxious that their detention should be abridged as far as possible, by permitting them to land after the purification of the vessel, leaving on the island all clothing calculated to carry infection. Means should be employed to convey water to the island, and additional accommodation provided for the sick.

His Excellency is glad to learn that the measures proposed by him, when in St. John, to form committees to aid the removal of the healthy are likely to be carried out.

Copies of the correspondence will be sent to the mayor, and his attention drawn by direction of his Excellency, to the measures required for the health and comfort of the immigrants.

Moses H. Perley, Esq. H. M. Emigration Agent, &c. &c. &c.

I have, &c.
(signed) *J. S. Saunders.*

Secretary's Office, Fredericton,
Sir, 9 July 1847.

REFERRING further to your letter of the 7th, and that of Dr. Bayard's enclosed therein, I am directed by his Excellency the Lieutenant-governor to inform you, that he has had a conference with Dr. Bayard, and that the case of the people who are lodged at the old poor's-house, will demand a special investigation. His Excellency therefore wishes you to institute an immediate inquiry into the circumstances of the emigrants from Sir Robert Gore's estate in Sligo. They are understood to have been well treated on the passage, and to have come out in good health, but that they have since suffered from destitution and sickness, and are still suffering; several people and some large families have been sent out who are likely to continue chargeable; one old man who had to re-land his aged wife. Their sanatory condition demands immediate attention.

It has been recommended to the mayor, by direction of his Excellency, that a public meeting should be called to obtain co-operation with the city authorities in disposing of the numerous emigrants now arrived and expected.

M. H. Perley, Esq.
H. M. Emigration Agent,

I have, &c.
(signed) *John S. Saunders.*

Enclosure 5, in No. 11.

MARY BREEN came out from Mr. Noble's estate in Fermanagh, in the spring of 1841, with a family of neighbours from the same estate, of the name of Collins; she obtained service, and sent home for her sister Rose, in 1842, who joined her and also obtained service. The two sisters saved from their wages, and sent home money to assist two brothers to come out; the one arrived in 1843, and the other in 1846, and obtained employment; they sent also for their mother, a widow, and a sister of weak health. Another married sister, Catherine, came out in 1844, to join her husband, who arrived in 1842, and having settled on a farm at Woodstock, received their mother, who came out in 1846; all are now comfortably settled and doing well; there are two married brothers, farmers, in Ireland. The first of the Collins family, an unmarried female, came out 10 or 11 years ago, and after being some years in service in Fredericton, married in the province, and sent home funds to bring out her family from Ireland, consisting of her mother, a widow, and several brothers and sisters, who came out in succession, and are all doing well; the mother, a very aged woman, lives in Fredericton, and the married daughter on a farm 11 miles off. Encl. 5, in No. 11.

Two young women of the name of Macan, by means of an advance made for their passage out from Inniskillen, on security of repayment, came out to Restigouche in 1841; there they obtained employment in a family on wages, and after remaining there two years, they came to Fredericton, having saved 25 *l.*; this they remitted to their family, consisting of a father and mother, and from eight to ten brothers; this remittance, with the funds they raised at home, enabled them to emigrate to this province. The two daughters who came first, and a third, are now married and settled at Woodstock, and the brothers are all employed in the country; the mother is since dead, and the father alive at an advanced age. The cost of a passage out is 2 *l.* 10 *s.* sterling, the remittances are made through the North American Bank, payable in any part of Ireland; there has been no casualty in either of the above families, except the aged mother of the Macans. All have thriven and done well; the men earn in Fredericton 2 *s.* 6 *d.* sterling a-day, in the summer, with their board, and sometimes throughout the year; the women get 10 *l.* sterling a-year and their board.

John Macguire, the husband of Catherine Breen, came out married in 1841, the next

NEW BRUNSWICK.

year, and employed himself as a lumberer in the woods, and in four years he had earned enough to purchase a good farm on the river St. John, nine miles above Woodstock, for which he paid 40*l.*, and on which he has now resided for two years. All these families emigrated from small farms in Ireland; the Breens had a small farm of 30 acres of good land, besides enough mountain land for turf, for which the father paid 20*l.* a-year to James Noble, Esq., the head landlord; he kept eight cows on his farm, and was able to give 30*l.* to his eldest daughter on her marriage. From the failure of his health, and subsequent death, the family were led to emigrate; the other families had smaller farms, and were very poor when they came out.

Isabella Nicholson came out in 1843, from Donegal; her father occupied a farm of 12 or 13 acres of good land belonging to Captain Burke, at about 20*s.* an acre, besides tithes. They were a family of six girls and five boys, the eldest brother and sister (John and Mary Nicholson) came out in 1841, on the advice of his uncle and other friends in the province, who wrote to encourage them to come; the former first worked on his uncle's farm at Bellisle, and the latter took service in the country. John Nicholson purchased a farm in Sussex Vale, where he now is; the mother, Jane Nicholson, being a widow, with the assistance they were able to send home to her, came out with the rest of the family in May 1846, and are settled with their relatives.

Eliza Kennedy came out from Fermanagh, the Earl of Inniskillen's estate, in 1841, to join her uncle and his wife, who had emigrated two years before; her father had ten children in his family, and sent her out under the care of a friend, who emigrated to Boston, *via* St. John, in 1843; she sent for one of her brothers in 1845, and her father having since died, she has sent for her mother and four sisters to come out. She has two brothers married in Ireland; the two eldest sisters died. Her father had a good farm of 20 acres from Lord Inniskillen, which her second brother now holds, paying 20*s.* an acre rent.

—No. 12.—

No. 12.
Lieut.-governor Sir W. M. G. Colebrooke to Earl Grey.
3 Sept. 1847.
Pages 63. 67.

(No. 103.)

COPY of a DESPATCH from Earl *Grey* to Lieutenant-Governor Sir *W. M. G. Colebrooke.*

Sir, Downing-street, 3 September 1847.

I HAVE to acknowledge the receipt of your despatches Nos. 60 and 64, of the 6th and 13th July, accompanied by returns of vessels which have arrived with emigrants at St. John's, New Brunswick, down to the 7th of that month.

I lament the disastrous consequences which appear from these papers to have resulted from the introduction of whole families of poor persons into New Brunswick, including the aged and infirm, before any provision had been made for the reception and care of them on their arrival. I entirely concur in the opinion that the most healthy system of emigration is that in which the able-bodied members of families proceed first to the colony, and delay sending for their relatives until they can provide for their maintenance; but under the peculiar circumstances of the emigration of this year, conducted as it has been under the pressure of distress and at the expense of individuals, I do not see how Her Majesty's Government could have taken any steps to secure so desirable a mode of proceeding.

I am gratified to observe that the local authorities at St. John's are making every effort to mitigate the sufferings and provide proper accommodation for the sick emigrants in that city and at Partridge Island.

I have, &c.
(signed) *Grey.*

—No. 13.—

No. 13.
Lieut.-governor Sir W. M. G. Colebrooke to Earl Grey.
19 July 1847.

(No. 66.)

COPY of a DESPATCH from Lieutenant-Governor Sir *W. M. G. Colebrooke* to Earl *Grey.*

My Lord, Fredericton, New Brunswick, 19 July 1847.
(Received 16 August 1847.)

I HAVE the honour to enclose to your Lordship the copy of a letter from the Emigrant Agent at St. John, with returns of 10 vessels arrived at that port, with 1,485 emigrants, from Ireland, and reporting that those detained at Partridge Island were rapidly improving; also copies of a correspondence with the Mayor of St. John, on the measures taken to check the spread of infection in the city, and to obtain employment for the emigrants who have arrived.

I have, &c.
(signed) *W. M. G. Colebrooke.*

Enclosure

Enclosure 1, in No. 13.

Encl. 1, in No. 13.

Government Emigration Office, St. John,
Sir, 11 July 1847.

I HAVE the honour to enclose ship returns for the vessels named in the margin, to which I beg to refer.

The emigrants on Partridge Island are improving rapidly, and a number of convalescents are sent up daily. There are at present on the island 490 emigrants, of whom 130 only are sick. Six deaths only have occurred in the last 48 hours, which is a great decrease.

I have, &c.

The Hon. John S. Saunders, Prov. Secretary, &c. &c. &c. (signed) *M. H. Perley.*

No.		
36.	Mary	77
37.	Chieftain	337
38.	Sarah	81
39.	Abeona	72
40.	Caledonia	67
41.	Eliza	70
42.	Princess Royal	114
43.	Blanche	73
44.	Ambassadress	496
45.	Caroline	88
	Total	1,485

Enclosure 2, in No. 13.

Sir, St. John, 13 July 1847.

I HAVE the honour of acknowledging the receipt of your several communications, dated the 7th and 9th instant. The first was accompanied by copies of two letters written by Dr. Bayard to M. H. Perley, Esq., Emigrant Agent, on the subject of the state of the emigrants at this place, and the last conveyed to me his Excellency's recommendation that a public meeting should be called, for the purpose of obtaining co-operation with the city authorities in disposing of the numerous emigrants now arrived and expected. With reference to the condition of the emigrants, I think that I can safely state, that in no other place on this continent to which the great tide of emigration has been directed, has there been so little comparative mortality, nor could there have been more attention paid to their wants and comforts; buildings for their accommodation have been erected on a large scale, and although it must be admitted some unavoidable delay has taken place in providing such additional accommodation, yet it has principally arisen from the great scarcity of building materials, and the extreme difficulty in getting proper persons to undertake the erections, surrounded as they necessarily must be, with disease and infection. Encl. 2, in No. 13.

To every requisition from Partridge Island the most prompt attention has been paid, and the health officer there stationed, who is well known as a most humane and benevolent gentleman, and who has filled the office with great satisfaction for an uninterrupted period of upwards of 14 years, has been repeatedly urged to ask for any thing that he might consider conducive to the comfort of the unfortunates under his charge, and that it should be immediately granted. That he has done so there can be no doubt, and although there have been few, but very few complaints, the investigations that have arisen therefrom have always been most satisfactory. Full supplies of water have also been furnished from the city from time to time, whenever there was an apprehension of scarcity from the usual sources on the island. The old poor-house, which his Excellency visited when last in the city, I am happy to say is now in a cleanly state. Those who were diseased, or had become so after they were placed there by the master of the "Æolus," have been removed to the city and county almshouse, without the limits of the city. The numbers in it are now reduced to comparatively few, and those that are well and able to work find ready employment; indeed it has been a most unusually fortunate year for able-bodied men, and although wages continue very high, there is a general complaint, strange as it may appear, of a scarcity of labourers. It is also gratifying to find that the condition of those on Partridge Island has materially improved, and the mortality has become much less. The health officer writes me, under date of yesterday, as follows: "I now trust the worst is over; upwards of 300 are now convalescing and going about, and there are fewer deaths."

With respect to a public meeting being called, as recommended by his Excellency, I beg leave most respectfully to venture my opinion, that no good can possibly result from it, but that, on the contrary, it might produce an ill feeling, create an agitation in the community, which is now tranquil and quiet, and occasion disquietude and alarm. Such meeting, if convened, I am satisfied would be attended by every turbulent spirit, few though there may be; the public press would agitate, or at least a portion of it, to bring the public authorities into disrepute, and serious consequences affecting the very comfort and attention which are now enjoyed by the emigrants, would in all probability be the result. It has occurred to me, and I humbly submit it for his Excellency's consideration, that a number of gentlemen might be selected by the common council for each ward to co-operate with the public authorities, who, I am satisfied, would cheerfully act with them and the Emigrant Agent in carrying out his Excellency's views; and if such should meet the approbation of his Excellency, I will immediately convene the council for the purpose. By this means a public meeting would be avoided, and the same benefits accrue, without the danger of collision and agitation.

Should, however, his Excellency desire, on receipt of this, that I should call a public meeting, I shall most cheerfully comply with his Excellency's commands.

I have not yet seen the Emigrant Agent, he has been absent at St. Andrew's since his return from England, but I believe he is now in town.

NEW BRUNSWICK.

I find at the treasurer's office that his receipts up to the Saturday inclusive, at the credit of the emigrant fund for the season, amount of 1,394 *l.* 9*s.* 2*d.* There are a number of vessels at quarantine yet to enter.

I have, &c.

(signed) *J. R. Partelow*, Mayor.

P.S.—I expected that his Excellency would accompany Lady Colebrooke in the steamer last evening, or I should have written yesterday.

J. R. P.

The Honourable John S. Saunders.

Enclosure 3, in No. 13.

Secretary's Office, Fredericton,
16 July 1847.

Sir,

Encl. 3, in No. 13.

I HAVE the honour to acknowledge your letter of the 13th, and I am directed by his Excellency the Lieutenant-governor to express to yourself and to the common council his Excellency's acknowledgments for your highly creditable exertions on behalf of the emigrants, to secure their comforts and to preserve the health of the city, and to assure you that his Excellency's proposal originated only in his desire that you should receive support and co-operation, and that he entirely approves of your suggestion of requesting the assistance of some gentlemen in each ward. It affords his Excellency much satisfaction to find that sickness is subsiding, and that the prospects of the season are so satisfactory.

I have, &c.

(signed) *John S. Saunders.*

—No. 14.—

(No. 67.)

COPY of a DESPATCH from Lieutenant-Governor Sir *W. M. G. Colebrooke* to Earl *Grey*.

No. 14.
Lieut.-governor Sir W. M. G. Colebrooke to Earl Grey.
30 July 1847.

My Lord,

Fredericton, New Brunswick, 30 July 1847.
(Received 16 August 1847.)

REFERRING to my despatch, No. 60,* dated the 6th instant, I have the honour to enclose copy of a letter from the Emigrant Agent at St. John's, with an authenticated transcript of the proceedings in the case of the master of the emigrant ship "Linden," in which the penalties awarded may be recovered, also a copy of the bill of costs in the case.

* Page 63.

I have, &c.

(signed) *W. M. G. Colebrooke.*

Enclosure in No. 14.

Government Emigration Office, St. John,
21 July 1847.

Sir,

Encl. in No. 14.

IN obedience to the instructions in your letter of the 8th instant, and the opinion of the Attorney and Solicitor-general therein enclosed, I have now the honour to forward the conviction in the case of Austin Yorke, master of the barque "Linden," and the several executions issued against him under the provisions of the Passengers' Act, with the returns therein. A minute of the expenses attending this prosecution, amounting to 6*l.* 4*s.* 6*d.* is also enclosed.

I have, &c.

The Hon. John S. Saunders,
Prov. Secretary.

(signed) *M. H. Perley,*
H. M. Emigration Agent.

— No. 15. —

— No. 15. —

(Separate.)

COPY of a DESPATCH from Lieutenant-Governor Sir *W. M. G. Colebrooke* to Earl *Grey*.

My Lord, Fredericton, New Brunswick, 30 July 1847.

(Received 16 August 1847.)

No. 15.
Lieut.-governor Sir W. M. G. Colebrooke to Earl Grey.
30 July 1847.

IT is my painful duty to report to your Lordship, that from the jealousies and animosities which have subsisted between the Irish Roman Catholics, and Protestants who are associated in what are called Orange Societies or Lodges, some serious riots occurred in several places on the 12th instant, by which the public peace has been disturbed, and several lives have been lost. In the city of St. John the mayor found it necessary to call for the assistance of the troops, who were not, however, required to act; and although some excitement has continued to prevail in consequence of the unfortunate occurrence of the death of a Roman Catholic under circumstances calculated to aggravate the feelings of the party, it is hoped that the public peace will be preserved.

In the city of Fredericton, the assemblage of a number of Roman Catholics from the country led the magistrates to apprehend a riot, and on the 12th, precautionary measures were taken by them to prevent any unnecessary interference of the military; the troops were kept within their barracks. The rioters were on several occasions dispersed by the magistrates during the day, but they re-assembled, and in the night shots were fired, by which one man, a Roman Catholic, lost his life, while others of both parties were beaten and otherwise injured. It was not, however, found necessary to call out the troops, and tranquillity was on the following day restored.

The most formidable of these disturbances occurred at Woodstock, on the frontier; a number of inhabitants of the town being party-men, were joined on the 12th by others who assembled from the country, chiefly men employed in the several lumbering parties in the woods, and being armed, the most serious apprehensions were entertained for the peace and safety of the town; and to the services rendered by a small detachment of the 33d regiment, who were present, has mainly been ascribed the suppression of the riot that ensued. From the enclosed copies of correspondence with the magistrates, it will be seen that it became necessary to strengthen for a time the detachment of the 33d regiment, in the apprehension of a renewal of the outbreak. As, however, the military posts at the Grand Falls and at Woodstock were only intended to be maintained while the United States' troops were stationed on the frontier, and as these have since been withdrawn, it is contemplated to bring the detachment to headquarters, as soon as the present excitement has sufficiently subsided to render the measure prudent. Although some lives it is apprehended have been lost, and several persons have received injuries in the party conflict on the 12th, it has been found practicable to hold the rioters to bail until they can be tried by a special commission; and as the erection of a gaol, which had been burned down, has been delayed, the security of so great a number of persons would otherwise have been attended with great difficulty and inconvenience to the county. I have detailed these occurrences in order to impress on your Lordship the importance which is felt of guarding against the adoption of any public measures which would have the effect, at this time, of promoting an extensive emigration from Ireland, without a corresponding increase of population from other parts of the United Kingdom.

The fact, that a considerable number of the rioters came into Woodstock from the United States, and that both parties were able to possess themselves of arms, manifests the spirit which has unhappily prevailed, and which renders the peaceable inhabitants of the province so justly apprehensive of any undue augmentation of their numbers. These occurrences are also the more to be lamented at a time when so much humane liberality has been evinced in the reception and care of the sick emigrants, and in promoting their comfort and employment; for their sake I hope, therefore, that the examples which will necessarily be made of those who have fomented these disturbances, will have the effect of restoring

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confidence, and of checking the party spirit which has unhappily prevailed, and for which no excuse can be offered, where the rights of all are so well secured and the laws are so impartially administered.

I have, &c.

(signed) *W. M. G. Colebrooke.*

Enclosures in No. 15.

Sir, Woodstock, 1 May 1847.

Encls. in No. 15.

We have this day been occupied in the investigation of an affray that took place in Woodstock on the 21st ultimo, in which one of the parties was most severely beaten and wounded; and the whole grew out of the rancorous feeling at present unhappily created, and rapidly increasing and extending, between the Roman Catholic portion of Her Majesty's subjects and the Orangemen organized in this place.

On the 12th July next it is the full purpose and determination of the Orangemen (as appeared in the course of investigation) to walk in a large body with drums and colours; indeed, it was the declaration of a prominent character among the Orange party (the individual who was so severely beaten), that led to the affray; and there exists but little doubt that the Roman Catholic party will organize too, and in that case we can readily foresee that very serious evil consequences must follow;—destruction of property, and in all probability bloodshed and loss of life.

With a knowledge of these facts, we, as conservators of the peace, feel ourselves most imperatively called to submit the above for the information of his Excellency the Lieutenant-governor, under a hope that his Excellency will be pleased to adopt such measures, as in his Excellency's wisdom may seem meet, to arrest or check the approaching evil.

The paucity of troops at present stationed in this place, would, it is apprehended, offer but a feeble resistance to a riot, in which perhaps 500 or 600 persons (and a large portion of them most likely will be armed), will be engaged; and so far as the civil power may be concerned, very little reliance can be placed on them, because it is believed that many of the constabulary force may be arranged on both sides.

We are really and seriously apprehensive that the 12th July next will witness a riot unprecedented and unparalleled in the history of this country, and under this fearful presage, feel that we should be derelict in duty if we neglected to lay before his Excellency the present anxious and frightful state of things.

We have, &c.

(signed) *Charles Connell*, J. P.
John Bedell, J. P.
R. G. Demill, J. P.

The Honourable John S. Saunders,
Prov. Sec.

Secretary's Office, Fredericton,
8 May 1847.

Sir,

A REPRESENTATION having been made to his Excellency the Lieutenant-governor by some of the magistrates of the county of Carleton, that serious riots are likely to take place between the Roman Catholic portion of Her Majesty's subjects and certain persons calling themselves Orangemen, I am directed by his Excellency to inform you, that this communication has been submitted to the law officers of the Crown for their report, and I am also directed to request that you will call a special meeting of the magistrates, and bring the subject under their consideration, in order that steps may be taken to preserve the public peace.

I have, &c.

(signed) *John S. Saunders.*

Wentworth Winslow, Esq.,
High Sheriff, Carleton.

Sheriff's Office, Woodstock,
14 May 1847.

Sir,

I HAVE the honour to acknowledge the receipt of your letter concerning the prospects of riots in this place, and beg leave to acquaint you, that I have submitted the same to the clerk of the peace; and in compliance with the request therein contained, a special sessions has been called for Saturday, the 22d instant, when the matter will be laid before the magistrates.

I have, &c.

(signed) *John T. W. Winslow.*

The Honourable John S. Saunders,
Prov. Sec., &c. &c. &c.

Sir

Sheriff's Office, Woodstock,
17 May 1847.

Sir,

Since I had the honour of addressing you under date of the 13th (14th) instant, in which I informed you that I had applied to the clerk of the peace on the subject of your communication of the 8th instant, and that a special session was called; I have received from him the following letter, dated 14th instant.

(Copy)—"Sir, Since our interview yesterday upon the subject of the communication from the Honourable J. S. Saunders, under date of the 8th May instant, I have this morning had an interview with several of the magistrates, and they are of opinion that the summoning a special session would prove the means of creating a further excitement and anxiety, and at their suggestion I have withdrawn the notice from the printer.

"I have, &c.
signed) "*A. K. S. Wetmore.*"

As it appears evident by the above, that the magistrates are unwilling to make a public manifestation on the subject, and as I have good reason to believe the magistrates who made the request to his Excellency are among the number, and being desirous of preventing any embarrassment, or putting the onus upon the Government of creating an excitement which should be borne elsewhere, I thought it advisable to submit this information for the consideration of his Excellency, before proceeding in my own name to call the sessions, as you will perceive by the clerk's letter that he declines doing so.

Awaiting any further directions it may please his Excellency to give me on the subject,

I have, &c.

The Honourable John S. Saunders,
Prov. Sec.

(signed) *John F. W. Winslow,*
Sheriff of Carleton.

Secretary's Office, Fredericton,
19 May 1847.

Sir,

I am directed by his Excellency the Lieutenant-governor to acknowledge the receipt of your letter of the 17th instant, relative to the calling of a special meeting of the magistrates of the county, and to inform you that you must exercise your own discretion in the case.

The outrages appear to his Excellency sufficiently urgent to call for the interference of the magistrates, who are responsible for the peace of the county; and he would not feel himself justified in assenting to applications for military assistance, until all constitutional means had been resorted to and failed; and which it would manifestly depend on the collective magistracy of the county in the commission of the peace to put in force.

I have, &c.

J. F. W. Winslow, Esq.
High Sheriff, Carleton.

(signed) *John S. Saunders.*

Fredericton, 2 June 1847.

Sir,

We have the honour to return the enclosed communication from the magistrates of the county of Carleton, on the subject of riots by them apprehended may take place from excited feelings existing between the Roman Catholics and Orangemen resident in and about Woodstock, referred to us by his Excellency's command to make a report thereon.

As the serious consequences dreaded by the magistrates is only in anticipation, we entertain hopes that the realization of those fears may not take place, and we are not aware of any legal steps which can be pursued, grounded merely on such foundation, excepting what is provided by the Acts of the General Assembly, 7 Vict., 4, c. 12, intituled, "An Act for increasing the Number of Constables in the City of St. John, and for appointing Special Constables in the City and County of St. John." And the Act 7 Vict., c. 39, intituled, "An Act to amend an Act, intituled, 'An Act relating to the appointment of Special Constables.'"

The first of which Acts provides, "that in cases where it shall appear to the mayor or recorder of the city of St. John, and one justice of the peace of the county of St. John, that any tumult not a felony has taken place or may be reasonable apprehended, and such mayor or recorder and justice shall be of opinion that the ordinary officers appointed for preserving the peace, are not sufficient for its preservation, and protection of the inhabitants and security of property, then, and in every such case, the said mayor or recorder and justice are authorized to nominate, appoint and swear in, as many as they shall think fit of the freeholders or other persons there residing, to act as special constables, for such time and in such manner as to the said mayor, recorder and justice shall seem fit and necessary for the preservation of the peace, &c."

And by the second Act above referred to, "the like powers in all respects are given to any two of Her Majesty's justices of the peace in any and all the several counties within the province."

If therefore, the provisions of these two Acts of Assembly are firmly and fully carried into effect, we cannot but think any attempt at a riot must be speedily put down.

NEW BRUNSWICK.

The magistrates, in their discretion, will of course take care that the persons they may appoint to act as special constables are not likely to be partizans or leaders of the parties suspected to engage in the illegal transaction, and surely there must be a sufficient number of good men and true in the county to meet the exigency of the case.

We have, &c.
(signed) *Charles J. Peters*, Attᵞ-Genˡ.
W. B. Kinnear, Solʳ-Genˡ.

The Hon. John S. Saunders,
Prov Sec.

Sir, Woodstock, 25 June 1847.

I SHOULD have answered your letter of the 19th ultimo sooner (in which you left a discretionary power with me respecting anticipated riots), had I not left it with the clerk of the peace for consideration of the magistrates, and said letter was not returned to me until yesterday, when, upon my application with your several letters, including that of the 16th instant, to the bench of magistrates in session, it appeared that Mr. Charles Connell and others were not disposed to notice communications addressed to me in answer to theirs, at the same time it was stated, that it was believed the civil power would be of little avail in case of conflict, as persons who might be useful as special constables, generally belonged to one party or the other, and would not be fined for not qualifying, &c. I am of opinion, that, if the magistrates in session had earnestly and unanimously recommended both parties to desist from preparations for organization on the 12th of July, which are said to be going on, it would have had the desired effect, and might have defeated attempts of ambitious persons, who, while professing a desire to assist the Government, would destroy every thing in their way, and would blame the Government for not sending troops here.

I regret that your having done me the honour to address your communications to me should have given umbrage to some of the magistrates,

And remain, yours, &c.
(signed) *John F. W. Winslow*, Sheriff.

The Hon. John S. Saunders,
Prov. Sec.

Sir, Woodstock, 12 July 1847.

IT becomes now our painful duty to state, for the information of his Excellency the Lieutenant-governor, that our apprehensions with regard to the disturbance of the peace in this place, have been this day fearfully realized.

It is reported that three persons are killed, and a number of others are severely wounded. Thirty-three of the rioters are now in confinement; we have no gaol in which to secure them, and have therefore reason to apprehend they may effect their escapes.

Mr. Wickham, the commandant in this place, at the request of the magistrates, was with his men immediately on the ground, and we cannot say too much in commendation of his coolness, forbearance, determination and firmness, and we should be doing him injustice if we did not mainly ascribe to his presence and exertions the ultimate suppression of the riot.

Upwards of 300 shots were fired, but very luckily the magistrates, desirous to save any unnecessary effusion of blood, did not feel themselves compelled to call upon Mr. Wickham to fire.

Much anxiety now exists for the safety of the town; we never witnessed such a scene before, and the state of things is every thing but desirable.

We have, &c.
(signed) *John Dibblee*, J. P.
John Bedell, J. P.
Charles Connell, J. P.
R. S. Demill, J. P.
A. S. Garden, J. P.

The Hon. John S. Saunders,
Prov. Sec.

Secretary's Office, Fredericton,
14 July 1847.

Gentlemen,

I AM directed by his Excellency the Lieutenant-governor to inform you, that in consequence of the disturbances at Woodstock, his Excellency has determined to strengthen the party of troops stationed there. But I am at the same time instructed by his Excellency to warn and caution you that the troops are not, in consequence of this reinforcement, to be called on to interfere except in the last extremity; and that if the special constables are properly organized under the magistrates, drawn up by themselves, and not dispersed amongst the crowd, they ought to be sufficient to preserve the public peace; and that to bring the military immediately into collision with the rioters who are armed, his Excellency considers may be productive of the most serious consequences.

I have also to request that you will make provision for the accommodation of the detachment now sent up.

I have, &c.
(signed) *John S. Saunders.*

The Justices of the Peace for the County of Carleton.

Sir,

Sir, Woodstock, 14 July 1847.

At the request of a number of the resident magistrates, I have been called upon as Sheriff of the county of Carleton, to make known to his Excellency the proceedings which have taken place during the last few days. It will be in your recollection, from the tenor of my communications in answer to yours respecting trouble to be expected between the Catholics and Orangemen, that my ideas were, that a part of the magistracy were in fear of the Catholic party, or sympathised with them; but the time has now come when forbearance cases to be a virtue, and the conduct of the Catholic party has been such, that every well-wisher of society comes forward to resist their encroachments; and I am now happy to say, there is but one feeling,—to uphold the peace of Her Majesty, Her crown and dignity. And as it may serve to show to his Excellency the outrageous conduct of the Catholic party, I beg leave to give you a short account of my observations during the day.

I visited the Creek village early on the 12th instant, and soon afterwards the Orangemen started quietly for Jackson Town to a place of worship; immediately after this, a most savage rabble of Catholics followed, probably about 200, armed with the most deadly weapons of every description. The troops in garrison followed, and the mob agreed to disperse, under an arrangement that the same means would be used with respect to the Orangemen; but the Catholics broke the agreement, and continued to parade about the streets in procession, armed as before, in the most outrageous manner, until the Orangemen were returning unarmed to their lodge at the upper end of the village, and only a short distance therefrom they were fired upon by the Catholics in a most murderous manner.

The Orangemen had no colours. I was with John Bedell, Esq., in front of the Catholics at the time, using every exertion to prevent them from commencing the conflict, and the greatest forbearance was shown by the Orangemen until fired upon; when they armed instantly from waggons and returned the Catholics fire, upon which the latter retreated, leaving their arms on the field.

The Catholic's fired from an elevation, which, under Providence, saved no doubt the lives of many good subjects to Her Majesty, some of whom had the most hair-breadth escapes; there are only a few flesh-wounds. I am at this moment in attendance on the court, before whom there are 27 arrayed for examination; I hope therefore, you will excuse haste, as the express is waiting.

I have, &c.

The Hon. John S. Saunders, Prov. Sec. (signed) *John F. Winslow*, Sheriff of Carleton.

Secretary's Office, Fredericton, 15 July 1847.

Sir,

In answer to your letter of yesterday, delivered to me last night by the express entrusted with the communication of the magistrates, I beg to refer you to my answer to them despatched this morning, you will perceive that his Excellency the Lieutenant-governor had already reinforced the detachment of troops at Woodstock, by sending an additional force. I must also again caution you against calling out the military, except in cases of the last emergency.

I have, &c.

John F. W. Winslow, Esq., High Sheriff, &c. Carleton. (signed) *J. S. Saunders.*

Sir, Woodstock, 14 July 1847.

On Monday last we had the painful duty to perform of reporting, for the information of his Excellency the Lieutenant-governor, the fearful realization of our apprehensions, with regard to the disturbance of the peace in this place.

We had hoped, that with the close of the day the excitement would have subsided; but we most sincerely regret to be compelled to declare ourselves woefully disappointed, and again to address you, for the further information of his Excellency, on the truly alarming state of things here at present. Houses have been searched, and loaded fire-arms found secreted, and there is but too good reason to fear that another attack is meditated by the Roman Catholic party with greatly increased numbers; all is terror, anxiety and alarm, and a dread that the town and other buildings will be burnt.

There are now 66 prisoners in confinement, with the examination of whom we are busily engaged in proceeding, and for the safe keeping of whom a large body of special constables have been appointed and sworn in; notwithstanding, however, all the precaution we have been enabled to adopt, we are very fearful they may effect their escape.

We have, &c.

(signed) *John Dibblee*, J. P. *Charles Connell*, J. P.
John Bedell, J. P. *Charles Perly*, J. P.
A. Nelson Garden, J. P. *R. S. Demill*, J. P.

The Hon. John S. Saunders, Prov. Sec.

P. S.—Since writing the above, the number of prisoners is ascertained to be 73.

NEW BRUNSWICK.

Secretary's Office, Fredericton,
15 July 1847.

Gentlemen,

I HAVE the honour to acknowledge your communication of the 14th, received by me last night by express, and I am directed by his Excellency to convey to you his approval of the zeal and effect with which the magistrates have interfered to arrest the progress of these unfortunate riots, by acting with rigid impartiality in enforcing the law against all disturbers of the public peace, and his Excellency considers that the measures adopted appear to have been judicious, and he trusts that the presence of an additional military force will give confidence to the inhabitants, although his Excellency desires me to impress on your minds, that the troops are not to be called on to act, except in a case of the last emergency, and when the civil force has been found to be inadequate to preserve the peace, and to protect the lives and property of Her Majesty's subjects.

And his Excellency considers, that however unfortunate may be the strong feeling of hostility existing between the Orangemen and Roman Catholics, the drawing on the troops the animosity of the rioters by employing them in the civil police, would be still more injurious in its ultimate tendency.

I have, &c.

The Justices of the Peace for
the County of Carleton.

(signed) *John S. Saunders.*

Sir,

Woodstock, 16 July 1847.

WE have the honour to acknowledge the receipt of your several communications under date 14th and 15th July instant, and feel very much gratified to find that the course we have adopted under the truly deplorable state of things, has met his Excellency's approval, and at the same time, do most gratefully acknowledge his Excellency's prompt care and kindness in strengthening the party of troops in this place.

We shall, in obedience to his Excellency's injunctions, be particularly cautious not to call upon the military except under the circumstances pointed out by his Excellency.

We have an armedpolice at present employed, consisting of 112 men. The prisoners at present number 73, and among them we are sorry to say, many very desperate lawless characters, against whom testimony has been already taken that will necessarily peril their future safety; that is to say, place them upon their life and death trial. We therefore find it necessary, in obedience to his Excellency's suggestions, to spare no means or expense in securing the prisoners, till measures can be taken for bringing them to trial, and in the mean time to preserve the peace of the town, and protect the lives and property of the inhabitants.

In order to effect these most desirable ends, a very heavy daily expense must necessarily be incurred, and under any circumstances such as the county would be unable to bear; but more particularly under the present embarrassed circumstances.

We have therefore to bring this matter most respectfully under his Excellency's consideration, with an earnest prayer that his Excellency will be graciously pleased to afford (in some way) such pecuniary aid, as will enable them to meet the present unprecedented emergency.

Having no gaol in which to keep them, we have necessarily had recourse to upper rooms in the Court-house, and to guard these and prevent either an escape, or rescue requires a strong force.

We have, &c.

(signed) *John Dibblee*, J. P.
John Bedell, J. P.
Charles Perly, J. P.
Charles Connell, J. P.
A. N. Garden, J. P.
R. S. Demill, J. P.

The Hon. John S. Saunders,
Prov. Sec.

Secretary's Office, Fredericton,
17 July 1847.

Gentlemen,

I AM directed by his Excellency the Lieutenant-governor to inform you, that considering the formidable nature of the riots which have recently occurred at Woodstock, his Excellency considers it of much importance that, in the examination of the rioters, there should be every appearance of deliberate and combined action on the part of the magistrates, on whom devolves the duty of preserving the public peace and of bringing offenders to justice.

His Excellency is therefore desirous that it should be urged on the attention of the magistrates, that it is highly expedient that they should assemble as many of their body as may be practicable, in order that they may proceed promptly and energetically, and that the leaders and fomenters of these shameful disturbances should not be suffered to escape the penalties of the law.

I have, &c.

The Justices of the Peace for
the County of Carleton.

(signed) *John S. Saunders.*

Sir,

Sir, Woodstock, 20 July 1847.

For the information of his Excellency the Lieutenant-governor, we have the honour to transmit the enclosed estimate of the weekly expenses incurred in securing and guarding the prisoners, and protecting the lives and property of the inhabitants.

It will be evident that we cannot long sustain our present position, unless some pecuniary aid can be afforded us; and we beg leave most respectfully to submit the matter for his Excellency's consideration, under a hope that some means can be speedily devised by which we may be enabled to meet the peculiarly severe exigency. The best information we can get as to the killed and wounded is as follows:

Killed.—None that we know of. We have heard of several being killed.

Wounded.—Five Protestants and 15 Roman Catholics, as reported by the medical men. The Roman Catholics use so much alacrity in removing their killed and wounded, that it is impossible to ascertain the precise number.

We have, &c.

(signed) *John Dibblee*, J. P. *A. S. Garden*, J. P.
John Bedell, J. P. *A. S. Carman*, J. P.
R. S. Demill, J. P. *Benj. Noble*, J. P.
Charles Perly, J. P. *James A. Phillips*, J. P.
James Kitchum, J. P.

The Hon. John S. Saunders,
Prov. Sec.

Secretary's Office, Fredericton,
Sir, 19 July 1847.

I am directed by his Excellency the Lieutenant-governor to request that you will inform the magistrates, that his Excellency is anxious that they should forward the copies of the examinations of the persons committed for their participation in the last riots at Woodstock, as soon as they are taken, separately, without waiting till they are all gone through, in order that they may be submitted to the Crown officers.

I have, &c.

A. K. S. Wetmore, Esq., (signed) *John S. Saunders.*
Clerk of the Peace, &c., Woodstock.

Sir, Woodstock, 21 July 1847.

I have the honour to transmit herewith the examinations, as far as they have been taken, of the witnesses in reference to the late disturbances on the 12th instant. We are still occupied (*de die in diem*) in taking depositions, and are in hopes of getting through this week. As the budget transmitted is one of much importance, may I be permitted most respectfully to solicit a line acknowledging its receipt.

I have, &c.

The Hon. John S. Saunders, (signed) *A. K. Smedes Wetmore.*
Prov Sec.

Secretary's Office, Fredericton,
Sir, 22 July 1847.

I have the honour to acknowledge your letter of yesterday, and also the receipt of the examinations which accompany it.

I have also to acknowledge your letter of the 20th, but the estimate of expenses to which you allude was not enclosed in it.

I have, &c.

A. K. Smedes Wetmore, Esq., (signed) *John S. Saunders.*
Clerk of the Peace, &c., Woodstock.

Secretary's Office, Fredericton,
Gentlemen, 22 July 1847.

I herewith transmit to you the examinations of a number of the rioters who have been apprehended at Woodstock, his Excellency the Lieutenant-governor having expressed his anxious desire that they should be immediately handed over to you.

I have, &c.

(signed) *John S. Saunders.*

The Hon. the Attorney and Solicitor Generals,
&c. &c. &c.

 Sir,

NEW BRUNSWICK.

Sir, Court House, Woodstock, 14 July 1847.

I HAVE the honour to report, for the information of his Excellency the Commander-in-Chief, that on Monday last the 12th instant, upon receiving a requisition from the magistrates of this place, I gave an order for 50 stand of arms and one keg of ammunition, in custody of Quartermaster Peabody, for the purpose of arming the constabulary force; and that I have this day, upon receiving a like requisition, ordered out one non-commissioned officer and 11 privates of the Carleton Light Dragoons, for the purpose of patroling the streets at night. For this act I must plead the necessity of the case, and hope to have his Excellency's approval.

I am sorry to have to state that the excitement seems to be on the increase, as will appear by an accompanying statement from the magistrates. The magistrates have expressed a wish to have the arms removed to the village fore safe keeping, as it has been deemed necessary to have a guard stationed at the militia arsenal for its protection. I hope I shall be pardoned in saying, that an additional number of troops in this garrison at the present time, would be most desirable; as, although the militia are most zealous and active in rendering any assistance that may be required of them, yet as it unfortunately happens that there are two parties, *i. e.* Orangemen and Catholics, while the one party is employed to keep the other in order, the bad feeling existing will not likely be allayed, and therefore it would be desirable that the necessary guards should be formed by the military, which is impossible at present from the smallness of their numbers, and it will be highly injurious for the militia to be taken from their homes at this season if it could be avoided.

I shall forward this, together with the despatch alluded to, by Cornet Upham, of the Light Dragoons, at whose return I hope to receive his Excellency's directions.

I have, &c.

The Hon. Lieut.-colonel Shore. (signed) *J. Dibblee,*
Major, 1st Carleton Militia.

Sir, Fredericton, 15 July 1847.

I AM directed to acknowledge the receipt of your letter of yesterday's date, which was delivered to me by Cornet Upham at 12 o'clock last night, and to express to you his Excellency the Commander-in-Chief's approval of the measures you have taken in supplying arms and ammunition to the constabulary, and the removal of the stores into the town.

His Excellency hopes it may not be necessary to employ the militia away from their occupations in the country, but as they have volunteered to protect the town, you will use your discretion in the matter, and express to them his Excellency's acknowledgments for their zeal. In regard to the employment of Her Majesty's troops to guard the rioters, his Excellency conceives it would be open to great objection. They are to be considered a body entirely apart from the civil force of the country, and only to be called on in any extreme emergency when the civil force may be overpowered.

I have, &c.

Major Dibblee, Commanding 1st Battalion Carleton County Militia, Woodstock. (signed) *Geo. Shore,*
Adj. Gen. Militia.

— No. 16. —

(No. 102.)

COPY of a DESPATCH from Earl *Grey* to Lieutenant-Governor Sir *W. M. G. Colebrooke.*

No. 16.
Earl Grey to Lieut.-governor Sir W. M. G. Colebrooke.
29 August 1847.

Sir, Downing-street, 29 August 1847.

I HAVE received your despatch of the 30th July, marked "Separate," reporting the occurrence of several disturbances in New Brunswick on the 12th ultimo, between the Irish Roman Catholic and Protestant settlers in that province.

I regret the fatal results which have ensued in some cases from these riots, and approve the measures which you adopted for restoring the public tranquillity.

I have, &c.
(signed) *Grey.*

— No. 17. —

— No. 17. —

(No. 86.)

COPY of a DESPATCH from Lieutenant-governor Sir *W. M. G. Colebrooke* to Earl *Grey*.

My Lord, Fredericton, New Brunswick, 28 September 1847.

(Received 18 October 1847.)

No. 17.
Lieut.-governor Sir W. M. G. Colebrooke to Earl Grey.
28 September 1847.

REFERRING to your Lordship's despatch, No. 102, of the 29th August, and to my despatch, marked "Separate," of the 30th July, I have the honour to enclose to your Lordship copies of the reports which have been made to me by Mr. W. B. Kinnear, the Solicitor-general, and by Mr. Justice Parker, of the proceedings on the special commission appointed to try the rioters at Woodstock: those proceedings appear under the circumstances to have been judicious; and as it will be seen that the trials cannot take place until the next year, I hope that the parties having been admitted to bail, the excitement will, in the meantime, be allowed to subside, which has so unhappily prevailed in the district.

I have, &c.
(signed) *W. M. G. Colebrooke.*

Enclosure 1, in No. 17.

May it please your Excellency, Fredericton, 22 September 1847.

I HAD the honour of calling at Government-house this morning to report to your Excellency the result of the special commission ordered for the trial of the Woodstock rioters; but finding your Excellency will not probably return to Fredericton for some days, I beg to lay before your Excellency a brief statement of what has been accomplished under the commission. Two bills of indictment have been found against 139 of the rioters, which occupied much time, owing to the difficulty of identifying the parties concerned in the outrage; bills were also found and convictions had against two prisoners for burglary, who have been sent to the Penitentiary. Encl. 1, in No. 17.

When the trial was about to take place, on Wednesday morning last, on the first bill found the defendant's counsel challenged the array of the jury panel on two grounds; viz. 1st. The defective state of the sheriff's jury list; and 2dly. Partiality in the sheriff returning a jury which purposely excluded all Roman Catholics. The sheriff's list being unfortunately very defective under the peculiarly strict provisions of an old Provincial Jury Act, which has never been much attended to in the province, it became necessary for me to demur and dispute the point, that it was sufficient cause of challenge to the whole jury; on the second point I pleaded that the sheriff, for the purpose of returning an impartial jury, had equally excluded Orangemen with the Roman Catholics; after a long argument the court held the sheriff perfectly correct in what he had done respecting the second ground, but on the first thought there were such doubts as to make it necessary to postpone the trial till after the 1st January next, when the list from which he had taken his panel in part might be amended; if they had allowed the cause to go on, and were wrong in so doing, the parties although, convicted, would have escaped altogether; to avoid this, it was thought delay much more advisable; the defendants were therefore placed under recognizance to appear at the next court of oyer and terminer, and the present court adjourned.

I think your Excellency should direct the commission already issued for the circuit of next week to be returned by the clerk, as no proceedings can be had under the present state of the jury law and sheriff's list which will not be subject to much doubt, and there are no prisoners to be tried.

His Excellency
Sir W. M. B. G. Colebrooke,
&c. &c. &c.

I have, &c.
(signed) *W. B. Kinnear,* Solicitor-general.

Enclosure 2, in No. 17.

Sir, St. John, 24 September 1847.

I BEG to state for your Excellency's information, that I was compelled to adjourn the court at Woodstock on Monday last without proceeding to the trial of the indictment for riot in consequence of the defendants having challenged the array of the jury, which challenge Mr. Justice Street and I felt bound to allow. Encl. 2, in No. 17.

The point on which the validity of the challenge depended was not without doubt, but the consequences of proceeding to trial with a chance of the verdict not being sustainable, and of the defendants escaping punishment in case of conviction were too serious to be got over;

NEW BRUNSWICK.

the only alternative therefore was to bind the defendants over to appear at the court of oyer and terminer which might first be holden in the county after the 1st of January next, and in the mean time to keep the peace and be of good behaviour towards all Her Majesty's liege subjects. I am happy to say that out of 78 defendants who were arraigned, 75 entered into the necessary recognizance; two failed to appear, and one only was committed for want of bail: I left an order for his discharge when sufficient sureties could be found. In the case of several of the defendants who were apparently less implicated than others, the bail was of no great value, and they were allowed to be surety for each other; but this could not well be helped: the gaol not yet being finished, to have sent any number to prison would have been exceedingly inconvenient, and very probably a rescue might have been made; as matters stand, I do not think the result has been detrimental. Until 1843 the defendants in a misdemeanor would have had a right to traverse over to another court; and I beg to add that in my judgment and that of Mr. Justice Street, the Solicitor-general exercised a very sound discretion in adopting this mode of proceeding, instead of indicting for felony.

Finding that the Solicitor-general and clerk of the Crown on the circuit fully concurred in opinion with me that it would be quite inadmissible to open another criminal commission on the 28th, and that there was little or no probability that any civil cause could be tried, the same objection being open as in the riot case; I thought it better to direct the sheriff not to summon jurors for the 28th, but that the circuit should pass over (unless it were deemed necessary to open and close it *pro formâ*, for which I see no occasion), and that it should be recommended to the Legislature to pass an Act for a special circuit after the jury list is properly made up and filed by the sheriff, which cannot be before the 1st January, and that a special commission of oyer and terminer should also be issued after that period, when the defendants now under recognizance may be brought to trial: this suggestion will, I trust, meet your Excellency's approval. If life and health are mercifully spared me, I shall be quite ready to proceed again to Woodstock whenever a court may be appointed.

I was sorry to hear that a good deal of excitement and apprehension still prevailed in that quarter, which I hope, however, time and a judicious abstinence on the part of the magistrates and the influential men in the community from countenancing party associations may tend to allay.

I have, &c.

(signed) *R. Parker.*

The objection to the jury is made on the Act of Assembly, 31 Geo. 3, c. 6, s. 1, which, after directing that the sheriff of each county shall, on or before the 1st day of May, make and return into the office of the clerk of the peace a list of persons duly qualified to serve as jurors, enacts, "that no sheriff shall impanel or return any person or persons to try any issue joined in any court of record in this province that shall not be named and mentioned in such list."

It was alleged by the defendants, and admitted on the part of the Crown, that no such list had been made, and that consequently the jurors returned were not named and mentioned in the list required by law; in justice to the sheriff I beg to add, that I believe the omission arose from his not being aware of the effect, and that, though one I fear of no unfrequent occurrence, the objection, so far as I am aware, has never before been made: Mr. Winslow had, I believe, taken unwearied pains to select proper and unexceptionable jurors, and has been most attentive to the business of the court and the arrangements necessary in circumstances of no ordinary nature.

(signed) *R. Parker.*

Honourable Sir, St. John's, 24 September 1847.

I AM favoured with your letter of this date, and am gratified to learn from you that the circumstances which have led to the postponement of the trials at Woodstock will not have occasioned a failure of justice.

I had already received a report from the Solicitor-general, and on his suggestion have directed that the clerk should be instructed to return the commission for the court appointed in the next week.

Your suggestion, that it should be recommended to the Legislature to pass an Act for a special circuit after the jury list has been properly made up and filed in the next year, will receive due attention from the Government, and in the mean time I concur with you in hoping, through the judicious conduct of the magistrates and the discountenance of party associations by the influential members of the community, that the excitement which unfortunately prevails may be allayed.

I have, &c.

The Honourable Robert Parker, &c. &c. &c.

(signed) *W. M. G. Colebrooke.*

—No. 18.—

— No. 18. —

(No. 70.)

COPY of a DESPATCH from Lieutenant-Governor Sir *W. M. G. Colebrooke* to Earl *Grey*.

No. 18
Lieut.-governor Sir W. M. G. Colebrooke to Earl Grey.
30 July 1847.

My Lord, Fredericton, New Brunswick, 30 July 1847.
(Received 16 August 1847.)

I HAVE the honour to enclose copies of reports received from the Emigrant Agent at St. John's, with returns of emigrants arrived in the ships named in the margin, also copies of correspondence with that officer.

At St. John's, Barques British Queen, Lady Bagot.
Brigantine Kingston; Brigs Blanche, Seraph (returned from Boston).
At St. Andrew's, Brig James.
At Chatham, Brig John Hawks, Ship Looshtauk (bound for Quebec).

I enclose also copies of reports received from the assistant emigrant agents at St. Andrew's and at Miramichi, with returns of the emigrants arrived at those ports.

It will be seen that the brig "Seraph" has returned to St. John's from the port of Boston, where the master had been required, under the regulations, to give security of 1,000 dollars for each passenger, that they would not become a public charge for 10 years.

In the case of the ship "Looshtauk," arrived at Miramichi, it will be seen how great has been the mortality from the fever which compelled the master to put into that port on his voyage to Quebec. The ship has since proceeded to her destination, and as the funds at the disposal of the Government are inadequate to defray the heavy expenses which have been incurred for the sick, for whose passage to Quebec, when sufficiently recovered, security has been taken from the master, I hope that some indemnification of these charges may be afforded.

I have, &c.
(signed) *W. M. G. Colebrooke.*

Enclosure 1, in No. 18.

Government Emigration Office, St. John,
Sir, 19 July 1847.

WITH reference to Ship Return, No. 45, I have now to report that the master of the brig, "Caroline," accounts for the excess of persons on board his vessel, by stating that the emigrant agent at the port of departure allowed three cabin passengers, under the impression that they were altogether excepted from the operation of the Passengers' Act. This statement I believe to be correct, as the agent gave the necessary certificate to clear the vessel at the Custom-house. Encl. 1, in No. 18.

As the master of the "Caroline" appears to have acted under the directions of the Emigration Agent,* I shall not prosecute him without instructions; and I respectfully recommend that the case be reported, in order that the agent, who is one of those newly appointed, may be informed of his error. * Lieutenant Woolridge, R.N.

I have, &c.
The Hon. John S. Saunders, Prov. Secretary. (signed) *M. H. Perley,* H. M. Emigration Agent.

Government Emigration Office, St. John,
Sir, 19 July 1847.

REFERRING to Ship Return, No. 35, and the excess of passengers therein stated, I have now to report that I called upon the master to account for the apparent excess, and that the master has satisfied me that the error arose from the emigration agent at Galway, not computing the crew in estimating the number the vessel could carry by the tonnage-check, but signed the requisite certificate that the numbers on board were in conformity with the Passenger's Act. Case of the "Gem."

I shall not therefore prosecute in this case without instructions, and respectfully recommend that the case be reported, in order that the Emigration Agent * at Galway (one of those recently appointed) may be apprised of his mistake. * Lieut. Patterson, R.N.

I have, &c.
(signed) *M. H. Perley,*
H. M. Emigration Agent.

Sir,

NEW BRUNSWICK.

Government Emigration Office, St. John,
20 July 1847.

Sir,

I HAVE the honour to report the arrival of the barque "British Queen," from Londonderry, with 123 passengers, and to enclose Ship Return No. 46.

Case of the "British Queen."

This barque is low between-decks; and in order to obtain the requisite height, additional beams were put in at Londonderry, below those which form part of the permanent structure of the vessel.

It has heretofore been decided, that a vessel thus fitted cannot be prevented bringing passengers, because it cannot be decided until the termination of the voyage whether the additional beams are to become part of the permanent structure of the vessel or not.

On inspecting this vessel, I was informed by the mate that the additional beams were only temporary, and would be removed before the vessel commenced loading.

Under these circumstances, I beg to be instructed whether I shall commence a prosecution or not.

I am, &c.

(signed) *M. H. Perley,*
H. M. Emigration Agent.

The Hon. John S. Saunders,
&c. &c. &c.

Government Emigration Office, St. John,
20 July 1847.

Sir,

I HAVE the honour to enclose Ship Return No. 47, for the barque "Lady Bagot," which vessel arrived yesterday from New Ross, with 337 passengers.

Case of the "Lady Bagot," Wm. Anderson, Master.

The passengers by this vessel were unusually clean, and all in excellent health. I found, on inspection, that the vessel was exceedingly well ventilated, and that the master had paid great attention to the cleanliness of the passengers. They came aft in a body while I was on board, and thanked the master for his kindness to them during the voyage, in granting them extra allowance of rice and other comforts when necessary, in furnishing and administering medicines, and for unremitting and constant watchfulness of himself and his ship's company over all who were in the least indisposed.

The high health and spirits of the passengers by the "Lady Bagot" may be attributed, under Providence, to the benevolence and generosity of Captain Anderson, who deserves great praise.

I have, &c.

(signed) *M. H. Perley,*
H. M. Emigration Agent.

The Honourable John S. Saunders,
Provincial Secretary.

Government Emigration Office, St. John,
20 July 1847.

Sir,

Case of the "Blanche," from Donegal.

I HAVE the honour to report that certain of the passengers by the schooner "Blanche," from Donegal, have complained to me that they did not receive during the voyage either the quantity or quality of provisions prescribed by the Passengers' Act. With a view to prosecution, I applied at the Customs, to ascertain who was master of the vessel, when it appeared that James Falconbridge, who cleared the vessel at Donegal, and who was stated on the certificate of registry to be master, did not proceed to sea in the vessel, but that she was navigated across the Atlantic by one James Green, who was endorsed as master after the arrival of the vessel at this port.

There are strong grounds for believing that the passengers by the "Blanche" have been ill-treated, as regards provisions, by James Green, the acting master on the voyage; but I doubt if I can safely prosecute him under the Passengers' Act.

This is not the only case of a similar character which has occurred at this port the present season, and there are reasons for suspecting that the manœuvre has been practised for the purpose of avoiding penalties.

I therefore beg to bring the case of the "Blanche" under special consideration, as that of a vessel not navigated according to law under the Registry Acts, and sailing with a view to evade the provisions of the Passengers' Act.

I have, &c.

(signed) *M. H. Perley,*
H. M. Emigration Agent.

Sir,

Government Emigration Office, St. John,
22 July 1847.

Sir,

I HAVE the honour to report the arrival of the brig "Rache M'Evers" and brigantine "Kingston," from Cork, with passengers, and to enclose ship returns for those vessels.

In the case of the "Kingston," I shall prosecute the master if he removes the beams put in the vessel at Cork, with the view, if possible, of preventing that very unfit class of vessels from bringing passengers.

I have, &c.

(signed) *M. H. Perley,*
H. M. Emigration Agent.

The Honourable John S. Saunders,
Provincial Secretary.

Government Emigration Office, St. John,
23 July 1847.

Sir,

I HAVE to-day to report the arrival of the brig "Seraph," from Cork (*viâ* Boston), wit passengers, and to enclose ship return.

The captain of the "Seraph" states, that on arrival at the quarantine station in the harbour of Boston, he was prevented landing his passengers until a bond should be entered into for each passenger in the penalty of $ 1,000 (one thousand dollars), under a condition that such passenger should not become a public charge for ten years; that he remained at the quarantine ground 14 days, and being unable to give the required security, he was forced to sail for this port, where he arrived in eight days. On arrival he was placed in quarantine, in consequence of many of the passengers having been attacked with fever.

Owing to the great number of the passengers by the "Seraph" being still at the lazaretto, I am unable to state how they have been treated during their long confinement on shipboard, but this shall be duly inquired into.

The captain promises me to send such of his passengers as desire it to Boston, free of expense, and I shall take care that he does so; but I fear that many of them will never travel so far, being greatly debilitated.

I have, &c.

(signed) *M. H. Perley,*
H. M. Emigration Agent.

The Hon. John S. Saunders,
Provincial Secretary.

Enclosure 2, in No. 18.

Secretary's Office, Fredericton,
26 July 1847.

Sir,

Encl. 2, in No. 18.

No. 28, 19 July 1847.
29, „ „
30, 20 July „
31, „ „
32, „ „

I HAVE the honour to acknowledge the receipt of your several Reports noted on the margin, and I am to communicate to you his Excellency's decision on the cases you have brought under his Excellency's notice.

In the cases of the "Gem" and the brig "Caroline," your proceedings are approved, and the cases will be reported.

In the case of the "British Queen," if there be sufficient grounds for a prosecution, it ought to be proceeded with.

In the case of the "Lady Bagot," you are to communicate his Excellency's acknowledgements to the master, Mr. Anderson, for his humane care of the passengers, and for his liberality towards them, to which, under Providence, their arrival in good health is to be attributed.

The case of the "Blanch" has been referred to the Attorney-general and Solicitor-general, for their opinion as to whether there are grounds for prosecution.

I have, &c.

(signed) *John S. Saunders.*

Moses H. Perley, Esq.,
H. M. Emigration Agent, &c. &c. &c.

Enclosure 3, in No. 18.

Deputy Treasurer's Office, St. Andrews,
16 July 1847.

Sir,

Encl. 3, in No. 18. I HAVE the honour to transmit to you the Ship Return of the "James," Salmon, master, from Cork, with passengers, having just arrived from quarantine.

The ship "Magna Charta" arrived last evening off the quarantine ground, from Sligo, with passengers, six of whom died on the passage, and many are reported to me ill of fever.

I have, &c.

The Hon. John S. Saunders,
Provincial Secretary.

(signed) *D. W. Jack.*

Enclosure 4, in No. 18.

Treasurer's Office, Chatham, Miramichi,
20 June 1847.

Sir,

Encl. 4, in No. 18. ENCLOSED you will receive the Ship's Return or report on the emigrants per ship "Looshtauk," and the brig "John Hawks." I have also caused a copy of the shipping list of the former vessel to be made from the one on file at the Custom-house, and added a list of the persons who died on the passage and at quarantine, up to the time of landing, thinking it might be the wish of his Excellency to cause them to be published.

I have, &c.

(signed) *Thos. H. Peters,*
Deputy Treasurer, Miramichi.

The Hon. John S. Saunders,
Provincial Secretary.

Enclosure 5, in No. 18.

In Council, 12 June 1847.

Present:—His Excellency the Lieutenant Governor, &c. &c. &c.

Encl. 5, in No. 18. THE reports of the proceedings of the magistrates of Northumberland in the case of the ship "Looshtauk," having been read, the Lieutenant-governor and Council regret the sufferings to which the crew and passengers appear to have been exposed on the passage; and considering the urgency of their condition, the proceedings adopted with regard to them appear to have been dictated by a humane concern for the alleviation of their sufferings.

The practice in the cases of vessels arriving at the quarantine ground at St. John and other ports has been, to render the ship chargeable with the expenses of the people while detained, and to supply medical aid and certain comforts to the sick, which are chargeable respectively to the Emigrant Fund and to the Seamens' Hospital Fund; and although the ship was bound to a port in Canada, and does not consequently contribute to those funds in this province, the Lieutenant-governor in Council will sanction a reimbursement of the advances which have been made to be taken from these funds, in consideration of the charges in question, to the extent of 500*l.*

(Extract from the Minutes.)

(signed) *R^t Fulton.*

Accounts have been rendered of disbursements made to the extent of 1,000*l.*, and further expenses have still to be incurred.

W. M. G. C.

— No. 19. —

(No. 73.)

EXTRACT of a DESPATCH from Lieutenant-Governor Sir *W. M. G. Colebrooke* to Earl *Grey*; dated Fredericton, New Brunswick, 30 July 1847.

(Received 16 August 1847.)

No. 19. Lieut.-governor Sir W. M. G. Colebrooke to Earl Grey. 30 July 1847.

I HAVE received a copy of the Emigration Papers presented to Parliament in June 1847, and having caused to be reprinted the correspondence which relates to this province, with some further subsequent explanations, it will be observed that the legislative measures I had recommended are noticed in these selections, and as I do not find that any objections have been urged against their adoption, I hope that the republication at this time will be useful in directing the public attention to the subject.

— No. 20. —

(No. 74.)

COPY of a DESPATCH from Lieutenant-Governor Sir *W. M. G. Colebrooke* to Earl *Grey*.

No. 20. Lieut.-governor Sir W. M. G. Colebrooke to Earl Grey. 7 August 1847.

Fredericton, New Brunswick, 7 August 1847.

My Lord, (Received 30 August 1847.)

I HAVE the honour to enclose copies of eight letters from the Emigrant Agent at St. John, with returns of six vessels arrived, as stated in the margin.* It will be seen that the passengers in the "Lady Caroline," the "Portland," and the "Adeline," arrived in good health; but that in the "Susan Ann," the "Trafalgar," and the "Royal Mint," they have suffered materially from sickness; and the Emigrant Agent having prosecuted the master of the "Susan Ann," damages have been awarded against him by the magistrates. In forwarding copies of these proceedings, I beg to draw your Lordship's attention to the statement in regard to the officers of Customs at Bantry.

Nos. 1 to 5.

* Barques Lady Caroline, Susan Ann; Brigs Trafalgar, Royal Mint; Ship Portland, Brigantine Adeline.

Enclosed also are returns of emigrants arrived in the quarter ending the 30th June and during the month of July, showing the number of deaths on board the vessels and at the quarantine station, the numbers still in quarantine, and the number expected, according to returns which have been received.

No. 6.

No. 7.

No. 8.

I enclose returns of two vessels arrived at St. Andrew's, and a report from Mr. Perley, that by a ship the "British Merchant," from Cork, the fever, which had abated, has been again introduced at St. John. From the number of emigrants who are likely to become chargeable, I anticipate that some legislative measure will be required to provide for the removal of paupers improvidently sent out. In the present state of the law, the parochial authorities are reluctant to assume the responsibility of such a charge, which the resources of the community are inadequate to defray. There has hitherto been full employment for those emigrants who have been able to work.

No. 9.

Magna Charta, and Ship Huron.

No. 10.

I have, &c.

(signed) *W. M. G. Colebrooke.*

13 August.

P. S.—SINCE closing this despatch I have received Mr. Perley's Report, with returns of the ship "Ward Chipman" and brig "Jane," which are enclosed, also of the brig "Magnes" from Galway, which had been driven on shore in a gale, and totally wrecked at Partridge Island, the crew and passengers, with two exceptions, having been saved; also of the schooner "Bloomfield," from Galway, driven into the harbour of St. John in the same gale, and of the brig "Elgin," arrived at St. Andrew's. Further investigation will be made in regard to the cases of the "Magnes" and "Bloomfield."

No. 11.

No. 12.

No. 13.

No. 14.

(signed) *W. M. G. C.*

Enclosure 1, in No. 20.

Encl. 1, in No. 20.

Government Emigration Office, St. John,
27 July 1847.

Sir,

The Lady "Caroline," James Maloney, Master.

I HAVE to report the arrival of the barque "Lady Caroline," from Newry, with 103 passengers, and now enclose Ship Return.

It is very satisfactory to report that neither sickness or death occurred on board this vessel during the voyage, and that the passengers were landed in cleanly condition and a healthy state.

The emigrants by this vessel, express much gratitude to the master for his kindness to them during the voyage, and the great attention paid to their comfort and cleanliness.

I have, &c.

The Hon. John S. Saunders,
Prov. Secretary.

(signed) *M. H. Perley.*

Enclosure 2, in No. 20.

Encl. 2, in No. 20.

Government Emigration Office, St. John,
29 July 1847.

Sir,

Case of the Brigantine "Susan Ann," Samuel Fox, Master.

I HAVE the honour to report the arrival of the brigantine "Susan Ann," from Berehaven;" and to enclose Ship Return for that vessel.

On reference to this return, it will be noticed that the "Susan Ann" is 97½ tons only, and that she had on board a much larger number of passengers than is permitted by the Act. There are no beams for a second deck in the "Susan Ann," and the passengers were on a platform upon temporary pieces of wood, chiefly supported by the ballast.

Nearly all the passengers on arrival at the quarantine station were sick and debilitated, and they were landed on Partridge Island, where the greater part still remain.

Under these circumstances, I have instituted proceedings against the master for his several violations of the Passengers' Act.

I have, &c.

The Hon. John S. Saunders,
Prov. Secretary.

(signed) *M. H. Perley,*
H. M. Emigration Agent.

Enclosure 3, in No. 20.

Encl. 3, in No. 20.

Government Emigration Office, St. John,
29 July 1847.

Sir,

I HAVE the honour to report the arrival of the brig "Trafalgar," from Cork, and to enclose Ship Return.

There were 13 deaths on board this vessel during the voyage, and four after arrival at quarantine. All the survivors except four, are still in hospital on Partridge Island. As at present informed, I have reason to believe that the sickness and death on board the Trafalgar, arose from the very miserable and sickly condition of the passengers before embarkation.

Case of Michael Foley, deceased, a passenger by the "Trafalgar."

One of the passengers named Michael Foley, aged 25 years, from Killarney, died on the voyage. Before his decease, and when dying, he deposited with the master of the ship the sum of 4*l.* 1*s.* sterling, for the benefit of his father in Ireland. This sum the master has paid over to me, and I shall remit the amount by mail to-morrow, to the Government Emigration Agent at Cork, with instructions to pay it to the father of the deceased, to whom also I shall write on the subject.

I have, &c.

The Hon. John S. Saunders,
&c. &c. &c.

(signed) *Moses H. Perley,*
H. M. Emigration Agent.

Enclosure

Enclosure 4, in No. 20.

Government Emigration Office, St. John,
30 July 1847.

Sir,

I HAVE the honour to report the arrival of the "Royal Mint," from Liverpool, with 148 passengers, and to enclose Ship Return. Encl. 4, in No. 20.

The bulk of the passengers are still in hospital on Partridge Island. The complaint as to provisions and water will be investigated so soon as I can see the passengers.

I have, &c.

The Hon. John S. Saunders,
Prov. Secretary.

(signed) *M. H. Perley.*

Enclosure 5, in No. 20.

Government Emigration Office, St. John,
4 August 1847.

Sir,

I HAVE to report the arrival of the ship "Portland," from Londonderry, and brigantine "Adeline," from Cork, for which vessels Ship Returns are enclosed. Encl. 5, in No. 20.

It gives me much pleasure to state, that no sickness occurred on board either of those vessels during the voyage of the kind from which the emigrants have suffered so severely the present season. The deaths on board the "Portland" took place from natural and ordinary causes.

I have, &c.

The Hon. John S. Saunders.

(signed) *M. H. Perley,*
H. M. Emigration Agent.

Enclosure 6, in No. 20.

Government Emigration Office, St. John,
3 August 1847.

Sir,

REFERRING to my letter, No. 52, of 29th July, relative to certain breaches of the "Passengers' Act," committed by Samuel Fox, master of the brigantine "Susan Ann," I have now the honour to report that the said master was summoned upon my complaint, and appeared before B. L. Peters and Daniel Ansley, Esqrs., on the 30th July last, to answer upon two charges. Encl. 6, in No. 20. Case of Samuel Fox, Master of the "Susan Ann."

On the first charge, for carrying more passengers than is allowed by the Act, the said Samuel Fox was convicted in the penalty of 5 *l.* sterling, and costs.

On the second charge, for carrying passengers in the "Susan Ann," that vessel having no lower hold beams, the said Samuel Fox was convicted in the penalty of 25*l.* sterling, and costs.

The fines and costs in each case have been paid to the magistrates.

I enclose certified copies of the proceedings to which I refer; it will be observed that the fines were mitigated in each case, in consequence of the affidavit of the master that the vessel was inspected and duly certified by a Custom-house officer from Bantry, upon whose certificate the vessel was cleared by the Collector of Customs at Baltimore.

The officer who inspected the vessel at Berehaven, is Patrick Dealy, the ship's papers on file in the Custom-house here, purport to be signed by him as a preventive coast-guard officer from Bantry.

I can scarcely suppose that the officer inspected the vessel at all, as, if so, he must have seen at a glance that she was a vessel prohibited by law from carrying passengers; his allowing an excess of passengers may have arisen from a misapprehension of the law, but there can be no excuse from certifying that the "Susan Ann" was a fit vessel to carry passengers.

A majority of the passengers by the "Susan Ann" are still ill on Partridge Island, and the conduct of the officer Dealy requires the most searching investigation for sanctioning such a gross and palpable violation of the law, and thereby inflicting very serious injury upon a number of unfortunate people.

I have, &c.

The Hon. J. S. Saunders,
Prov. Secretary.

(signed) *M. H. Perley,*
H. M. Emigration Agent.

Enclosure 7, in No. 20.

Government Emigration Office, St. John,
28 July 1847.

Sir,

THE returns for the outports having been received, I have now the honour to enclose the Immigration Returns, in duplicate, for the quarter ending 30th June last. Encl. 7, in No. 20.

The number of emigrants who have arrived, as compared with the corresponding quarter of last year, shows a deficiency this season of no less than 3,219. The number of deaths in the same quarter last year was only 30, while this year they amount to 437 among the diminished number of emigrants.

Arrived in New Brunswick during the Quarter ending 30 June 1846 - - - 8,512
Ditto in the quarter ending 30 June 1847 - 5,293
Decrease in 1847 - 3,219

Deaths in the Quarter ending 30 June 1846 30
Ditto, Quarter ending 30 June 1847 - - 437
Increase in 1847 - 407

The greatly increased mortality is clearly attributable to the debilitated state of the emigrants before embarking, and their inability to bear the fatigues of the sea voyage after long fasting and other privations.

About one-third of those who have arrived have re-emigrated to the United States. A large number of those who remain have become a public charge, from their inability to work, and utter destitution. Among those at present chargeable are many of the emigrants by the "Æolus," from Sligo. The passengers by this vessel, 500 in number, state that they were "exported" by their landlord, Sir Robert Gore Booth, who paid their passage-money, in order to disencumber his estate. Several of these people will, in all probability become a permanent charge on the public funds; and this "shovelling out" of helpless paupers, without any provision for them here, if continued, will inflict very serious injury on this colony.

This case of the passengers by the "Æolus" is mentioned, as it will necessarily come under consideration hereafter, and should, without delay, be publicly noticed and condemned.

There is a sufficiency of employment in this province for the emigrants who have arrived, at fair wages, and all who are able and willing can get work.

I have very satisfactory accounts of those in sufficient health whom I have forwarded to the rural districts, where others will be sent as soon as they are able to travel.

I have, &c.

(signed) *M. H. Perley,*
H. M. Emigration Agent.

The Honourable John S. Saunders,
Provincial Secretary.

ABSTRACT RETURN of Immigration to *New Brunswick*, during the Quarter ending 30 June 1847.

MONTHS Composing the Quarter.	Number of Vessels arrived.	Number of Deaths on Board, or in Quarantine.	Number of Births on Board, or in Quarantine.	ADULTS.		Children Between 14 Years and 1 Year.		Children Under 1 Year.		TOTALS.		Whole Number of Souls.
				M.	F.	M.	F.	M.	F.	M.	F.	
April - - -	Nil.	—	—	—	—	—	—	—	—	—	—	—
May - - -	4	25	2	422	416	165	147	30	28	617	591	1,208
June St. John - -	23	239	3	1,442	993	448	521	88	93	1,978	1,707	3,685
June Miramichi -	3	- -	- -	95	55	14	15	- -	- -	109	70	179
June St. Andrew's -	1	19	- -	74	73	38	26	7	3	119	102	221
TOTALS - -	31	283	5	2,033	1,537	665	709	125	124	2,823	2,470	5,293

Remarks.—In addition to the deaths stated as having occurred during the voyage, or while in quarantine, 154 deaths have taken place at the Lazaretto after landing, making the whole number of deaths 437, during the quarter.

Government Emigration Agent,
St. John, New Brunswick,
27 July 1847.

M. H. Perley,
H. M. Emigration Agent for New Brunswick.

Encl. 8, in No. 20.

Enclosure 8, in No. 20.

Government Emigration Office, St. John,
2 August 1847.

Sir,

In the month of July 28 vessels at the port of St. John.

I HAVE the honour to report that 28 vessels arrived at this port with passengers during the month of July, and that the relative numbers are stated as follows:—

	Male.	Female.
Adults - - - -	1,447	1,181
Between 14 years and 1 year	584	529
Under 1 year - - -	141	126
Cabin Passengers - -	29	21
TOTAL - - -	2,201	1,857

4,058 passengers.

The total number for the month is 4,058 souls.

To 1 July - 5,293
1 Aug. - 4,058
Total - - 9,351

The whole number arrived the present season up to 1st August, is 9,351, exclusive of those who may have arrived at the out-ports during the month of July.

The

The deaths on board the vessels which arrived at this port in the month of July, at sea and in quarantine, are thus stated :—

	Male.	Female.
Adults - - - - -	53	36
Between 14 years and 1 year -	40	33
Under 1 year - - - -	10	14
TOTAL - -	103	83

Deaths on board or in quarantine during July, 186.

Whole number of deaths at sea and in quarantine, 186.

The number of emigrants who died on Partridge Island during the month of July, is 112.

Died on Partridge Island during July, 112.

The following vessels having passengers on board, are now at quarantine :—

Brig " Magnus," Galway - - - - -	132 Passengers.
Brig " Gowrie," Cork - - - - -	71
Ship " Ward Chipman," Cork - - - -	482
Ship " Envoy," Londonderry - - - -	264
Ship " Portland," Londonderry - - -	338
Schooner " Bloomfield," Galway - - -	74
TOTAL at Quarantine - - -	1,361

At quarantine, on 1st August, 1,361.

List of passengers by the following vessels yet to arrive, have been received at this office :—

" Bristol Merchant," Cork - - - -	338 Passengers.
" Jane," Limerick - - - - - -	98
" Sir James M'Donnell," Dublin - - -	164
" Adelene," Cork - - - - - -	61
" Warrior," Belfast - - - - - -	97
" Leviathen," Baltimore - - - - -	131
" Cushla Machree," Galway - - - -	172
" Bethel," Galway - - - - - -	128
" Alice," Galway - - - - - -	131
" Pero," Cork - - - - - - -	154
" Sea," Liverpool - - - - - -	243
TOTAL now at Sea - - -	1,717

At Sea, 1 Aug., 1,717.
Yet to land, 3,078.

In addition to the above, it is probable there will be vessels from out-ports where there are no emigration agents, and vessels with less than 30 passengers, of which no lists have been received.

I have, &c.

The Hon. John S. Saunders,
Prov. Sec.

(signed) *M. H. Perley*,
H. M. Emigration Agent.

Enclosure 9, in No. 20.

Deputy Treasurer, St. Andrews,
28 July 1847.

Sir,

ENCLOSED is the Ship Return of the " Magna Charta," from Sligo ; which has just been released from quarantine.

Encl. 9, in No. 20.

I am, &c.

The Hon. John S. Saunders,
Prov. Secretary.

(signed) *D. W. Jack.*

Enclosure 10, in No. 20.

Government Emigration Office, St. John,
6 August 1847.

Sir,

I HAVE to acknowledge your letters of the 4th and 5th instant, and have the honour to acquaint you, that I have made the necessary communications to Dr. Harding, and to Captain Maloney, of the barque " Lady Caroline ;" I have also written to the Deputy Treasurer at Chatham, for a full report in the case of the " Looshtauk."

Encl. 10, in No. 20.

The emigrants on Partridge Island have been going on very well during the past week, and very many have been discharged. But I regret to state, that the " British Merchant " arrived at the quarantine station yesterday from Cork, with 338 passengers ; 33 deaths occurred

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occurred on the voyage, and 50 of the passengers are very ill with the fever, while the rest are in a most unsatisfactory state. This fresh supply of fever on a large scale, will press severely on Dr. Harding, who is now greatly exhausted. Dr. Mitchell, who has assisted Dr. Harding for some weeks, has had a violent attack of the fever, with delirium, but is now somewhat better.

Dr. William Bayard, who has charge of the infirmary and sheds for emigrants, at the almshouse, is ill with the fever, and in a precarious state.

I have, &c.

The Hon. John S. Saunders, Prov. Sec. (signed) *M. H. Perley*, H. M. Emigration Agent.

Enclosure 11, in No. 20.

Government Emigration Office, St. John, 6 August 1847.

Sir,

Encl. 11, in No. 20.

I HAVE to report the arrival of the ship "Ward Chipman" and brig "Jane," from Limerick, for which vessels Ship Returns are enclosed.

The "Jane" is one of that class of vessels too low between-decks to bring passengers. In order to evade the law, new beams are put in, sufficiently low down to give the required height, and a certificate is given by a master shipbuilder, that these new beams are securely fitted, and have become part of the permanent structure of the vessel. In some instances an affidavit has been furnished the emigrant agent, that these beams were permanent, who, on such certificate or affidavit, has been compelled to clear the vessel. Yet on arrival here it is unblushingly avowed that these beams are only temporary, and the master proceeds to unship them.

Within the last week I have compelled three vessels to retain these beams, and to load cargo with them in, very much to the annoyance of the parties interested, and their serious inconvenience. They are obliged to submit to this punishment, however, as the other alternative would be a fine of 50 *l.*, and an exposure on the other side of the Atlantic, of the fraudulent certificate and perjury.

I shall follow this course with the "Jane," and I trust the mode I have adopted, of compelling parties to adhere to the law and the truth, will be approved.

In the case of the "Ward Chipman," I have to remark, that the ship has great breadth of beam, of which advantage was taken to put up berths in the centre of the vessel, as well as along the sides. Dr. Harding has drawn my attention to the impropriety of this arrangement, which crowds the passengers too much, and prevents ventilation to any extent. It will be observed by the ship return, that 24 deaths occurred on board the "Ward Chipman," and that a large proportion of the passengers have been landed on Partridge Island in a debilitated state. Many of these deaths, and the general debility of the passengers, may be attributed to the over-crowding, and the absence of ventilation.

I have, &c.

The Honourable John S. Saunders, Prov. Sec. (signed) *M. H. Perley*, H. M. Emigration Agent.

Enclosure 12, in No. 20.

Government Emigration Office, St. John, 10 August 1847.

Sir,

Encl. 12, in No. 20.

I HAVE to report the arrival of the brig "Magnes" from Galway, for which vessel, Ship Return is enclosed.

The "Magnes" arrived at the quarantine station on the 24th July, and was there anchored. There were many sick on board, and all being in a miserable state, the whole were landed on Partridge Island. On the 6th instant, before the vessel had been cleansed and purified, a violent gale sprung up. The "Magnes" parted her chains, and drove on shore at Partridge Island, where she was totally wrecked, being broken up into small pieces. The cook being ill in the forecastle, was drowned; the master and the rest of the crew were got on shore by means of a hawser and a basket; they had a very narrow escape, and are mainly indebted for their preservation, to Mr. Alexander Reed, the keeper of the light-house, and the two young men Watson and White, who have charge of the health boat which visits the island.

I have not yet seen any of the passengers by the "Magnes," as they are all on the island under surveillance. They have forwarded very strong complaints against the master, to whose ill-treatment they attribute their sickness. The master has been cast ashore naked and destitute, and I beg to be informed, if I shall prosecute him under such peculiar circumstances.

I have, &c.

(signed) *M. H. Perley.*

The Honourable John S. Saunders, Prov. Sec.

Enclosure

Enclosure 13, in No. 20.

Government Emigration Office, St. John,
10 August 1847.

Sir,

I HAVE to report the arrival of schooner "Bloomfield," from Galway, for which vessel Ship Return is enclosed. Encl. 13, in No. 20.

The "Bloomfield" arrived at the quarantine ground on the 5th instant, and was there anchored. In a severe gale on the 6th, both her chain cables parted, and she drove up the harbour of St. John, fortunately running into a timber pond, without damage. I took charge of her on the morning of the 7th, and placed a constable alongside to prevent the passengers from landing.

Since then they have been inspected by Dr. Boyd; those in health have been permitted to land, and some few who were debilitated have been ordered to be sent to the infirmary.

The passengers had been on board the "Bloomfield" from the 10th May last, the vessel having been dismasted, and put back to Galway, whence she sailed a second time on the 31st May. They have landed in a very destitute condition.

I have, &c.

(signed) *M. H. Perley*,
H. M. Emigration Agent.

The Hon. John S. Saunders,
Prov. Sec.

— No. 21. —

(No. 133.)

COPY of a DESPATCH from Earl *Grey* to Lieutenant-Governor Sir *W. M. G. Colebrooke.*

Sir,

Downing-street, 2 December 1847.

No. 21.
Earl Grey to Lieut.-governor Sir W. M. G. Colebrooke, 2 December 1847.

IN reply to that part of your despatch (No. 74.) of the 7th of August last, in which you refer to the circumstances under which the emigrant ship "Susan Anne" arrived at St. John's, and the subsequent prosecution of the master of that vessel by the emigration agent there, I herewith transmit the copy of a letter, with its enclosures, which has been addressed to one of my Under Secretaries by the Commissioners of Colonial Lands and Emigration, relative to the circumstances under which the "Susan Anne" left this country for St. John's in July last.

I have, &c.
(signed) *Grey.*

Enclosure in No. 21.

Sir,

Colonial Land and Emigration Office, 19 November 1847.

IN reference to Sir William Colebrooke's despatch, No. 74, of the 7th of August last, respecting the "Susan Anne," we have the honour to transmit herewith copies of a letter from us to the Board of Customs, and of their reply; and we would beg to suggest that they may be forwarded to the Governor for his information. Encl. in No. 21.

12 October 1847.
13 November 1847.

We have, &c.
(signed) *T. Fredk Elliot.*
Frederic Rogers.

Benjamin Hawes, Esq.
&c. &c. &c.

Sir,

Colonial Land and Emigration Office, 12 October 1847.

I AM directed by the Colonial Land and Emigration Commissioners to acquaint you, for the information of the Commissioners of Customs, with the following circumstances which have been communicated in a report from the agent at St. John, New Brunswick, respecting the ship "Susan Anne," which sailed with passengers from Berehaven on the 27th July last.

The vessel could not legally carry, according to her tonnage, more than 58½ statute adults, including the master and crew and cabin passengers. By the report of the Emigration Agent at St. John, it appears that the number of passengers actually on board were equal to 57 adults, exclusive of captain and crew, consisting of six persons, and five cabin passengers, making altogether 68 persons on board.

The agent also reports that there were no beams for a second deck in this vessel, and that the passengers were on a platform, upon temporary pieces of wood, chiefly supported by the ballast.

The

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The master was fined 5 *l.* sterling and costs for the excess of passengers, and 25 *l.* sterling and costs for the absence of lower beams. The fines were mitigated in each case, in consequence of the affidavit of the master that the vessel was inspected, and duly certified by a Custom-house Officer from Bantry, upon whose certificate the vessel was cleared by the Collector of Customs at Baltimore.

It will be in the recollection of the Commissioners of Customs, that for the reasons explained in my letter of the 15th June, the Emigration Agent at Baltimore was unable to attend at Berehaven, for the purpose of seeing that the provisions of the Passengers' Act had been complied with before this ship sailed, the distance being 60 miles from his station; and that, consequently, the inspection, in the present instance, devolved on the Customs officer.

With respect to the excess of passengers, the Board feel no doubt it arose from overlooking the circumstance that the cabin passengers have to be included in computing the numbers; the amount of excess was not such as to be productive of evil; but as regards the absence of lower beams, it is of much importance that the deck should be properly and substantially secured, and not merely rest on the ballast; and it will, perhaps, be thought proper, in order to prevent any similar occurrence again, that the officer who inspected the "Susan Anne" should have his attention particularly drawn to the third clause of the Passengers' Act, which requires the deck to be substantially secured to lower or hold beams, forming part of the permanent structure of the vessel.

I have, &c.
(signed) *S. Walcott,*
Secretary.

A. Scovell, Esq.,
&c. &c. &c.

Sir, Custom-House, 13 November 1847.

Having laid before the Board your letter of the 12th ultimo, in regard to an infringement of the Passengers' Act, in the case of the vessel "Susan Anne," which sailed from Berehaven on the 27th July last for St. John, New Brunswick.

I am commanded to acquaint you, that upon receipt of your communication the Board made inquiries on the subject; and in transmitting for the information of the Colonial Land and Emigration Commissioners copy of the explanation which has been received from the officer who cleared the vessel, I am to state, that the Board have caused him to be apprized as to the provisions of the law, which were violated in regard to the structure of the vessel; and as it would appear that he was under a misapprehension with respect to the number of persons allowed to be shipped with reference to the tonnage of the vessel, he has been informed that cabin passengers should be included in the computation.

I have, &c.
(signed) *W. Maclean.*

S. Walcott, Esq.,
&c. &c. &c.

Gentlemen,

I beg leave respectfully to state that the "Susan Anne" was mustered at Castletown, Berehaven, on the 3d June last, as directed by the Collector and Comptroller.

The vessel's tonnage was 97½ tons, which enabled her to carry 58½ passengers. On the list of passengers were—

Male adults	-	-	30
Female ditto	-	-	17
Male children	-	7	
Female ditto	-	5	
		12 equal to	6 adults
Master and crew	-	-	5½
		Total	58

Consequently the number mustered appears to be perfectly correct.

The cabin passengers, six in number, had no right in my humble judgment to be included, as under the 51st section 5 & 6 Vict., the then Passenger Act, cabin passengers are directed to be excluded.

That with respect to the beams not having been properly constructed, I beg most respectfully to remark, that when I received the directions to muster said vessel, that the passengers were all on board, together with the water and provisions, &c. That as the emigrant agent for the district, who I understood had declined to execute the duty when the papers were received by me, the vessel had then her sails loosed and every preparation made for leaving the harbour.

And I further beg leave to remark, that had I perceived that the platform deck was not on beams, I should not have conceived myself warranted in detaining the vessel; first, on account of the scarcity of provisions then in the town and district; secondly, the great danger of the passengers having any intercourse with the shore, where the fever raged with frightful effects;

effects; and thirdly, that the emigration system in this district had been taken from under the control of the Customs Officers. I therefore mustered only the passengers as before stated; and I further respectfully submit that I am not accountable if other passengers, not on the list, were taken on board the vessel after she had quitted the harbour.

I am, &c.
(signed) *Pat^k Daly*,
P. C. Officer.

1 November 1847.

—No. 22.—

(No. 75.)

COPY of a DESPATCH from Lieutenant-Governor Sir *W. M. G. Colebrooke* to Earl *Grey*.

Fredericton, New Brunswick, 13 August 1847.

My Lord, (Received 30 August 1847.)

No. 22.
Lieut.-governor Sir W. M. G. Colebrooke to Earl Grey.
13 August 1847.

IN reference to my despatch, No. 33, of the 27th April, I have now the honour to forward a report from the Surveyor-general, with a series of returns, containing the result of inquiries which he had made as to the progress of the new settlements.

For Sir W. M. G. Colebrooke's Despatch, No. 33, 27 April, *vide* Papers relative to Emigration, presented by Command in June 1847, p. 15.
1 to 7.

In reverting to their origin it may be necessary to explain, that the Harvey Settlement was formed in 1838, by a number of English families, who had emigrated under encouragement from the New Brunswick Land Company, and who having exhausted their resources, were located at the public expense on wilderness lands, situated 30 miles south of Fredericton, through which the present high road to St. Andrew's was opened.

The Cork Settlement was formed in 1842, in the vicinity of the former by a party of Irish settlers, who, with their families, were thrown out of employment in Fredericton; and the Mechanics' Settlement, by a party of mechanics and labourers thrown out of work in St. John, and who were located on lands situated near the Bay of Fundy, about 60 miles to the eastward of that city.

These parties received assistance from the Legislature in opening roads through their respective settlements; but in the case of the Mechanics, they were obliged for some time to depend altogether on their own resources.

The settlers have chiefly depended for the disposal of their surplus produce on the supply of forage for the cattle and horses of parties of lumberers employed in the forests, who have drawn their supplies of grain and provisions from the United States.

From the returns now transmitted it will be seen that the Harvey Settlement, which in 1843 consisted of 182 persons, occupying 45 homesteads, and who had cleared 708 acres, at present consists of 278 persons, occupying 52 homesteads, and who have cleared 1,328½ acres of arable and pasture land, which, with other improvements, are valued at 5,750*l.* sterling; that their stock is valued at 1,721*l.*, and their crops of last year at 2,331*l.* sterling.

These settlers, who were originally charged 2*s.* 6*d.* per acre for their allotments, have paid, in money and in labour on the roads, 234*l.* 11*s.* 4*d.*, and are still indebted 144*l.* 7*s.* 10*d.* If their allotments had originally been limited to 50 acres instead of 100, the whole amount would thus have been liquidated, or, if the land had been freely granted, and the amount of the gratuity they received, of 737*l.* 12*s.* 4*d.* had been charged to them, the difference of 503*l.* 2*s.* remaining due, would not have amounted to seven per cent. on the value of their capital, without taking into account the value of their uncleared land.

The Irish settlers, consisting of 179 persons, occupying 37 homesteads, have cleared in five years 519 acres, valued at 1,868*l.* sterling. The amount originally charged on their lands was 225*l.*, of which 176*l.* is unredeemed, or less than 10 per cent. of the value of their cleared land, buildings and stock, excluding from the estimate their uncleared lands, or eight per cent. of the value of their last year's crop. The Mechanics' Settlement consisted of 152 persons, occupying 42 homesteads, who in five years have cleared 945 acres, moderately

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rately estimated at 1,700 *l.* sterling, and, with the other improvements at 2,652 *l.* ; their stock being valued at 602*l.*, and their crops at 1,890 *l.* Of the sums originally charged for their allotments they have paid in cash 166*l.* 9 *s.* 6 *d.*, and 208*l.* 10*s.* 6 *d.* remains due, or about six per cent. on their estimated capital, exclusive of the uncleared land, or 10 per cent. of their last year's crops.

The uncleared land, having in all these cases risen in value from the roads and improvements adjacent to them, might fairly have been included in these estimates; but I have preferred to exhibit the value of the property directly acquired from the labour of the settlers on their homesteads.

In examining the details it will be seen that, from different causes, the resources of the settlers have varied in almost every instance according to their relative strength and ability, the number of effective members in their families, and other advantages they have possessed. In some cases transfers have been made to others, who have indemnified the parties for their improvements, and while adequate security has existed for the public claims, any interference with these arrangements would have been unjust to the settlers, and have retarded the progress of the settlements.

From these returns it will further be seen how essential to the settlements has been the grant to them of assistance in opening roads, and how important the laying out of their lands in villages where they have been enabled to assist each other, and to secure to themselves advantages of which they would otherwise have been destitute; and as a principal object in occupying a greater extent of wild land than they have been able to reclaim or profitably to occupy, has been to acquire the means of settling their families growing up around them, and to obtain a present supply of fuel, with the privilege of wild pasturage, all these advantages would equally be secured were the property to be acquired by the community, and were each settler possessing the right of commonage to purchase from time to time such portions only as his industry and resources might enable him profitably to occupy and reclaim. In this manner also, the necessary reserves for schools, churches and for other public purposes would at once be provided for, the settlements would be more compact, and their progress would not be checked by the encroachment of persons on lands adjacent to the locations, and who speculate on their improving value.

In transmitting these returns, I do not propose at present to enter further into the consideration of the views which they suggest, but having considered with attention the plans which have been projected for encouraging the settlement of the vast and fertile territory at the disposal of the Crown in this province, I cannot but concur in the opinion expressed by your Lordship, that, with the co-operation of the Provincial Legislature, it would be practicable to establish some system by which colonization might be carried forward upon a more regular plan and upon a larger scale than has of late years been attempted; and I can readily assure your Lordship of the disposition of the Local Government to facilitate an undertaking of such importance to the welfare and prosperity of the province as a British possession.

I have, &c.
(signed) *W. M. G. Colebrooke.*

Enclosure in No. 22.

Sir, Crown Land Office, 4 August 1847.

Encl. in No. 22.

HEREWITH I have the honour to transmit to your Excellency the returns which have been prepared for the Harvey, Cork and Mechanics' Settlements; also the plans, showing their position, and the extent of Crown land adjoining them which is still unoccupied.

I have, &c.
(signed) *Thos. Baillie,*
Surveyor-general.

His Excellency
Sir W. M. G. Colebrooke, K. H.,
&c., &c., &c.

HARVEY, CORK and MECHANICS' SETTLEMENTS.

IN the latter part of the year 1841 and beginning of 1842, the commercial affairs of the province were in such a state of embarrassment, that great numbers of mechanics and labourers found it necessary to remove to the United States in quest of that employment which they could no longer find in the province; and several of them having been induced to form themselves into associations for the purpose of settling on Crown lands, encouragement was given to them by the survey, at the public expense, of suitable tracts of land for their occupation, and which were generally selected by themselves, credit being given them for the amount of the purchase-money.

The measure being found to be successful, the regulations of 2d December 1842 were framed for general application of the principle; and various applications from associated parties for land to be sold on these terms were received (*vide* Gazette, December 17th same year), on which surveys were made.

In the Spring of 1842, trade having partially revived, and ship-building been renewed, many of the people who had proposed to associate to form settlements in the wilderness, rather than leave the province, having again found employment at their respective callings, were unwilling, when the emergency had passed, to take possession or go upon the lands prepared for them. The consequence was, that the Mechanics' and Cork Settlements only were permanently located to any extent; the Harvey settlement having been commenced in 1838.

The survey of the other tracts, nevertheless, was of great advantage, as many of them have since been partially settled by individuals, who have purchased allotments in them under the subsequent regulations of the 11th May 1843.

A very considerable increase is also yearly made in the quantity of new land cultivated by emigrants and natives of the province, who purchase lands contiguous to the older settlements, which are thus more and more extended in whatever direction there is good land, the settlers frequently undertaking themselves to open roads to enable them to occupy the lands, in anticipation of any grants of money for that purpose.

Another class of settlers, again, are those who at once proceed alone into remote parts of the forest, and choose spots of land for themselves, wherever the superior excellence of the soil attracts them. But a great evil attendant upon this latter practice, is the absence of all co-operation and uniformity; and hence the difficulty and delay they experience in forming roads and procuring the means of religious and educational instruction, and of obtaining access to markets even of the lumber camps.

STATISTICAL RETURN OF THE HARVEY SETTLEMENT, for the Year 1847. (The Rates and Valuations are expressed in Sterling.)

NAMES.	Family.	Trade, independent of the Occupation of Land.	Year in which he commenced Settlement.	Quantity Allotted, and Original Price.			Amount Paid:		Amount still Due.	Acres Land Cleared.		Fixed Property.			STOCK.						CROP.						Present Estimated Value of Land and Improvements.		Estimated Value of Stock.	Estimated Value of Crop.	Total Value of Crop, Stock, Land and Improvements.	OBSERVATIONS.
				Acres.	Rate per Acre.	Amount.	In Labour.	In Cash.		Arable.	Pasture.	Dwelling-houses.	Barns.	Other Outhouses.	Cows.	Oxen.	Horses.	Sheep.	Swine.	Young Cattle.	Tons Hay and Straw.	Bushels Potatoes.	Bushels Oats.	Bushels Wheat.	Bushels Barley and Buck-wheat.	Bushels Turnips.	Bushels other Roots.	Lands.	Buildings.				
					s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.																			£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
William Embleton	8	labourer	1838	84	2 1	8 15 –	4 – 8	– – –	4 14 4	15	15	1	1	1	1	2	– –	6	2	1	12	200	120	8	25	– – –		63 – –	9 – –	25 – –	48 – –	145 – –	
James Mowett	4	– ditto	1838	100	2 1	10 8 4	5 14 –	– – –	4 14 4	15	15	1	1	1	2	2	– –	9	2	2	12	200	120	8	25	– – –		63 – –	9 – –	26 – –	48 – –	146 – –	
Thomas Herbert	6	– ditto	1838	100	2 1	10 8 4	5 14 –	– – –	4 14 4	18	18	1	1	3	3	2	1	10	6	4	16	250	150	15	20	– – –		52 – –	14 – –	76 – –	58 – –	200 – –	
John Coburn	6	– ditto	1838	100	2 1	10 8 4	5 14 –	– – –	4 14 4	35	20	1	2	2	4	2	4	20	4	5	28	300	300	– –	26	– – 10		360 – –	90 – –	95 – –	95 – –	640 – –	
John Thomson	10	schoolmaster	1838	100	2 1	10 8 4	5 14 –	– – –	4 14 4	13	11	1	1	2	2	– –	1	12	2	– –	9	120	10	– –	10	– – –		108 – –	5 – –	31 – –	27 – –	171 – –	
Henry Craig	6	labourer	1838	100	2 1	10 8 4	5 14 –	– – –	4 14 4	28	12	1	1	1	2	– –	2	10	3	4	16	160	80	– –	40	– – –		135 – –	18 – –	44 – –	48 – –	245 – –	
John Kilpatrick	4	– ditto	1845	100	2 1	10 8 4	5 14 –	4 14 4	– – –	20	10	1	1	1	1	– –	1	7	2	3	8	100	50	– –	– –	– – –		72 – –	18 – –	27 – –	24 – –	141 – –	
Alexander Hay	6	blacksmith	1841	92	2 1	9 11 8	4 17 4	– – –	4 14 4	14	8	1	1	1	2	3	– –	14	4	3	12	100	70	7	70	20 – –		135 – –	18 – –	43 – –	43 – –	239 – –	
Matthew Piercy	7	labourer	1838	100	2 1	10 8 4	5 14 –	– – –	4 14 4	19	11	1	1	1	3	2	1	12	5	2	15	200	70	7	34	– – –		27 – –	20 – –	43 – –	48 – –	138 – –	
Thomas Kay	3	mason	1840	100	2 1	10 8 4	5 14 –	– – –	4 14 4	16	5	1	1	– –	2	2	– –	14	3	2	11	100	60	6	12	– – –		77 – –	14 – –	35 – –	33 – –	159 – –	
Henry Gill	9	carpenter	1844	95	2 6	11 17 6	– – –	11 17 6	– – –	14	2	1	2	1	2	1	– –	8	2	– –	11	50	15	– –	10	– – –		81 – –	27 – –	28 – –	26 – –	162 – –	
George Davidson	3	labourer	1842	– –	– –	– – –	– – –	– – –	– – –	15	6	1	1	1	3	– –	– –	9	2	4	15	150	100	– –	35	– – –		85 – –	14 – –	30 – –	46 – –	175 – –	squatter.
Thomas Piercy	3	– ditto	1838	100	2 1	10 8 4	5 14 –	– – –	4 14 4	28	16	1	1	2	4	2	2	15	3	4	24	200	200	5	30	6 2		180 – –	90 – –	78 – –	77 – –	425 – –	
John Wightman	6	– ditto	1838	100	2 1	10 8 4	5 14 –	– – –	4 14 4	25	5	1	1	– –	2	2	– –	11	2	3	24	200	200	6	30	– – –		117 – –	27 – –	34 – –	37 – –	215 – –	
John Carmichael	8	turner	1838	100	2 1	10 8 4	5 14 –	– – –	4 14 4	19	2	1	1	– –	1	2	– –	6	3	2	8	150	– –	6	– –	– – –		45 – –	9 – –	21 – –	33 – –	108 – –	
William Grieve	9	labourer	1838	100	2 1	10 8 4	5 14 –	– – –	4 14 4	18	18	1	1	2	2	2	1	12	6	1	16	250	150	15	20	– – –		72 – –	90 – –	47 – –	75 – –	284 – –	
David Cessford	7	– ditto	1838	100	2 1	10 8 4	5 14 –	– – –	4 14 4	22	8	1	1	1	2	– –	– –	5	1	4	5	60	20	– –	24	10 – –		72 – –	5 – –	12 – –	18 – –	107 – –	
Robert Wilson	9	– ditto	1838	88	2 1	9 3 4	4 9 –	– – –	4 14 4	30	20	1	1	1	3	4	1	13	4	7	23	150	180	20	40	– – –		225 – –	45 – –	58 – –	77 – –	405 – –	
William Bell	8	– ditto	1838	100	2 1	10 8 4	5 14 –	– – –	4 14 4	26	9	1	1	1	1	2	– –	6	2	– –	14	140	70	6	30	40 – –		90 – –	14 – –	24 – –	47 – –	175 – –	
Thomas Mowatt	6	miller	1840	100	2 1	10 8 4	5 14 –	– – –	4 14 4	15	8	1	1	1	2	– –	1	7	4	3	6	100	80	2	18	– – –		59 – –	5 – –	36 – –	27 – –	127 – –	
Andrew Darcus	9	shoemaker	1847	100	2 1	10 8 4	5 14 –	– – –	4 14 4	12	8	1	1	1	2	– –	– –	6	1	– –	7	80	15	– –	10	– – –		63 – –	18 – –	11 – –	18 – –	110 – –	
James Cowe	10	labourer	1838	100	2 1	10 8 4	5 14 –	– – –	4 14 4	15	5	1	1	– –	2	2	– –	12	1	2	13	80	40	7	– –	– – –		63 – –	7 – –	31 – –	32 – –	133 – –	bought the claim of A.
John Nesbit	5	carpenter	1841	100	2 1	10 8 4	5 14 –	– – –	4 14 4	20	20	1	– –	1	3	2	2	15	2	3	20	200	100	– –	20	20 6		225 – –	32 – –	59 – –	50 – –	366 – –	Montgomery, for 81 l.
William Darcus	7	weaver	1846	100	2 6	12 10 –	– – –	3 2 6	9 7 6	4	– –	– –	– –	– –	1	2	1	6	1	1	2	100	50	– –	50	– – –		36 – –	– – –	27 – –	18 – –	81 – –	
Alexander Hay	3	labourer	1844	– –	– –	– – –	– – –	– – –	– – –	6	2	1	1	1	2	1	– –	– –	1	– –	4	100	50	– –	36	– – –		36 – –	23 – –	18 – –	22 – –	99 – –	squatter.
Robert Burrell	4	– ditto	1846	– –	– –	– – –	– – –	– – –	– – –	10	– –	1	1	– –	1	– –	– –	– –	2	– –	3	100	60	– –	40	– – –		36 – –	14 – –	7 – –	21 – –	78 – –	squatter.
George Cockburn	5	– ditto	1842	– –	– –	– – –	– – –	– – –	– – –	14	6	1	1	1	2	2	– –	8	2	2	9	170	150	– –	30	– – –		63 – –	18 – –	27 – –	30 – –	138 – –	squatter.
John Scott	1	carpenter	1842	100	2 1	10 8 4	5 14 –	– – –	4 14 4	11	2	1	1	1	2	– –	– –	2	3	2	4	150	50	5	40	– – –		41 – –	7 – –	9 – –	27 – –	84 – –	
Luke Craigs	6	labourer	1842	– –	– –	– – –	– – –	– – –	– – –	17	3	1	1	– –	5	2	– –	10	2	3	9	200	160	– –	15	10 – –		50 – –	14 – –	39 – –	42 – –	145 – –	squatter.
James Swan	6	– ditto	1840	– –	– –	– – –	– – –	– – –	– – –	26	4	1	1	– –	2	2	– –	9	2	3	19	200	150	– –	70	15 – –		72 – –	14 – –	34 – –	56 – –	176 – –	squatter.
Thomas Briggs	7	mason	1840	– –	– –	– – –	– – –	– – –	– – –	24	6	1	1	1	2	2	– –	12	2	2	19	200	150	– –	50	60 – –		90 – –	14 – –	34 – –	68 – –	206 – –	squatter.
Thomas Piercy, jun.	1	labourer	1846	100	2 6	12 10 –	– – –	3 2 6	9 7 6	12	– –	– –	– –	– –	1	– –	1	3	– –	1	2	– –	– –	– –	– –	– – –		45 – –	– – –	25 – –	4 – –	74 – –	
Thomas Speedy	7	– ditto	1843	– –	– –	– – –	– – –	– – –	– – –	12	– –	1	1	1	2	2	– –	– –	2	2	5	140	100	6	40	– – –		45 – –	32 – –	25 – –	39 – –	141 – –	squatter.
James Little	2	– ditto	1840	100	2 6	12 10 –	– – –	12 10 –	– – –	35	5	1	1	– –	1	– –	– –	6	3	3	22	200	100	– –	30	– – –		90 – –	23 – –	15 – –	66 – –	194 – –	
William Little	2	– ditto	1840	100	2 6	12 10 –	– – –	12 10 –	– – –	26½	19	1	2	2	5	– –	1	15	2	6	30	200	300	10	– –	30 – –		26 – –	81 – –	68 – –	99 – –	374 – –	
Matthew Little	1	– ditto	1840	150	2 6	18 15 –	– – –	18 15 –	– – –	26½	19	1	2	1	7	– –	1	– –	1	7	30	200	300	10	– –	– – –		180 – –	81 – –	68 – –	99 – –	428 – –	
David Little	4	– ditto	1840	200	2 6	25 – –	– – –	25 – –	– – –	26½	19	1	1	1	2	2	2	16	4	5	30	20	250	15	– –	– – –		180 – –	81 – –	68 – –	99 – –	428 – –	
Matthew Chambers	3	ship carpenter	1845	– –	– –	– – –	– – –	– – –	– – –	6	– –	1	1	– –	1	– –	– –	– –	1	1	2	150	70	6	20	– – –		127 – –	9 – –	7 – –	20 – –	63 – –	squatter.
John Hewan	4	labourer	1841	100	2 6	12 10 –	– – –	3 2 6	9 7 6	20	4	1	1	1	2	1	1	5	2	3	14	100	200	6	40	– – –		71 – –	14 – –	39 – –	58 – –	182 – –	
Nichol Lister	9	weaver	1843	100	2 6	12 10 –	– – –	6 5 –	6 5 –	12	6	1	1	– –	3	2	– –	10	3	3	10	100	150	10	10	– – –		70 – –	27 – –	27 – –	42 – –	166 – –	
Robert Piercy	4	labourer	1842	– –	– –	– – –	– – –	– – –	– – –	21	4	1	1	1	1	– –	1	2	2	5	14	200	300	8	90	12 – –		72 – –	27 – –	16 – –	57 – –	172 – –	squatter.
William Messer	8	– ditto	1843	100	2 1	10 8 4	5 14 –	– – –	4 14 4	7	2	1	1	– –	2	3	2	5	– –	1	7	100	30	– –	– –	2 – –		54 – –	8 – –	42 – –	32 – –	136 – –	
John Moffit	5	– ditto	1842	– –	– –	– – –	– – –	– – –	– – –	21	4	1	1	2	4	– –	1	7	2	4	16	150	300	10	80	12 – –		72 – –	27 – –	39 – –	71 – –	209 – –	squatter.
John B. Nesbit	1	– ditto	1843	100	2 6	12 10 –	– – –	6 5 –	6 5 –	6	– –	– –	– –	– –	1	– –	– –	– –	1	– –	9	50	50	– –	10	– – –		54 – –	– – –	5 – –	18 – –	77 – –	
William Robinson	3	– ditto	1839	– –	– –	– – –	– – –	– – –	– – –	17	12	1	1	– –	2	– –	1	7	– –	3	10	100	120	5	25	10 – –		63 – –	14 – –	29 – –	31 – –	137 – –	squatter.
George Nesbit	5	– ditto	1840	– –	– –	– – –	– – –	– – –	– – –	20	5	1	1	1	2	2	– –	7	4	3	20	200	120	10	26	40 – –		81 – –	27 – –	27 – –	54 – –	189 – –	squatter.
Robert Temple	3	– ditto	1841	– –	– –	– – –	– – –	– – –	– – –	16	5	1	1	1	1	2	– –	7	4	4	16	200	100	15	30	20 – –		63 – –	27 – –	23 – –	41 – –	154 – –	squatter.
George Embleton	7	carpenter	1841	– –	– –	– – –	– – –	– – –	– – –	10	4	1	1	– –	1	– –	– –	11	2	3	8	200	70	10	25	20 – –		63 – –	18 – –	19 – –	36 – –	136 – –	squatter.
Edward Runchman	3	labourer	1841	– –	– –	– – –	– – –	– – –	– – –	12	2	1	1	1	1	– –	– –	– –	2	1	9	200	80	10	25	30 – –		45 – –	18 – –	9 – –	40 – –	112 – –	squatter.
William Paterson	5	– ditto	1841	– –	– –	– – –	– – –	– – –	– – –	20	10	1	1	– –	2	– –	2	2	3	4	15	150	140	– –	20	20 – –		81 – –	24 – –	32 – –	52 – –	189 – –	squatter.
Robert Taite	2	– ditto	1841	– –	– –	– – –	– – –	– – –	– – –	15	5	– –	1	1	1	– –	– –	4	2	1	5	100	40	– –	15	– – –		54 – –	9 – –	13 – –	18 – –	94 – –	squatter.
Thomas Brown	1	– ditto	1841	– –	– –	– – –	– – –	– – –	– – –	20	3	1	1	– –	– –	2	– –	2	1	– –	13	200	60	5	15	40 – –		54 – –	18 – –	36 – –	124 – –	squatter.
TOTALS	278	– – –	– – –	3,409	– –	378 19 2	127 7 –	107 4 4	144 7 10	925½	403	48	52	42	110	61	31	395	122	132	581	7,720	6,000	259	1,361	417	18	4,483 – –	1,267 – –	1,721 – –	2,331 – –	9,802 – –	
Settlers, 52.	Souls.			Acres Allotted.	Rate per Acre.	Amount.	Paid in Labour.	Paid in Cash.	Still Due.	Acres Arable.	Acres Pasture.	Dwelling-houses.	Barns.	Other Outhouses.	Cows.	Oxen.	Horses.	Sheep.	Swine.	Young Cattle.	Tons Hay & Straw.	Bushels Potatoes.	Bushels Oats.	Bushels Wheat.	Other Grain.	Bushels Turnips.	Other Roots.	Value of Cleared Land.	Value of Buildings.	Value of Stock.	Value of Crop.	GRAND TOTAL.	

Average Scale of Rates, at which the Valuations have been made:—

Cleared land	67/6 per acre.	Oats	1/10 per bushel.
Hay	45/0 „ ton.	Buckwheat	3/2 „ „
Wheat	6/9 „ bushel.	Turnips	0/8 „ „
Rye	5/6 „ „	Cows	90/0 each.
Barley	4/6 „ „	Sheep	12/6 „

N.B.—The uncleared land not included in the Valuation.

The Harvey Settlement lies about 28 miles south-west from Fredericton, on the Great Road to St. Andrew's. There are no churches in it, nor lands reserved for that purpose. Two schools. One grist mill.* The produce raised is partly carried to Fredericton, and partly sold to Lumberers. There are about 10,000 acres of vacant unsold Crown land at no great distance from this Settlement. Amount expended by Government on roads in this settlement, 168 *l.* 2 *s.* 11 *d.*; besides a proportion of Great Road Money. Pecuniary advances to the amount of 737 *l.* 13 *s.* 4 *d.*, were made by Government to the Harvey settlers in the years 1838, 1839 and 1840. Repayment has never been required.

Thos. Baillie, S. Gen^l.

* The settlers carry their grain to an excellent grist-mill, built by John Ross, on Garden's Creek in 1844, only a few miles distant; it is so situated, that it can be kept in operation at all seasons.

HARVEY SETTLEMENT.

COMPARATIVE STATEMENT FOR THE YEARS 1843 AND 1847.
(The Rates and Valuations are expressed in Sterling.)

NAMES.	Cleared Land.		Value of Improvements, Crop, Stock, &c.		REMARKS.
	1843.	1847.	1843.	1847.	
			£. s. d.	£. s. d.	
William Embleton -	13	30	54 – –	145 – –	
James Mowatt - -	23	30	90 – –	146 – –	
Thomas Herbert -	37	36	139 10 –	200 – –	
John Cockburn - -	44	55	162 – –	640 – –	
David Cessford - -	17½	30	106 4 –	107 – –	has been afflicted with sickness.
John Thomson - -	19½	24	90 – –	171 – –	
Robert Wilson - -	40	50	148 10 –	405 – –	
Henry Craigs - -	32	40	135 – –	245 – –	
William Bell - -	18	35	117 – –	175 – –	
Thomas Mowatt -	16	23	82 16 –	127 – –	
James Nesbit - -	26½	30	135 – –	141 – –	now owned by J Kilpatrick.
Alexander Hay - -	17	22	90 – –	239 – –	
Andrew Montgomery -	14½	20	135 – –	110 – –	now owned by A. Darcus.
Matthew Piercy - -	25	30	121 10 –	138 – –	
James Cowe - -	24	20	113 8 –	133 – –	
Thomas Kay - -	13½	21	65 14 –	159 – –	
George Davidson -	10	21	67 19 –	175 – –	
John Scott - -	15	13	81 9 –	84 – –	
Thomas Piercy - -	22	44	162 9 –	425 – –	
John Carmichael -	12	21	82 16 –	108 – –	
John Wightman -	15½	30	121 10 –	215 – –	
John Nesbit - -	25	40	117 – –	366 – –	
Robert Tait - -	13	20	63 – –	94 – –	
William Patterson -	21	30	108 – –	189 – –	
William Robison -	20	29	117 – –	137 – –	
George Embleton -	6	14	64 16 –	136 – –	
James Swan - -	14	30	90 – –	176 – –	
Thomas Briggs - -	15	30	90 – –	206 – –	
Matthew Little - -	31	45½	134 2 –	428 – –	
James Little - -	12½	40	81 – –	194 – –	
William Little - -	28	45½	119 14 –	374 – –	
David Little - -	23½	45½	124 4 –	428 – –	
J. Henghan - -	5	24	57 12 –	182 – –	
Luke Craigs - -	7	20	45 – –	145 – –	
John Moffatt - -	7	25	45 – –	209 – –	
Thomas Brown - -	10	23	45 – –	124 – –	
Henry Gill - -	15	16	135 – –	162 – –	
Add, for other Settlers, who have begun since 1843 - - -	- -	226	- - -	1,964 – –	
TOTALS - -	708	1,328	3,738 3 –	9,802 – –	
		708		3,738 3 –	
Increase in 4 years - -		620 Acres - -		£. 6,063 17 –	in Value.
		being 87 p'cent.		being 162 p'cent.	

Crown Land Office,
7 August 1847.

Thos. Baillie,
Surveyor Genl.

STATISTICAL RETURN of the CORK SETTLEMENT for the Year 1847. (The Rates and Valuations are expressed in Sterling.)

NAMES.	Families.	Trade, independent of the Occupation of Land.	Year in which he commenced Settlement.	Quantity allotted, and Original Cost, at 2s. 6d. per Acre.		Amount Paid:		Amount Still Due.	Acres Land Cleared.		Fixed Property.			STOCK.						CROP.							Present Estimated Value of Land and Improvements.		Estimated Value of Stock.	Estimated Value of Crop.	Total Value of Crop, Stock, Land and Improvements.	OBSERVATIONS.
				Acres.	Amount.	In Labour.	In Cash.		Arable.	Pasture.	Dwelling-houses.	Barns.	Other Out-houses.	Cows.	Oxen.	Horses.	Sheep.	Swine.	Young Cattle.	Tons of Hay and Straw.	Bushels Potatoes.	Bushels Oats.	Bushels Wheat.	Bushels Barley and Buck-wheat.	Bushels Turnips.	Bushels other Roots.	Lands.	Buildings.				
					£. s. d.	£. s. d.	£. s. d.	£. s. d.																			£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
Timothy Daly	4	labourer	1842	50	6 5 –	– – –	– 17 –	5 8 –	9	1	1	1	1	1	–	–	1	–	–	1	1	6	150	80	–	–	10	30	– –	63 – –	9 – –	20 15 –	30 5 –	123 – –	bond.
John Russell	3	- ditto	1842	50	6 5 –	– – –	1 14 –	4 11 –	20	2	1	1	1	1	–	–	1	–	–	4	–	–	13	150	80	6	10	1	– –	108 – –	18 – –	23 10 –	42 10 –	192 – –	bond.
Jeremiah Coughlan	6	- ditto	1842	50	6 5 –	– – –	1 5 6	4 19 6	19	1	1	1	1	2	–	–	–	3	4	4	11	300	150	–	–	30	60	– –	103 – –	13 10 –	19 – –	59 – –	199 10 –	bond.
Timothy Daly, 2d	6	- ditto	1842	50	6 5 –	– – –	– 8 6	5 16 6	22	1	1	1	2	2	2	–	–	–	3	–	13	150	120	–	–	20	50	– –	108 – –	18 – –	18 – –	50 10 –	194 10 –	bond.
John Kingston	8	- ditto	1842	50	6 5 –	– – –	– 17 –	5 8 –	15	2	1	1	1	3	–	–	–	–	5	–	9	300	100	–	–	50	100	– –	90 – –	9 – –	17 – –	50 10 –	166 10 –	bond.
Daniel Sulivan	6	- ditto	1842	50	6 5 –	– – –	1 5 6	4 19 6	16	1	1	1	3	2	–	–	–	4	4	1	9	200	150	–	–	10	100	– –	108 – –	10 15 –	14 10 –	50 – –	183 5 –	bond.
John M'Cuddy	6	- ditto	1842	50	6 5 –	– – –	– 8 6	5 16 6	17	1	1	1	1	1	–	–	–	–	2	1	11	200	100	–	–	10	60	– –	117 – –	9 – –	10 15 –	47 15 –	184 10 –	bond.
Edward Connors	6	- ditto	1842	50	6 5 –	– – –	– 17 –	5 8 –	15	1	1	1	–	–	–	–	2	2	1	5	200	100	–	–	10	50	– –	90 – –	4 10 –	12 10 –	36 – –	143 – –	bond.
John Barry	6	- ditto	1842	50	6 5 –	– – –	1 5 6	4 19 6	20	1	1	1	1	2	–	–	–	–	2	2	12	400	150	–	–	–	50	– –	117 – –	9 – –	13 10 –	59 – –	198 10 –	bond.
John Driscol	5	- ditto	1842	50	6 5 –	– – –	6 5 –	– – –	18	2	1	– –	1	2	–	–	–	–	2	1	8	150	100	–	–	10	100	– –	72 – –	10 15 –	12 10 –	41 10 –	136 15 –	
John Donahue	7	- ditto	1847	50	6 5 –	– – –	1 14 –	4 11 –	3	– –	1	– –	– –	– –	– –	– –	– –	– –	– –	– –	–	150	– –	–	–	10	20	– –	45 – –	4 10 –	– – –	12 10 –	62 – –	bond from J. Donovan.
Daniel Coughlin	8	- ditto	1842	50	6 5 –	– – –	– 17 –	5 8 –	14	1	1	2	2	2	–	–	–	–	4	1	9	250	100	–	–	15	60	– –	72 – –	13 10 –	14 10 –	27 – –	127 – –	bond.
James Driscal	3	- ditto	1842	50	6 5 –	– – –	– 8 6	5 16 6	18	– –	1	1	1	1	–	–	–	–	2	–	9	150	80	–	–	10	150	– –	81 – –	13 10 –	7 5 –	44 15 –	146 10 –	bond.
Daniel Hurley	6	- ditto	1843	50	6 5 –	– – –	1 5 6	4 19 6	14	1	1	1	2	1	–	–	1	5	4	–	5	150	100	6	9	15	– –	72 – –	10 15 –	16 5 –	32 10 –	131 10 –	bond.
Michael Maloney	5	- ditto	1842	50	6 5 –	– – –	1 14 –	4 11 –	18	– –	1	1	1	2	–	–	–	–	–	3	8	150	100	–	–	–	– –	72 – –	9 – –	16 5 –	31 10 –	128 15 –	bond.
Miles O'Leary	7	- ditto	1844	50	6 5 –	– – –	– 8 6	5 16 6	7	– –	1	– –	– –	– –	– –	– –	– –	– –	3	– –	2	120	10	–	–	10	5	– –	27 – –	2 15 –	– 13 6	13 10 –	43 18 6	
Henry Winn	2	- ditto	1842	50	6 5 –	– – –	1 5 6	4 19 6	6	3	–	–	–	–	–	–	–	–	–	–	4	–	–	–	–	–	–	– –	36 – –	– – –	– – –	6 6 –	42 6 –	bond.
Timothy O'Leary	2	- ditto	1847	50	6 5 –	– – –	1 14 –	4 11 –	2	– –	–	–	–	–	–	–	–	–	–	1	– –	80	80	–	–	15	10	– –	36 – –	– – –	– 9 –	15 6 –	51 15 –	
George Winn	1	- ditto	1842	50	6 5 –	– – –	1 5 6	4 19 6	9	– –	1	1	– –	2	–	–	–	–	2	–	3	120	30	–	–	–	15	– –	45 – –	9 – –	13 10 –	17 – –	84 10 –	bond.
John O'Brian	4	- ditto	1842	50	6 5 –	– – –	– 17 –	5 8 –	9	– –	1	–	2	–	–	–	–	3	1	–	3	120	50	–	–	6	20	– –	45 – –	5 10 –	1 15 –	20 5 –	72 10 –	bond.
Denis Rearden	6	- ditto	1842	50	6 5 –	– – –	– 17 –	5 8 –	10	1	1	– –	1	1	–	–	–	–	2	1	4	200	50	–	–	20	30	– –	54 – –	4 10 –	7 5 –	29 15 –	85 10 –	bond.
John Maloney	7	- ditto	1842	50	6 5 –	– – –	– 8 6	5 16 6	11	1	1	1	2	2	–	–	–	–	2	3	5	200	90	–	–	12	30	– –	63 – –	9 – –	12 10 –	33 5 –	117 15 –	bond.
Daniel O'Brian	4	- ditto	1842	50	6 5 –	– – –	– 17 –	5 8 –	7	– –	–	–	1	–	–	–	–	4	–	–	3	140	30	–	–	–	20	– –	54 – –	3 12 –	10 15 –	19 18 –	88 5 –	bond.
Owen Smith	4	- ditto	1842	–	– – –	– – –	– – –	– – –	20	1	1	1	2	1	–	–	1	–	3	4	7	200	100	–	–	20	20	– –	90 – –	9 – –	28 15 –	34 15 –	162 10 –	
James Gorman	4	- ditto	1842	50	6 5 –	– – –	– 17 –	5 8 –	22	1	2	1	2	3	–	–	–	–	4	3	11	250	100	–	–	–	100	– –	90 – –	9 – –	34 5 –	49 10 –	182 15 –	bond.
Jeremiah Crowley	6	- ditto	1842	50	6 5 –	– – –	– 17 –	5 8 –	17	3	1	1	2	2	–	–	–	–	2	1	10	200	80	–	–	10	60	– –	72 – –	9 – –	29 15 –	42 5 –	153 – –	bond.
Michael Crowley	4	- ditto	1843	50	6 5 –	– – –	– 17 –	5 8 –	7	1	1	1	1	2	–	–	–	–	3	2	4	150	80	–	–	10	– –	– –	29 15 –	9 – –	13 10 –	24 5 –	76 10 –	
David Scanlin	4	- ditto	1842	50	6 5 –	– – –	1 5 6	4 19 6	17	– –	1	1	1	2	–	–	–	–	–	1	6	250	100	–	–	–	30	– –	90 – –	9 – –	9 – –	36 – –	144 – –	bond.
Daniel Murphy	4	- ditto	1847	50	6 5 –	– – –	6 5 –	– – –	4	– –	1	– –	– –	– –	– –	– –	– –	1	– –	– –	–	150	50	–	–	8	5	– –	63 – –	4 10 –	– 9 –	16 5 –	84 4 –	
Daniel O'Donnel	4	- ditto	1846	50	6 5 –	– – –	1 5 6	4 19 6	7	– –	–	–	–	–	–	–	–	–	–	5	–	–	–	–	–	–	–	– –	54 – –	4 10 –	– – –	9 – –	67 10 –	bond from C. Clancey.
Michael O'Brian	4	- ditto	1842	50	6 5 –	– – –	– 17 –	5 8 –	5	– –	1	1	1	–	–	–	–	–	–	–	3	–	–	–	–	–	–	– –	45 – –	9 – –	– – –	5 10 –	59 10 –	bond.
James Caley	3	- ditto	1842	50	6 5 –	– – –	– 17 –	5 8 –	10	1	1	1	1	–	–	–	–	–	–	–	4	150	120	20	20	1	3	54 – –	9 – –	4 – –	30 5 –	97 5 –	bond.
James Crane	3	- ditto	1842	50	6 5 –	– – –	1 5 6	4 19 6	19	1	1	1	2	–	–	–	–	4	2	10	250	150	–	–	40	40	– –	90 – –	7 5 –	9 – –	10 – –	116 5 –	bond.
Michael Sulivan	4	- ditto	1842	50	6 5 –	– – –	– 17 –	5 8 –	20	2	1	1	2	–	–	1	–	1	2	11	250	140	–	–	60	50	– –	117 – –	9 – –	27 – –	58 10 –	211 10 –	bond from J. Sullivan.
Anthony Kennedy	6	- ditto	1846	50	6 5 –	– – –	1 5 6	4 19 6	10	1	1	1	–	–	–	–	–	1	–	5	250	90	–	30	40	– –	81 – –	4 10 –	18 – –	39 10 –	143 – –	bond from R. Davis.
chard Davis	6	- ditto	1843	50	6 5 –	– – –	2 2 6	4 2 6	18	2	1	1	–	–	–	–	1	4	1	–	11	200	100	8	35	40	– –	99 – –	9 – –	33 15 –	51 5 –	193 – –	bond from M. Sullivan.
James M'Mann	9	schoolmaster	1843	50	6 5 –	– – –	– 17 –	5 8 –	9	1	–	–	–	–	–	–	–	–	1	4	100	40	4	10	–	–	–	22 10 –	4 10 –	5 15 –	19 – –	51 15 –	bond from D. Donovan.
TOTALS	179	- - -	- - -	1,800	225 – –	– – –	48 5 –	176 – –	484	35	32	28	37	41	2	6	19	73	41	243	6,430	3,000	44	510	1,402	3	2,689 5 –	303 7 –	477 6 6	1,196 10 –	4,666 8 6	
Settlers, 37.	Souls.			Acres allotted.*	Amount.	Paid in Labour.	Paid in Cash.	Still due.	Acres, Arable.	Acres, Pasture.	Dwelling houses.	Barns.	Other Outhouses.	Cows.	Oxen.	Horses.	Sheep.	Swine.	Young Cattle.	Tons Hay & Straw.	Bushels, Potatoes.	Bushels Oats.	Bushels Wheat.	Other Grain.	Bushels Turnips.	Other Roots.	Value of Land.†	Value of Buildings.	Value of Stock.	Value of Crop.	TOTALS.	

* 1,800 acres reserved and attached, in addition to the above, making a total of 3,600 acres.

The Cork (or Teetotal) Settlement, lies about 25 miles south-west from Fredericton, only a few miles distant from the Great Road to St. Andrew's. There are 40 acres reserved for School and 30 acres for Church. A School-house has been erected, but no Church. There is one grist-mill. A part of the surplus produce is carried to Fredericton, and the remainder sold to Lumberers. There are about 10,000 acres of vacant unsold Crown Land adjoining. Amount expended by Government on roads, 510*l.*, the work being done by the Settlers.

† In the Amounts given in this Column, the valuations of the wilderness, or uncleared parts of each Lot, are included; viz. 519 cleared acres at 72*s.*, 1,868*l.* 8*s*; and 3,081 acres uncleared, at 5*s.* 4*d.* The Regulations of 2d December 1842, under which the above Lands were sold, are published in the "Further Papers relative to Emigration," presented to Parliament June 1847, page 22.

The settlers carry their grain to an excellent grist-mill, built by John Ross, on Garden's Creek in 1844, only a few miles distant. It is so situated that it can be kept in operation at all seasons.

Average Scale of Rates at which the Valuations have been made.—Cleared Land, 72*s.* per acre; Hay, 45*s.* per ton; Wheat, 6*s.* 9*d.* per bushel; Rye, 5*s.* 6*d.* per bushel; Barley, 4*s.* 6*d* per bushel; Oats, 1*s.* 10*d.* per bushel; Buck-wheat, 3*s.* 2*d.* per bushel; Turnips, 8*d.* per bushel; Cows, 90*s.* each; Sheep, 12*s.* 6*d.* each.

Tho. Baillie, Sur. Gen^l.

STATISTICAL

STATISTICAL RETURN of the MECHANICS' SETTLEMENT, for the Year 1847. (The Rates and Valuations are expressed in Sterling.)

NAMES.	Family.	Trade, independent of the Occupation of Land.	Year in which he commenced Settlement.	Quantity Allotted, and Original Cost, at 2 s. 6 d. per Acre.		Amount Paid:		Amount still Due.	Acres Land Cleared.		Fixed Property.			STOCK.						CROP.						Present Estimated Value of Land and Improvements.		Estimated Value of Stock.	Estimated Value of Crop.	Total Value of Crop, Stock, Land and Improvements.	OBSERVATIONS.
				Acres.	Amount.	In Labour.	In Cash.		Arable.	Pasture.	Dwelling-houses.	Barns.	Other Outhouses.	Cows.	Oxen.	Horses.	Sheep.	Swine.	Young Cattle.	Tons Hay and Straw.	Bushels Potatoes.	Bushels Oats.	Bushels Wheat.	Bushels Barley and Buck-wheat.	Bushels Turnips.	Bushels other Roots.	Lands.	Buildings.				
					£. s. d.	£. s. d.	£. s. d.	£. s. d.																		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
Alexander Moore*	6	miller	1843	200	25 – –	– – –	25 – –	– – –	14	8	1	1	1	2	–	1	5	5	1	11	300	60	12	75	–	23	38 – –	160 – –	32 – –	66 – –	296 – –	* See note below (value, exclusive of his mill.)
Edward Chambers	1	labourer	1845	200	25 – –	– – –	25 – –	– – –	5	4	–	–	–	–	–	–	–	–	–	4	200	–	–	–	–	–	11 – –	– – –	– – –	23 – –	34 – –	
Titus Bunnell	1	– ditto –	1842	50	6 5 –	– – –	– 17 –	5 8 –	7	7	–	–	–	–	–	–	–	–	–	4	–	90	–	–	–	–	23 – –	– – –	– – –	18 – –	41 – –	
William Taylor	9	– ditto –	1842	50	6 5 –	– – –	1 5 6	4 19 6	3	5½	1	–	–	–	–	–	–	–	–	3	–	–	–	–	–	–	11 – –	7 – –	– – –	7 – –	25 – –	bond.
William Graves, jun.	2	– ditto –	1845	–	– – –	– – –	– – –	– – –	7½	½	1	1	–	1	–	–	–	–	–	0½	200	–	–	–	–	–	20 – –	9 – –	14 – –	15 – –	58 – –	squatter.
Daniel Bunnell	2	– ditto –	1845	100	12 10 –	– – –	2 11 –	9 19 –	13	9	1	–	–	1	–	1	–	–	–	–	150	–	–	–	–	–	43 – –	14 – –	19 – –	11 – –	87 – –	bond from self for 50 acres, and from J. Werm for 50 acres.
Daniel Jones	1	cartman	1842	100	12 10 –	– – –	2 11 –	9 19 –	11	8	1	1	–	1	2	–	–	5	2	9	–	–	–	–	–	–	30 – –	33 – –	31 – –	20 – –	114 – –	bond from self for 50 acres, and from D. Jones, jun., for 50 acres.
William Hall	1	labourer	1842	150	18 15 –	– – –	4 5 –	14 10 –	15	11½	–	–	–	–	–	–	–	–	–	9	400	70	30	50	–	–	44 – –	– – –	– – –	65 – –	109 – –	bond.
Benjamin Bell	7	shoemaker	1841	50	6 5 –	– – –	– 8 6	5 16 6	17	11	1	1	–	1	–	–	–	2	1	11	200	30	–	100	150	–	46 – –	14 – –	7 – –	61 – –	128 – –	bond.
E. Y. W. Betts	1	carpenter	1841	100	12 10 –	– – –	2 11 –	9 19 –	15	8½	1	1	1	–	–	–	–	–	1	8½	200	30	–	180	100	–	41 – –	50 – –	– – –	66 – –	157 – –	bond for 50 acres.
Henry Campbell	1	– ditto –	1842	50	6 5 –	– – –	1 14 –	4 11 –	19	16	1	1	–	2	–	1	6	2	–	13	200	30	10	90	–	–	73 – –	34 – –	36 – –	59 – –	202 – –	bond.
John Sexton	4	labourer	1847	50	6 5 –	– – –	2 11 –	3 14 –	7	3½	1	–	–	1	–	–	–	4	–	–	200	30	3	45	–	–	15 – –	47 – –	8 – –	26 – –	96 – –	
Riley Graves	2	– ditto –	1844	50	6 5 –	– – –	– 8 6	5 16 6	8	4	1	1	–	1	–	–	–	3	–	4	400	–	–	60	–	–	22 – –	11 – –	10 – –	36 – –	79 – –	bond from D. Sullivan.
Richard Budd	5	– ditto –	1842	–	– – –	– – –	– – –	– – –	12	3	1	1	–	1	–	–	–	4	2	3	300	45	–	90	–	–	33 – –	14 – –	14 – –	58 – –	119 – –	squatter.
William Graves, sen.	6	– ditto –	1841	100	12 10 –	– – –	12 10 –	– – –	26	13½	1	1	–	1	–	1	–	5	1	13½	400	30	10	100	200	–	70 – –	112 – –	21 – –	84 – –	287 – –	
Reuben Graves	1	– ditto –	1842	–	– – –	– – –	– – –	– – –	6	5	1	–	–	–	–	–	–	–	–	5	–	–	10	–	–	–	16 – –	5 – –	– – –	10 – –	31 – –	squatter.
Albert Graves	1	– ditto –	1842	–	– – –	– – –	– – –	– – –	2	1	–	–	–	–	–	–	–	–	–	1	200	–	–	–	–	–	6 – –	– – –	– – –	16 – –	22 – –	squatter.
Benjamin Dowling	1	pedlar	1842	100	12 10 –	– – –	3 8 –	9 2 –	31	15	1	1	–	3	2	1	–	6	4	21	300	75	10	240	200	15	84 – –	23 – –	36 – –	101 – –	244 – –	bond from self for 50 acres, and from W. Dowling for 50 acres.
James Gifford, sen.	8	labourer	1847	150	18 15 –	– – –	2 2 6	16 12 6	2½	7½	–	–	–	2	–	–	1	–	6	2½	–	–	–	–	–	–	10 – –	– – –	30 – –	6 – –	46 – –	bond from D. Collins for 50 acres.
George M'Gee	9	– ditto –	1842	50	6 5 –	– – –	1 5 6	4 19 6	20	10	–	–	–	1	3	1	9	6	1	12	200	90	10	75	200	15	54 – –	18 – –	30 – –	71 – –	173 – –	bond.
James M'Cauley, sen.	4	– ditto –	1842	50	6 5 –	– – –	– 17 –	5 8 –	20	8½	1	1	–	–	–	–	–	–	–	10	–	30	5	60	–	–	54 – –	8 – –	– – –	34 – –	96 – –	bond.
James M'Gee, jun.	3	– ditto –	1842	50	6 5 –	– – –	– 17 –	5 8 –	10	5	–	–	1	–	–	–	–	–	–	5	–	–	–	30	–	–	27 – –	– – –	– – –	10 – –	37 – –	bond from James M'Cawley, jun.
William Banaster	7	– ditto –	1842	50	6 5 –	– – –	1 14 –	4 11 –	12	6	1	1	–	1	2	1	3	3	–	7½	200	30	–	70	100	–	32 – –	12 – –	29 – –	48 – –	121 – –	bond from Isaac Johnston.
Donald M'Donald	1	– ditto –	1842	100	12 10 –	– – –	12 10 –	– – –	10	– –	1	1	–	–	–	–	–	–	–	10	–	–	–	–	–	–	27 – –	18 – –	– – –	23 – –	68 – –	
John Robinson	10	– ditto –	1842	–	– – –	– – –	– – –	– – –	30	27	1	1	–	–	–	–	1	6	3	27	–	–	–	70	–	–	81 – –	11 – –	23 – –	83 – –	198 – –	squatter; bought the claim of R. Stiles to this lot for 90l.
Joshua Jonah	1	– ditto –	1842	–	– – –	– – –	– – –	– – –	30	21	1	1	–	–	2	–	–	4	2	–	–	–	not estimated	–	–	–	81 – –	20 – –	27 – –	90 – –	218 – –	squatter.
William Hayward	5	– ditto –	1842	150	18 15 –	– – –	4 5 –	14 10 –	28	18	1	1	–	–	–	–	–	–	–	15	100	60	–	70	–	–	75 – –	113 – –	27 – –	60 – –	275 – –	bought the claim of Thomas Furnas to this farm for 270l.
John Furnis	1	– ditto –	1842	50	6 5 –	– – –	1 5 6	4 19 6	6	– –	1	–	–	–	–	–	–	–	–	2	–	–	–	–	–	–	17 – –	7 – –	– – –	5 – –	29 – –	bond from Thomas Furnas, jun.
Patrick Malone	9	– ditto –	1842	100	12 10 –	– – –	3 8 –	9 2 –	20	22	–	–	–	–	–	–	–	–	–	16	–	–	–	–	–	–	64 – –	– – –	– – –	36 – –	100 – –	bond from Jessie Hayward.
Patrick Swift	4	– ditto –	1841	–	– – –	– – –	– – –	– – –	20	10	1	1	–	2	–	1	3	1	–	14	200	–	70	60	–	–	54 – –	36 – –	20 – –	59 – –	169 – –	squatter.
James Curraher	11	– ditto –	1842	50	6 5 –	– – –	– 8 6	5 16 6	20	6	1	1	–	1	–	1	3	–	5	8	200	30	10	150	–	–	54 – –	14 – –	25 – –	59 – –	152 – –	bond from Thomas Edwards.
Jesse Hayward	6	– ditto –	1842	100	12 10 –	– – –	3 8 –	9 2 –	23	12	1	1	–	2	–	–	2	–	–	12	200	–	–	150	–	–	72 – –	23 – –	11 – –	72 – –	178 – –	bond from James L. Babcock.
Michael Laden	2	– ditto –	1842	50	6 5 –	– – –	– 17 –	5 8 –	8	2	1	1	–	4	–	1	–	2	–	5	400	62	–	60	–	–	22 – –	2 – –	25 – –	51 – –	100 – –	bond from Pierce Hamilton.
Thomas Swift	1	– ditto –	1842	–	– – –	– – –	– – –	– – –	3	– –	1	–	–	–	–	–	–	–	–	–	200	–	–	–	–	–	9 – –	2 – –	– – –	14 – –	25 – –	squatter.
Samuel Cleaveland	6	– ditto –	1842	150	18 15 –	– – –	6 7 6	12 7 6	34	15	1	1	–	1	3	1	2	3	–	22	500	90	10	240	545	–	92 – –	36 – –	34 – –	139 – –	301 – –	bond from Elias Cleveland for 50 acres.
John Martin	1	– ditto –	1842	50	6 5 –	– – –	– 17 –	5 8 –	20	14	1	1	–	2	–	–	1	–	1	15	250	15	–	150	–	–	54 – –	9 – –	21 – –	75 – –	159 – –	
Isaac Cleaveland, sen.	1	– ditto –	1842	50	6 5 –	– – –	– 17 –	5 8 –	7	3	1	–	–	2	–	–	–	6	3	6	200	60	–	30	–	–	19 – –	23 – –	17 – –	34 – –	93 – –	bond.
Joseph Yeamans	6	– ditto –	1842	–	– – –	– – –	– – –	– – –	20	3	1	1	–	2	2	–	–	–	10	6	600	60	10	60	100	–	54 – –	13 – –	36 – –	72 – –	175 – –	squatter.
Joseph Potts	1	rigger	1842	100	12 10 –	– – –	2 2 6	10 7	25	8	1	1	–	1	–	–	–	5	2	11	225	60	–	90	–	–	68 – –	40 – –	10 – –	56 – –	174 – –	bond from Thomas Potts for 50 acres.
John Spragg	1	labourer	1842	100	12 10 –	– – –	12 10 –	– – –	6	3	1	–	–	–	2	–	–	–	–	–	–	90	–	–	–	–	17 – –	14 – –	9 – –	8 – –	48 – –	
Stephen Teakles	1	– ditto –	1842	50	6 5 –	– – –	– 17 –	5 8 –	5	2	–	–	–	–	–	–	–	–	–	2	100	–	–	60	100	–	18 – –	– – –	– – –	24 – –	42 – –	bond from James Teakles.
John Southers	1	trader	1842	200	25 – –	– – –	25 – –	– – –	7	3	–	–	–	–	–	–	–	–	–	–	–	–	–	120	–	–	19 – –	– – –	– – –	38 – –		
TOTALS	152	–	–	3,000	375 – –	– – –	166 9 6	208 10 6	605	339½	32	24	3	36	18	15	58	77	20	328½	7,225	1,147	200	2,575	1,695	53	1,700 – –	952 – –	602 – –	1,890 – –	5,144 – –	
Settlers, 42.	Souls.			Acres Allotted.	Amount.	Paid in Labour.	Paid in Cash.	Still Due.	Acres, Arable.	Acres, Pasture	Dwelling-houses	Barns.	Other Outhouses	Cows.	Oxen.	Horses.	Sheep.	Swine.	Young Cattle.	Tons Hay & Straw.	Bushels Potatoes.	Bushels Oats.	Bushels Wheat.	Other Grain.	Bushels Turnips.	Bushels Roots.	Value of Land.	Value of Buildings.	Stock.	Crop.	Grand Totals.	

* The grist-mill built by Alexander Moore, in this settlement, is a great accommodation to the inhabitants, grinding all descriptions of grain. A saw-mill is attached. Total value, 765*l.*

Average scale of Rates, at which the Valuations have been made:—

(The uncleared land is not included in the valuation.)

Cleared land	36/0 per acre.	Oats	1/10 per bushel.
Hay	4/0 „ tons.	Buckwheat	3/2 „ „
Wheat	6/9 „ bushel.	Turnips	0/8 „ „
Rye	5/6 „ „	Cows	90/0 each.
Barley	4/6 „ „	Sheep	12/6 „

The highest value of cleared land, is 54 *s.* per acre, and imperfectly cleared, 27 *s.* per acre.

The Regulations of 2d December 1842, under which the above lands were sold, are published in the "Further Papers relative to Emigration," presented to Parliament June 1847, page 22.

The Mechanics' Settlement lies about 60 miles north-east from St. John, and 16 north from the Bay of Fundy. There is a good road to it. There are one grist and three saw-mills. There are neither Churches nor Schools, but 200 acres of land are reserved for each. There are upwards of 50,000 acres of vacant unsold Crown land adjoining. The surplus produce raised is sold to Lumberers and new Settlers. Amount expended by Government on roads, 234*l.*

Thos Baillie, Sur.-Gen[l].

—No. 23.—

(No. 76.)

COPY of a DESPATCH from Lieutenant-Governor Sir *W. M. G. Colebrooke* to Earl *Grey*.

No. 23.
Lieut.-governor Sir W. M. G. Colebrooke to Earl Grey.
27 August 1847.

My Lord, Fredericton, New Brunswick, 27 August 1847.

(Received 14 September 1847.)

I HAVE the honour to enclose to your Lordship copies of the several reports and returns which I have received from Mr. Perley, the emigrant officer at St. John, since the date of my despatch, No. 74,* dated 7th August, and also from the assistant officers at the out-ports.

*Page 87.

From the observations of Mr. Perley in regard to the condition of the passengers in the "Cushla Machree," it will be apparent how much depends, for the preservation of health in passenger ships, on attention being given to cleanliness and ventilation during the voyage; and from some cases it has been shown, that even where the passengers may have embarked in a debilitated state, from the observance during the voyage of these precautions, with the effect of sea air and a moderate supply of wholesome food, they have recovered health, and have been efficient for employment on their arrival, while in other cases it has been evident that where these precautions have been neglected, even though the people had embarked in robust health, fever has broken out and carried off numbers during the passage and after their arrival.

The only check, hitherto, to this reckless conduct on the part of shipowners and masters, has been in their liability to give bond for maintenance of the passengers in quarantine, before they have been allowed to land them; the neglect of which, by the local authorities at Miramichi, in the case of the "Looshtauk," has thrown on the province the heavy charge of wholly maintaining the passengers and crew on shore. Independently, therefore, of the misery and loss of life occasioned by the neglect of sanatory regulations, it is to be hoped that, on the ground of economy alone, the shipowners will be in favour of the due enforcement by law of such regulations; and if medical officers were to be made responsible for their due enforcement in all passenger ships, the sufferings which have occurred in the present season might in future be averted. An impression is entertained that a medical inspection of the passengers before embarking would prevent the occurrence of sickness on the voyage, by guarding against the reception of infected persons on board; and however a medical inspection may be useful, if extended to the vessels, I am of opinion that no precaution can be effectual which does not provide for the due enforcement of sanatory regulations during the passage, and that without their observance the health of seamen and soldiers in crowded ships of war and transports would equally be endangered. There has been great difficulty in carrying into effect the regulations for the care of so many sick people at the out-ports, and even at St. John, the Government having had no means of remunerating the persons who have undertaken these onerous and hazardous duties, excepting in the case of medical officers, several of whom have suffered.

With Mr. Perley's letter of the 17th instant is a copy of the proceedings in the case of the schooner "Bloomfield," against the master of which vessel a penalty has been awarded under the Passengers' Act.

I enclose also a report from Mr. Perley, of the 26th instant, just received, with a return of arrivals to this date, amounting to 12,860, exclusive of those at out-ports, since the 30th of June, and a Mortality Return, showing the number of deaths in the quarter ending the 30th of June, amounting to 437 out of 5,730 emigrants then arrived; a further return for the current quarter will be transmitted in October.

The arrivals from Sligo alluded to by Mr. Perley, confirm the observations I have formerly made as to the consequence of interference on the part of landholders and parish authorities with the prudent course in which the emigrant families provide for their progressive removal and settlement, and to which so much of the sufferings and mortality of the emigrants is to be ascribed; and also the burthen thrown on the colonists, which it is unreasonable to suppose that they can of themselves sustain.

I have, &c.

(signed) *W. M. G. Colebrooke.*

Enclosures in No. 23.

Encls. in No. 23.

Sir, St. Andrews, 16 August 1847.

I HAVE the honour to acknowledge the receipt of yours of the 7th instant; and have again to state, for the information of his Excellency the Lieutenant-governor, that the emigrants remaining at the two hospitals; viz., on the island 52, and in the town hospital 28; are all in a fair way of recovery, with the exception of four or five whose cases are still doubtful. The deaths from the last vessel, the "Magna Charta," have amounted to 28, six of which occurred on the passage out; total number of deaths at this period, 49. From the wretched condition in which they were when landed, I had every reason to believe the deaths would have amounted to twice the number. There are still remaining on Hospital Island 52, 30 of whom will be discharged to-morrow. New cases, however, are daily occurring from among those who had been allowed to leave the station, supposed to be well.

The disease has spread but little among the inhabitants, considering the way in which the emigrants are scattered about the town and its neighbourhood. Three members of a respectable farmer's family, living four miles from the town, have had the fever, taken from an emigrant in their employ, all of whom have recovered, though much emaciated. One of the contractors for building the pest-house on the island took the fever and died. A lodging-house keeper in the town is now lying dangerously ill: every economy has been practised that was possible. I am not aware of any other emigrant vessels to arrive until the fall; some are then expected. From the reports made to me by the masters of vessels bringing emigrants, there is a great laxity of duty on the part of the Government Emigrant Agents in Ireland. In none of the cases that have come under my notice has the emigrant agent been on board the ships to examine into the quantity or quality of the stores, and in some cases there have been from six to 10 more passengers than the complement. One of the great causes of the mortality on board of ships coming out this season is their carrying freight. The deck on which the passengers are placed is merely temporary; consequently no water is allowed to be used for the purpose of washing and cleansing below. Such was the case with the "Elizabeth Grimmer," of St. Stephens. She was in this filthy state after she had been discharged from quarantine, so that persons could not be had to go near her, for the purpose of throwing out the ballast, for three weeks, and then even tempted only by extraordinary wages. In the case of the "Magna Charta," the master of the vessel was assured by those who chartered her, that the stores put on board were calculated for a passage of 70 days; whereas, on the 40th day there was not a morsel of food on board, after having consumed a great part of the ship's stores. The vessel had a long passage, and was thrice supplied on the way out.

I make these remarks in order that his Excellency may be enabled to make such representations to Her Majesty's Government as he may deem necessary on the subject.

I have, &c.

The Honourable J. S. Saunders,
Prov. Sec., &c. &c. &c.

(signed) *James Boyd.*

Government Emigration Office, St. John,
Sir, 17 August 1847.

REFERRING to my letter of the 8th instant, with respect to the schooner "Bloomfield,' whose passengers arrived in a destitute and starving state, I have now to report that I prosecuted the master for not issuing provisions and water to the emigrants on board in the manner required by the Passengers' Act; and that after a full and patient investigation, extending over three days, the master was yesterday convicted of the offences charged, and ordered to pay the full penalty of 50 *l.* sterling and costs.

A certified copy of the proceedings is enclosed, to which I beg to refer.

In this case it clearly appeared that no bread or biscuit whatever was put on board for passengers' use, although the act requires that one-half of the supply of provisions shall consist of those articles; and it further appeared that the water was of bad quality, and was contained in insufficient and leaky vessels. The Government Emigrant Agent at Galway, who inspected this vessel, should be required to explain these circumstances. I have been obliged to send 11 of the passengers by the "Bloomfield" to the infirmary, since they landed from that vessel, and most of the others who are able to go about are in a miserable condition. I have no doubt that their emaciation and debility arose from the short supply of food and water, both of bad quality. Their condition and appearance, as contrasted with the healthy aspect and high spirits of the emigrants by the ship "Cushla Machree," from the same port, exhibit most forcibly the evils which arise from negligence and improper treatment on the voyage, to which, with predisposing causes, so much of the fatal sickness of the present season may be attributed.

I have, &c.

The Honourable John S. Saunders,
Prov. Sec., &c. &c. &c.

(signed) *M. H. Perley.*

Sir,

Government Emigration Office, St. John,
Sir, 18 August 1847.

I HAVE the honour to report the arrival of the brigantine "Gowrie," from Cork, and ship "Cushla Machree," from Galway, for which vessels ship returns are enclosed.

The "Gowrie" is one of the small vessels which has had new beams put in, to enable her to bring passengers; and these beams I have compelled the master to retain, very unwillingly.

On board the "Cushla Machree," the passengers, although of the humblest class, from the wilds of Connemara, were in the best health and most cleanly condition. The provisions were of the best and finest quality, and the passengers had their choice of food. Moreover, a young surgeon came passenger in the ship, who paid strict attention to ventilation and the distribution of medicines.

The master paid great attention to cleanliness, and the regular issues of provisions and water. Under such favourable circumstances, it is not matter of surprise that the passengers arrived in excellent health and high spirits, without any detention at quarantine.

The case of the "Cushla Machree" may safely be quoted as proof that the most miserable of the Irish peasantry may be brought across the Atlantic, even during the present unfavourable season, without detriment to their health, and even with advantage to it, the means being, as in the present instance, good food properly issued, cleanliness, ventilation and the presence of a surgeon.

As every other vessel which has arrived from Galway during the present season with emigrants has had a large proportion of sickness and death on board, the case of the "Cushla Machree" is rendered more striking.

I have, &c.

(signed) *M. H. Perley,*
H. M. Emigration Agent.

The Honourable John S. Saunders,
Provincial Secretary.

Secretary's Office, Fredericton,
Sir, 20 August 1847.

IN acknowledging the receipt of your letter of the 18th instant, enclosing Returns, No. 61 and No. 62, and reporting specially on the state of the passengers by the ship "Cushla Machree," I am directed by his Excellency the Lieutenant-governor to inform you, that he attaches great importance to this case, and that reports have been called for from medical gentlemen recently appointed to inquire into the state of the emigrants, which will lead to a due consideration of the cause of sickness in other vessels.

I have, &c.

(signed) *John S. Saunders.*

Moses H. Perley, Esq.,
&c. &c. &c.

Secretary's Office, Fredericton,
Sir, 20 August 1847.

BY direction of His Excellency the Lieutenant-governor, I herewith transmit the copy of a despatch from Earl Grey, acknowledging the receipt of ship returns, and enclosing copies of a correspondence, which his Excellency has this day received by the English mail, relative to the state of the passengers of the "Looshtauk" previous to their embarkation in that vessel; together with a Mortality Table for a form which his Excellency requests you will follow in making up a similar return for St. John and the outports, during the quarter ending 30th June last, and for the months of July and August, for transmission by the mail to England on the 31st instant.

I have, &c.

(signed) *John S. Saunders.*

Moses H. Perley, Esq.,
Gov. Em. Agt. &c. &c. St. John.

Government Emigration Office, St. John,
Sir, 23 August 1847.

I HAVE to report the arrival at this port, within the past week, of seven ships with passengers, named in the margin, and now enclose a ship return of each.

Envoy, Londonderry	262
British Merchant, Cork	293
Warrior, Belfast	95
J. S. Orwolfe, Killala	362
Sir J. M'Donell, Dublin	156
Leviathan, Baltimore	127
Londonderry, Londonderry	181
	1,476

The sickness on board these vessels has not been on so large a scale as in those which arrived earlier in the season, with the exception of the "British Merchant." In that ship there were 45 deaths on the voyage, and more deaths occur almost daily among the passengers who were landed at the lazaretto.

The master, who is a very kind and very intelligent person, states that two families escaped his scrutiny at Cork, who were labouring under typhus of the most malignant kind, and they infected all the others. Great efforts were made by the master to check the progress of the fatal disease, and he succeeded to some extent, until his medicines and cabin stores were completely exhausted. He says, that if a medical examination had taken place at Cork, the

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infected passengers would have been detected, and their embarkation prevented; and he suggests the propriety of such an examination in all cases before sailing from Ireland, the expense of which the ship should bear.

The "Yeoman" is at quarantine, with 505 passengers. There are six other vessels, having on board 922 passengers, and it is hoped that these will close the season, or nearly so.

I have, &c.
(signed) *M. H. Perley.*

Government Emigration Office, St. John,
Sir, 24 August 1847.

I HAVE to report the arrival of the barque "Yeoman," from Sligo, 514 passengers, and brig "Alice," from Galway, 125 passengers, and enclose ship returns, to which I refer.

The whole of the passengers by the "Yeoman" were tenants on the estate of Sir Robert Gore Booth, Bart., at Lissidell, near Sligo, and are sent out at his individual expense, they having yielded up their several holdings on his estate as a consideration for their passage and expenses. They were amply provided with provisions of the best description, in every variety for the voyage, and no pains have been spared to render them comfortable. They are to receive a week's allowance of provisions on landing, after which they must shift for themselves.

These passengers appear somewhat superior to those which came from the same estate by the "Æolus," a large proportion of whom are now a public charge.

I examined the passengers by the "Yeoman" very strictly, and informed them that all those who could not or would not provide for themselves, would in all probability be sent back again to Sligo.

The master of the "Yeoman" informs me that the ship "Lady Sale" may be expected in a few days from Sligo, with another 500 from Sir Robert Gore Rooth's estate; and I therefore reserve certain observations I am desirous of making until after the arrival of the "Lady Sale."

I have great satisfaction in stating, that at present there is not a single vessel in quarantine.

I have, &c.

(signed) *M. H. Perley,*
H. M. Emigration Agent.

The Honourable John S. Saunders,
Prov. Sec. &c. &c .&c.

Note.—The excess of passengers in the "Yeoman" arose from the fact that 16 lads stowed themselves away, and this, not being a regular passenger vessel, escaped observation until the muster at quarantine here. There was abundance of room in the ship, and plenty of provisions, so no evil has arisen from the apparent excess, which was quite involuntary.

Government Emigration Office, St. John,
Sir, 26 August 1847.

I HAVE the honour to report that 17 vessels have arrived at this port during this month, having on board 3,509 passengers, whose relative numbers are thus stated:—

	Male.	Female.
Adults	1,257	1,159
Between 14 years and 1 year	472	425
Under 1 year	96	100
TOTAL	1,825	1,684

The deaths at sea in these vessels amount to 136, and are thus stated:—

	Male.	Female.
Adults	39	29
Between 14 years and 1 year	25	26
Under 1 year	8	9
TOTAL	72	64

Total, 12,860, exclusive of those at Out-ports since 30 June.

The whole number landed to the present date is 12,860, exclusive of those who have arrived at the out-ports in this province since 30th June, from which returns have not been received.

There are six ships now due at this port, having on board 1,422 passengers, who may be hourly expected.

Enclosed is a return of the mortality on board emigrant vessels for the quarter ending 30th June last. This Return does not include the mortality on board the "Looshtauk" at Miramichi,

Miramichi, of which exact information has not yet been received. Of that case a special return will be made, so soon as full particulars can be obtained. The Medical Board recently appointed commenced their labours yesterday, and as they have directed full returns to be furnished of the sickness and mortality at the quarantine station, and also at the Emigrant Hospital near this city, authentic information will shortly be forwarded.

I have, &c.
(signed) *M. H. Perley.*

RETURN of MORTALITY among the Emigrant Passengers who embarked at Ports in the United Kingdom for the Colony of New Brunswick; so far as relates to Vessels which arrived in the Colony during the Quarter ended 30th June 1847:—

Numbers embarked in 31 vessels		5,730
Deaths on the voyage	283	
Deaths in quarantine	154	
TOTAL		437
Mortality on the voyage	per cent. 4·92	
Mortality in quarantine	per cent. 2·70	
TOTAL Mortality	per cent. 7·62	

Government Emigration Office,
St. John, New Brunswick,
26 August 1847.

M. H. Perley,
H. M. Emigration Officer.

—No. 24.—

(No. 120.)

COPY of a DESPATCH from Earl *Grey* to Lieutenant-Governor Sir *W. M. G. Colebrooke.*

No. 24.
Earl Grey to Lieut.-governor Sir W. M. G. Colebrooke, 3 November 1847.

Sir, Downing-street, 3 November 1847.

HAVING desired the Commissioners of Colonial Lands and Emigration to call upon the emigration officer at Galway for a report upon the alleged deficiency of provisions on board the "Bloomfield," which is adverted to in Mr. Perley's letter; to the Provincial Secretary of the 17th August last, I am now to transmit to you a copy of the explanation which has been received on the subject from Lieutenant Patterson, the officer who was employed in clearing this vessel out.

In Land Board Letter 27 Oct. 1847. Vide p. 179.

It will be observed, that he alleges that the brig left the port with her proper quantity of provisions, but that he points out, that after she had put back in distress, there were no means by law of compelling her to replenish her stores. He states that nevertheless he did succeed in getting the brokers to make up the quantity of provisions with good wheaten meal.

It would appear that Lieutenant Patterson had only been recently appointed when the "Bloomfield" first sailed, and he may possibly have been wanting in experience; but his remark on his want of direct power after the vessel had put back is correct. The Act has since been amended, so as to give an equal control over a vessel which clears out a second time, as when she sails for the first time.

I have, &c.
(signed) *Grey.*

—No. 25.—

(No. 79.)

COPY of a DESPATCH from Lieutenant-Governor Sir *W. M. G. Colebrooke* to Earl *Grey.*

No. 25.
Ship, Sea; Brig, Midas; Barque, Bethel; Brig, John; Schooner, Lady Dombrain.

My Lord, Fredericton, New Brunswick, 14 September 1847.
(Received 30 September 1847.)

I HAVE the honour to transmit the Returns received from Mr. Perley, the Emigrant Officer, of the Ships and Vessels named in the margin, which have arrived at St. John, with passengers from Ireland, since my last despatch, No. 76, dated August 27.

I enclose also copies of the Reports which he has made to me in respect to these Vessels, and I beg to draw your Lordship's attention to his observations on

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on the conduct of the Shipping Agents at Liverpool, and of the reckless manner in which paupers have been sent out by some proprietors in the West of Ireland, the prevalent distress from poverty and disease having been greatly aggravated by their arrival, which I noticed in my despatches, Nos. 60 and 64, of the 6th and 13th July, and No. 76, of the 27th August. I proceeded to St. John immediately after the despatch of the last mail, and having, in company with Captain Peel of Her Majesty's Ship "Daring," then in the harbour, visited the quarantine station at Partridge Island, I verified by personal observation the great suffering and mortality to which the emigrants had been exposed; the sea-fog having prevailed for several days, the malignity of the fever had somewhat abated, and the patients (700 in number) were generally convalescent. The whole number of sick on the Island and at the almshouse, St. John, were 1,200, and the mortality had been reduced to 19 daily at both stations, and it has since been further reduced to * daily.

Pages 63, 67, 103.

* So in original.

Having at the last meeting of the Executive Council appointed a Board of Medical Officers to inspect these establishments, they have reported the great deficiency of means for the due accommodation and care of so large a number of sick persons, and they have urgently recommended that provision should be made for the completion of the buildings erected hastily for their reception; the construction of separate wards for males and females, with cook-house and other offices; a sufficiency of beds to prevent the sick from laying on the floors; the establishment of a medical dispensary and a commissariat store, in order to ensure regularity and economy in the distribution of food and medicines; the sinking of more wells on the Island, the supply of water being deficient and the wells too near the burying-ground, and in dry weather having to obtain water in boats, sent daily from St. John; a supply of hospital bedding and clothing to ensure cleanliness; and the employment of a sufficient number of persons as nurses and assistants to attend on the sick.

The illness and death of some of the medical officers in charge had led to great irregularities, from which the sick had suffered materially, and from the condition in which I found them, I felt the urgent necessity of making more efficient provision before the next season, but which would necessarily involve an expense for buildings, &c., which the province could not be expected to defray, and for which the collections for the Emigrant Fund would be inadequate to meet; and before the close of this Report, I will advert to the measures which I am prepared to recommend. In the meantime, to provide as far as possible for the comfort of the sick, I have directed that, in sending supplies daily from St. John to the Island,—which is situated at the mouth of the harbour, distant two miles from the city—they should be received at the military post, where there is a store, and regularly delivered out to the issuer for the use of the sick; an arrangement by which I hope that the abuses which have prevailed will be checked, and from which abuses those who were too feeble to protect themselves, were often the prey of others, who appropriated to themselves the wine and comforts intended for them.

I caused to be sent down a further supply of wooden tressel bedsteads from the military store, for the use of the women, children and the very sick, under strict injunctions for their care, having found that a former supply had, for the most part, been broken up and burned for fuel.

The charge of the quarantine station being vested by charter in the City Corporation, I consider it just to the Mayor and Common Council to observe, that they cannot justly be held responsible for the defects of the establishment, or the irregularities to which I have alluded. The means at their disposal having been limited, and it being impossible, besides, to provide in time for so large an influx of patients from the ships arriving from Ireland.

The Board of Medical Officers have further reported their opinion as to the sources of the ship or typhus fever which has prevailed, which they attribute to "the poverty of the emigrants, and its concomitant effects on the system; to impurities of atmosphere in the crowded holds of the vessels; to neglect of personal cleanliness; to impure water, and want of medical attendance and supervision during the passage."

To the prevalence of some of these causes the disease has also been in many cases contracted after their arrival, and the Board have offered various suggestions for the mitigation of the disease, and for preventing its spread in the community. As their report has been referred to the Mayor and Common Council, and as I have

have recapitulated those parts which it is most material to communicate at present, I will defer the transmission of it in detail until I can accompany it by the next mail with the observations of the Mayor, &c. One of the lamentable effects of the disease has been to produce so entire a prostration of the nervous system, as to render the patients often unable, even after apparent recovery, to perform any kind of labour, the application to which has occasioned relapses in many cases; and as they thus become helpless themselves, and their families dependent on support, your Lordship can appreciate the consequences of the baneful practice of shipping whole families of indigent persons to a country so deficient of resources for such a class, not justly bound to maintain them, and in a climate where so many precautions are necessary to guard them from its severity. The infectious nature of the disease has also produced so great a dread of it in the community since the death of the medical officers and others, that it has been found nearly impossible to engage persons on any terms to attend upon the sick, or even to work at the buildings on the island, and the apprehensions of the inhabitants in St. John's and Fredericton have been such as to produce great public excitement.

I enclose a series of Resolutions which were communicated to me for transmission to your Lordship, from the Common Council of St. John's, together with my reply, and I transmit also, copy of a recent Resolution passed by the Justices in Session at Fredericton during my absence, with the Report of the Commissioner of the Almshouse, in reference to the arrival of a number of widows and orphans, for whom no means of proper accommodation could be provided, and who are lodged for the present in a barn until they can be otherwise disposed of. I enclose also, a Report from the staff surgeon at St. John, and regret that from the proximity to the garrison of a number of small habitations where emigrants in a sickly state are located, it has been found impossible to guard sufficiently against the risk of communicating the infection to the garrison, and the desire on the part of the emigrants not to be separated from their families, induces them often to conceal their condition from the medical officers.

No. 2.

No. 3.

No. 4.

No. 5.

With these papers I transmit copies of Reports which I have received, relative to the condition and treatment of a number of emigrants landed at Shippagan, from a ship called "The Eliza Liddell," from Sligo. As this outport was wholly destitute of resources, it was fortunate that, through the exertions of Mr. Baldwin, whom I had appointed to afford assistance to the emigrants, and his promptitude in carrying supplies to them from Bathurst, that they were not starved to death. As this case will undergo full investigation, I do not enter into it further at present. As the funds granted in the last Session of the Legislature have been entirely exhausted, it has been a great satisfaction to me to receive your Lordship's authority, conveyed in your despatch, No. 99, of the 7th of August, for incurring such reasonable expenditure as may prove to be required for mitigating disease, and preventing its extension, and if measures are taken to prevent in future the sending out of paupers from Ireland, I do not doubt that the Assembly will, in the next Session, make such further provision as may be required, to reimburse these necessary advances.

No. 6.

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Having appointed Boards of Medical Officers also at Fredericton and at St. Andrew's, I will be prepared to transmit copies of their several Reports when received.

In reference to my suggestion for the improvement of the quarantine station at Partridge Island, it occurs to me to remark, that if the establishment is to be maintained, it will be indispensable that a considerable sum should be expended in the erection and fitting-up of the necessary buildings, and as it may be expected that funds should be granted by Parliament in aid of the local appropriations, it would be advisable that plans and estimates should be prepared by some officer who is conversant with the nature of such establishments, and any survey required for this purpose ought to be made before the close of the present season early in November.

I have, &c.
(signed) *W. M. G. Colebrooke.*

NEW BRUNSWICK.

Enclosure 1, in No. 25.

(No. 54.)

Government Emigration Office, St. John,
2 September 1847.

Sir,

Enci. 1, in No. 25. I HAVE the honour to state, that by the mail this day I have received lists of passengers by the under-mentioned vessels bound for this port.

		Passengers.
Sailed 10th of August,	"Lady Sale," from Sligo - - -	414
" "	Brig "Pekin," from Sligo - - -	72
" "	Schooner "Dairo," from Galway - -	91
	TOTAL - - -	577

The passengers by the ship "Lady Sale" are tenantry from the estate of Sir Robert Gore Boothe, and sent out at his expense. No less than 176 adult females embarked in the "Lady Sale," of whom nine are widows, with 57 children.

Judging from the samples of Sir Robert Gore Boothe's tenantry which have already arrived here, another infliction of paupers may be expected in this instance, with a large proportion of widows and orphans.

I have, &c.
(signed) *M. H. Perley.*

The Hon. John S. Saunders,
Provl. Secretary.

(No. 55.)

Government Emigration Office, St. John,
3 September 1847.

Sir,

I HAVE to report the arrival of the ship "Sea," from Liverpool, with 229 passengers, and now enclose a ship return.

A part of the provisions on board this vessel for passengers' use was of very bad quality, and this part was put on board by Rippard & Son, passage-brokers, at Liverpool; the provisions put on board by another broker were good, and, fortunately, there was enough of the latter to last the voyage. The provisions put on board by Rippard & Son, consisted of mouldy and damaged biscuit, originally of bad quality, and damaged flour. There appears to have been some management at Liverpool in arranging the provisions for inspection, so that the articles of good quality were alone seen. I could not find a single Parliamentary contract ticket in this ship, nor could I learn that any had been given to the passengers; they had cards stating the quantity of provisions and water they were to receive, for which they paid the brokers 2*d.* each.

During the last three years, passengers have been sent here from Liverpool by Rippard & Son, and in every case they have been subjected to some fraud or imposition So far as I am at present informed, the master appears to have done all in his power to render his passengers comfortable; but if, on further investigation, there should appear sufficient grounds for a prosecution, I shall institute one.

I have, &c.
(signed) *M. H. Perley.*

The Hon. John S. Saunders,
Provl. Secretary.

(No. 56.)

Government Emigration Office, St. John,
7 September 1847.

Sir,

I HAVE the honour to report the arrival of the brig "Midas" from Galway, and to enclose ship return.

It will be observed that 36 of the passengers by this vessel have been tenants on the estate of Robert D'Arcy, Esq., of Portumna, near Galway, and that the cost of their passages to America were defrayed by that gentleman. Should any of these persons apply for relief, I shall examine into their cases carefully.

Twenty-six of the passengers by the "Midas" were landed on the island, some with fever, and others debilitated.

I have, &c.
(signed) *M. H. Perley.*

The Hon. John S. Saunders,
Provl. Secretary.

(No. 57.)

Government Emigration Office, St. John,
7 September 1847.

Sir,

I HAVE to report the arrival this day of the barque "Bethel," from Galway, with 247 passengers, and enclose a ship return.

The sickness in this vessel is of a mild character, but there are many cases; the emigrants were in a very low and feeble state when they embarked. I have reason to believe that a number of passengers in this vessel were sent out by their former landlords; but there was great reluctance to answer questions on this point; one old man aged nearly 60, with eight in family, stated himself to be utterly destitute; he was evidently unable to provide

provide for himself. He admitted that he had been a tenant on the estate of Mr. Charles Trench (brother to Lord Ashtown), and that he had given up his lease in consideration of his passage being paid to this colony. This man will be a public charge so soon as he lands, or he will suffer, for he and his family have absolutely nothing.

I have, &c.
(signed) *M. H. Perley.*

Government Emigration Office, St. John,
Sir, 13 September 1847.

I HAVE to report the arrival of the schooner "Lady Dombrain" from Killybegs, and brig "John" from Dungarvon, for which vessels ship returns are enclosed.

I have commenced a prosecution against the master of the "Lady Dombrain" for the glaring violation of the law in that case.

Five vessels only have landed passengers since 31st August. The following vessels are now at quarantine:

	Passengers.
"Lord Fitzgerald and Vesci," Galway	78
"Pero," from Cork	154
"Lady Sale," from Sligo	414
	646

Landed at St. John since 31 Aug. - 673
At Quarantine - - 646
Total - 1,319

In the "Lord Fitzgerald and Vesci" three deaths occurred on the voyage, and there are 30 cases of fever on board.

In the "Pero" 12 deaths have occurred from small-pox during the voyage, and nine from fever. The whole of the passengers by this vessel are being landed on Partridge Island.

In the "Lady Sale" three deaths occurred on the voyage, and 15 persons are sick on board. The passengers by the "Lady Sale" are from the estate of Sir Robert Gore Boothe, Bart., and are reported to be of a worse class than those which have arrived by the "Eolus" and "Yeoman" from the same estate. Many of them will become a public burthen from the moment of their landing.

At present I am only informed of two more vessels bound for this port, named in the margin.

"Pekin," Galway - 72
"Dairo" - - - - 91
Total - 163

I am gratified in being able to report, that the deaths on Partridge Island have diminished very considerably during the past week, and also in the Emigrant Hospital. In the latter establishment only three deaths have occurred during the last 48 hours, which induces the belief that the malignity of the disease has greatly abated.

I have, &c.
The Hon. John S. Saunders, (signed) *M. H. Perley.*
Prov. Secretary.

Enclosure 2, in No. 25.

EXTRACT of RESOLUTIONS passed by the Common Council of the City of St. John, on the 3d September 1847.

Encl. 2, in No. 25.

I. Resolved,—That this Board cannot but view with serious apprehension and alarm the grievous burdens to which the inhabitants of this city and its vicinity have become subject by reason of the large influx of pauper Irish emigrants during the season.

II. Resolved,—That in consequence of the debilitated and broken-down state in which many of them embarked in the mother country, and the disease engendered thereby during the voyage, hundreds, not only in the passage, but also on their arrival here, have fallen victims to fever of a most infectious and malignant description, while the almshouse, hospitals and other buildings are crowded with thousands, in a most debilitated state, very many of whom no human skill can possibly save.

III. Resolved,—That this Board anticipate a frightful increase of the burdens now existing in the community during the rapidly approaching winter, and they feel that such calls, to prevent even the horrors of starvation, must inevitably be made upon the people as cannot be endured without great privation.

IV. Resolved,—That this Board are fully sensible of, and greatly appreciate, the fostering care and attention paid by his Excellency the Lieutenant-governor, the Provincial Government and the Legislature, in their combined exertions to meet this great public calamity, and in their responding to the calls of the people of this city and county by providing such relief as was at their disposal.

V. Resolved,—That the heartless system pursued by some of the Irish landlords in shipping entire ship-loads of paupers from their respective estates for the purpose of relieving themselves from their undoubted and legitimate liability of providing the requisite support, and thereby placing their own burthens on the people of this province, calls loudly for a remonstrance to the Home Government against a repetition of such unheard-of practices, and also for legislative action to prevent such proceedings in future.

VI. Resolved,—That Her Majesty's Government have wisely and humanely aided the Government of Canada by a Parliamentary Grant to provide for the distress occasioned by the same evils which now so unhappily affect this colony, and that this Board can entertain no doubt that the same parental assistance will be afforded to the people of this loyal province upon the subject being brought under the notice of Her Majesty the Queen.

VII. Resolved,

NEW BRUNSWICK.

VII. Resolved,—That copies of these Resolutions be forwarded to his Excellency the Lieutenant-governor, praying that his Excellency will be pleased to transmit the same for the consideration of Her Majesty's Government.

St. John, New Brunswick,
7 September 1847.

Gentlemen,

I HAVE had the honour to receive a copy of the Resolutions passed by you on the 3d instant, in which you have urgently represented the situation in which the community has been placed by the arrival in the present season of an unusual number of indigent emigrants from Ireland, a large proportion of whom are suffering from diseases of an infectious character, occasioning an undue pressure on the public resources for their relief, as well as in the precautions necessary to guard against the spread of the infection, and the eventual exposure of so many destitute persons to the severity of the approaching winter.

Having visited the city from time to time during the summer, mainly for the purpose of co-operating with you in alleviating the sufferings of the emigrants, and in providing for the safety of the community, I can fully appreciate the justness of your apprehensions; and knowing as I do the inadequacy of the resources at your disposal, while applauding the humane spirit by which you have been actuated, I am anxious to assure you of the disposition of the Government to aid you in providing for the mitigation of disease, and for preventing its extension. We must all feel that in the dispensations of Providence a severe calamity has fallen upon a large portion of our fellow-subjects in the United Kingdom, where all classes have felt themselves called on to unite their efforts to rescue the sufferers, and to alleviate their condition; and while lamenting the irregularities which have taken place, a recurrence of which it will be indispensable to provide against, it has been gratifying to me to observe in your community, that it has not checked the exertions which have been so benevolently made to meet the exigency thus occasioned.

The funds so considerately placed by the legislature at the disposal of the Government have been dispensed where they have been most urgently required, and I hope that in relieving the sufferers, it will be found practicable to make effectual provision for the protection of the community from the spread of disease.

It is indeed a subject of the most serious apprehension that so large a number of helpless beings should have been cast upon your shores, whose preservation at this advanced season must depend, under Providence, on your humane disposition; I lament that such a charge should have devolved on you, but I entertain no doubt that your active co-operation will be afforded in rescuing them from the fate which would otherwise in too many cases be inevitable.

I will not fail to transmit your Resolutions by the earliest occasion to the Secretary of State for the Colonies, for the consideration of Her Majesty's Government.

I am, &c.

The Mayor and Common Council of the City of St. John, &c. &c. &c.

(signed) *W. M. G. Colebrooke.*

Enclosure 3, in No. 25.

Encl. 3, in No. 25.

At a Special Sessions of the Peace, holden in and for the County of York, at Fredericton, the 4th day of September 1847.

THIS court having been apprised that a number of destitute emigrants are now in the occupation of some of the apartments of the county court-house, to the annoyance and injury of the parties occupying the stalls in the market beneath those apartments, as well as to the public at large, and in direct violation of the objects for which the same was intended:

It is therefore ordered that the occupants of such apartments be forthwith removed therefrom; and further ordered, that the high sheriff of the county be required to carry this order into immediate effect.

Extract from the Minutes.

(signed) *Geo. F. Dibblee.*

Enclosure 4, in No. 25.

May it please your Excellency,

Fredericton, 2 September 1847.

Encl. 4, in No. 25.

I WOULD beg to state, on my return home on Wednesday morning, I found a number of emigrants (about 50) in the county court-house, and quite an excitement in the place, in consequence of their having been placed there by some of the magistrates; I sent five to the hospital yesterday, and more will have to be sent there. I would beg to request instructions from your Excellency as to what is to be done with those in health, for I have no instructions to provide for any except those who are sick, although I have furnished bread to many who were suffering (by your Excellency's sanction); and in case buildings

and

and provisions were furnished for those who are well, I fear there would be no getting rid of them at any future time; for I must say they are the most helpless set of people I ever saw, and many appear to have been street-beggars before they came to America, judging from their commencing immediately on their arrival; and I trust your Excellency will prevent any more being sent here at present; and it is of no use sending them up the River St. John, above Fredericton, as the people in the upper part of this county, as well as the county of Carleton, declare they will not employ them; and on coming down the river on Tuesday and Wednesday morning, I saw women and children lying on the road-side; and if buildings, &c. be furnished for them at Fredericton, the expenses would become very heavy, and I would not feel justifiable in doing so unless by your Excellency's instruction.

I am, &c.
(signed) *B. Woolhaupter.*

Enclosure 5, in No. 25.

Sir, St. John, New Brunswick, 3 September 1847.

AGREEABLY to your instructions, I visited the sheds on the Ballast Wharf, and found in them emigrants ill of fever and dysentery. I consider it very unsafe to have them so near the barracks, and would therefore suggest the propriety of their immediate removal. Encl. 5, in No. 25.

I have, &c.

To Officer commanding Garrison, &c. &c. &c.

(signed) *Francis Reynolds,*
Staff Assistant Surgeon in charge.

Enclosure 6, in No. 25.

Government Emigration Office, St. John,
4 September 1847.

May it please your Excellency,

I HAVE the honour to enclose the copy of a letter received last evening from William End, Esq., relative to the case of the "Eliza Liddell" at Shippegan. The information forwarded by Mr. End is not exact or full enough, but shows sufficiently that there are grave charges against the master of the "Eliza Liddell," who has violated as well the Imperial as the Provincial Acts relative to passengers. Encl. 6, in No. 25.

The name of one of Her Majesty's Principal Secretaries of State is mixed up with this affair, and under all the circumstances, I propose, with your Excellency's sanction, as early as convenient, to visit Miramichi and Shippegan personally, there to investigate the cases of the "Looshtauk" and the "Eliza Liddell" as the shortest and least expensive mode of dealing with both cases.

I have, &c.

His Excellency
the Lieutenant-governor.

(signed) *M. H. Perley,*
H. M. Emigration Officer.

Sir, Bathurst, 27 August 1847.

IMMEDIATELY on receipt of the official intimation of my appointment under the 29th section, and the directions to ascertain in what points the master of the "Eliza Liddell" had violated the law, I started for Shippegan determined to carry out the law and my instructions to the full; I may as well say, that from the manner of Captain Clarke at Shippegan, and the mystery that to this moment prevails as to how many poor wretches he shipped, how many perished on the voyage, and how many arrived here, I should have felt it my duty, as it assuredly was my inclination, to convince him that there was such a thing as a Passengers Act.

I was informed on the road that he had sailed several days before, and this coming in no questionable shape, I turned back intending to collect all the information in my power from such of the passengers as had found their way thus far, one of whom, Anne Walker, has been for some days a servant in my house. Before there was any rumour of sickness or of the behaviour of Captain Clarke, several of the passengers had come up to Bathurst; on asking these people questions, I found them uncommonly reserved, and I found out at last, that they had been taught by Captain Clarke to believe, that "the authorities in this country were the devil and all," and would send them all back again, so they had better hold their tongues entirely; "Thus it was I could get no information, and I think that still there is some of this notion entertained."

I shall do all I can here; but was I enabled to go to Shippegan, where 80 or more are receiving such relief as can be provided, I could, of course, furnish you with affidavits of facts.

I have ascertained thus much, that there have been 59 individuals receiving relief in Shippegan, all shipped in this vessel by Mr. Maxwell, land-agent of Lord Palmerston, all landed here destitute. And of these, James Gannon, aged 86, died 7th August; Mary Gannon, aged 82, died 4th August; their children, Mary, 26; John, 24; Margaret, 22;

 Catherine,

NEW BRUNSWICK.

Catherine, 21; Patrick, 19; Winifred, 17; James, 14; Mary, 12; all destitute, and now sick. Several of the passengers are ranging 56, 60, 50 and 40 years; and one, Patrick Nicholson, aged 60, is sick, deaf and dumb; Winifred Nicholson, his wife, I suppose, aged 70, died of typhus, 23d August. This is all the information gained, and may be partly unfounded, although it comes to me very straight. I really wish I was authorized to go to the spot and make a report, sustained by affidavit, for really I am constrained to to believe that the shippers in this case had in view only and solely the object of getting rich out of the poor wretches; and as to their comfort on the voyage, that, together with the chance of their ultimate arrival at this side, was either no consideration at all or a secondary one.

Before this, I trust there has been some Commissioner appointed, with power to draw. Shippegan is a place always short of provisions, and no one resides there who is willing or able to step forward even in a case where ultimate payment is certain enough. Captain Clarke's escape from here I hope will not acquit him; however, I shall be governed by your instructions as to collecting information; but if I have to go to Shippegan, funds must be provided for me, as all here are as poor as can be imagined.

I am, &c.

M. H. Perley, Esq.,
H. M. Emigration Officer.

(signed) *Wm. End.*

Sir, Bathurst, 28 August 1847.

We beg to acknowledge the receipt of your letter, communicating to us our appointment as Commissioners for Sick and Destitute Emigrants for the county of Gloucester, by direction of his Excellency the Lieutenant-governor.

We beg to report to his Excellency that this appointment arrived very opportunely for the interests of those unfortunate persons. From the scarcity of provisions and the difficulty of obtaining them, the overseers of the poor of the parish of Caraquet stopped all supplies on the 24th instant, there being then only about 24 hours' food in reserve.

In this distressing emergency, one of the undersigned (Mr. B.) was engaged in efforts to obtain sufficient necessaries to support life from some other quarter, either by gratuitous contribution, or on the faith of a grant of the Legislature at the next Session, when the announcement of provisions being kindly made for the service by the Executive was received.

This has enabled us to purchase, on the most favourable terms, a sufficient supply of indispensable necessaries. We trust to serve these unfortunate persons until the fate of the great majority of them be decided by recovery or death.

To accomplish this, however, we have been obliged to draw upon the Treasury for the sum of 50*l.*, and we respectfully beg his Excellency will direct a warrant to issue for that amount, as part of the sum placed at our disposal for this service.

We have, &c.

Hon. J. S. Saunders, Prov. Secretary,
&c. &c. &c.

(signed) *John Doran.*
Henry W. Baldwin.

Sir, Bathurst, 1 September 1847.

The foregoing was unavoidably delayed to obtain the signatures of both Commissioners. I regret now to add, as part of the Report, that I have just learned that the medical attendant, Mr. T. S. Baldwin, to whom all the care and attention had hitherto been left in Shippegan, is down seriously ill with fever; that Mr. Doran, who was induced from the exigencies of the case, to attend the sick with their food, and dispense such medicines as Mr. P. White, he had reason left directed, is also ill, and I, accompanied by Dr. R. Gordon, am this night about to proceed to Shippegan to take their places and await the result.

I have, &c.

Hon. J. S. Saunders, Prov. Secretary.

(signed) *Henry W. Baldwin.*

No. 26.
Earl Grey to Lieut.-Governor Sir W. M. G. Colebrooke, 3 November 1847.

—No. 26.—

(No. 122.)

Copy of a DESPATCH from Earl *Grey* to Lieutenant-Governor Sir *W. M. G. Colebrooke.*

In I and Board Letter, 27 Oct. 1847.
Vide p. 181.

Sir, Downing-street, 3 November 1847.

I transmit to you herewith, for your information, the copy of a Report from the emigration officer at Liverpool, on the subject of the statement enclosed in your despatch, No. 79, from Mr. Perley, relative to the bad quality of the provisions put on board the emigrant ship "The Sea."

Proceedings will be taken at the proper opportunity for opposing the renewal of the license to Messrs. Rippard, whose conduct has, on former occasions, given rise

rise to much dissatisfaction on the part of the Government Emigration Officer at Liverpool.

I have, &c.
(signed) *Grey.*

— No. 27. —

No. 27.
Earl Grey to Lieut.-governor Sir W. M. G. Colebrooke, 27 December 1847.
Page 107.

COPY of a DESPATCH from *Earl Grey* to Lieutenant-Governor Sir *W. M. G. Colebrooke.*

Sir, Downing-street, 27 December 1847.

WITH reference to that part of the enclosures in your despatch No. 79, of the 14th September last, which mentioned that a man who had emigrated from the estate of Mr. Charles Trench must become a public charge as soon as he landed, I have the honour to enclose, for your information, the copy of a letter which has been received from Mr. Trench, containing an explanation on the subject.

24th December.

I have, &c.
(signed) *Grey.*

Enclosure in No. 27.

Sir, 33, Kildare-street, Dublin, 24 December 1847.

I HAVE been favoured with your letter of the 11th instant, enclosing a copy of a letter from the emigration agent, St. John's, New Brunswick. Encl. in No. 27.

The facts with respect to the Melvin family, referred to in that letter (and which family, I may remark, is the only one that I can be said to have sent to America), are briefly these :—

Michael Melvin held about four-and-a-half acres of land, plantation measure, from me, at the yearly rent of 5 *l.* 8 *s.*, this rent being on the whole about 1 *l.* 5 *s.* more than the acreable head rent payable by me for the same lands. In the spring of this year Melvin owed one year's rent, and he then gave up possession of his land, of which he had not any lease, as stated by your agent, but was only a tenant from year to year, and he appeared very thankful when I offered to pay his passage to America, for which, outfit, &c., I sent him 25 *l.* I shall lose two years' rent of his ground, and it was thought that I had acted rather liberally in giving him the sum instead of turning him out, perhaps to become chargeable to the electoral division. When in Ireland, Melvin could work ; he was one of the labourers in Lord Ashtown's employment, and worked in the demesne, I believe, until the time he sailed, and two or three of his family are able to earn their bread.

If, however, under the circumstances, the Colonial Land and Emigration Commissioners are of opinion that I can be fairly called upon to do anything more for this family, I have to request that they will be so good as to inform me what they expect, keeping in mind that I am not the owner of the land.

I have been informed that the sum agreed to be paid for the passage of the family was 17 *l.*

I have, &c.
(signed) *C. T. Trench.*

S. Walcott, Esq.,
&c. &c. &c.

— No. 28. —

(No. 84.)

COPY of a DESPATCH from Lieutenant-Governor Sir *W. M. G. Colebrooke* to Earl *Grey.*

Fredericton, New Brunswick, 28 September 1847.

My Lord, (Received 18 October 1847.)

No. 28.
Lieut.-governor Sir W. M. G. Colebroke to Earl Grey.
28 Sept. 1847.

SINCE the date of my despatch of the 14th instant (No. 79), I have continued to give my attention to the situation of the emigrants at St. John's and the outports ; and in reference to the reports forwarded with that despatch, I have now the honour to transmit a copy of the Report made to Mr. Perley relative to the emigrants at Shippegan, and of a more recent Report I have received from

No. 1.
No. 2.

NEW BRUNSWICK.

Mr. Baldwin, whom I had appointed to the charge, and from which I am led to hope, that the fever which had broken out has in some degree subsided, although it had spread amongst the inhabitants of that remote district. It had been unfortunate, that the only medical officer resident at Shippegan had taken the fever, and that it had not been practicable to visit the sick at Caraquet Island; but through the exertions of the officer of Provincial Customs, Mr. Doran, I hope that every possible relief will have been afforded to the sufferers. The great alarm which prevailed from the infectious nature of the disorder, has rendered it extremely difficult to obtain the necessary assistance for them, even in situations less remote.

In order to obtain full information in regard to the case of the "Looshtauk," at Miramichi, and to direct such further inquiries as it would be necessary to pursue at Shippegan, Mr. Perley has availed himself, with my sanction, of the interval previous to the arrival of any more emigrants at St. John's, to proceed to the north, and I will be prepared to transmit a report of his proceedings on his return.

Nos. 9, 10, 11.

I enclose copies of the reports that have been made to me of the ships and vessels which have arrived since the date of my last despatch; of the proceedings and penalties enforced by the magistrates against the master of the passenger-ship "Lady Dombrain," for breach of the Passengers' Act; also of the expected arrival of a number of indigent emigrants so near the close of the season, that some special provision will require to be made for their reception, and to guard against their exposure to the inclemency of the approaching winter. I have recommended this subject to the attention of the local authorities, and will be prepared to sanction whatever disbursements may be found to be indispensable.

No. 3.

I have not yet received the observations of the Mayor and Common Council on the Report of the Board of Medical Officers respecting the Quarantine Establishment and Almshouse; and in transmitting that Report for the information of your Lordship, I am desirous of impressing on you that as the superintendence of these establishments is invested by law in the local authorities, who are responsible for the disbursements made on them, and which are to some extent chargeable on local rates, I have not felt myself authorised to interfere further than to control and regulate, as far as possible, the expenditure of the funds placed at the disposal of the Government. From the infectious nature of the prevailing disease, the establishments on the island were left to the care of the medical officers employed, who, from illness and inability, were unable to do justice to so extensive a charge, and that in consequence much irregularity had prevailed is unquestionable. I had in consequence found it necessary, when Dr. Harding was taken ill, to appoint a Board of Medical Officers to visit the establishment, whose Report I now transmit; and having subsequently visited the island myself, I can attest the value of some of the suggestions of the Board, while I am prepared to do justice to the local authorities, who have wished to do what they could to remedy the defects of the establishment and alleviate the sufferings of the people. Being aware of the prevalence of a strong feeling of reluctance in the inhabitants of St. John and in other parts of the province to expose themselves to the risk of infection, I am not of opinion that it would be practicable or expedient to dispense with the quarantine establishments at Partridge Island, as suggested by the Board, and I am therefore the more urgent that timely measures should be taken to place it on an efficient footing for the reception and due accommodation of the numbers who are necessarily landed there from the ships detained at quarantine.

No. 3.

At present there is only accommodation, and that to a limited extent, for the sick, and none for those who land in health, and who are unavoidably exposed on the island during the time required for the purification of the ships in which infection has prevailed.

As this detention of infected ships in quarantine, and the refusal to authorize the landing of the passengers until bond has been given for their subsistence until discharged, has been the only effectual check on the reckless conduct of the shipowners and others, in exposing the lives of the passengers and crews by neglecting sanatory regulations, I anticipate that provision will be made by the Legislature

Legislature in the next Session for the due enforcement of this salutary provision, as owing to the neglect of it by the local authorities at Miramichi and Shippegan, not only has the Government been called on to sustain the ordinary expenses chargeable upon the emigrant tax, but to provide for the entire subsistence and provision of the people landed from the "Looshtauk" and "James Liddell," which charges at St. John's and St. Andrew's, have been imposed on the masters of the vessels in quarantine.

From the enclosed Report of Dr. William Harding, the medical officer at Partridge Island, your Lordship will be aware of the arrangements which have intermediately been made for regulating the supplies for the sick. I would draw your Lordship's attention also to his observations regarding the condition of the emigrants arrived in the "Lady Sale;" and according to Mr. Perley's Report of the 20th instant, there is reason to apprehend that those who are coming out in October will be of the same description. No. 5.

In reference to the resolutions of the Common Council of St. John, which were forwarded with my despatch of the 14th instant, I have now the honour to forward copy of similar resolutions passed by the Justices in session of the city and county of St. John's, which I have been requested to transmit to your Lordship for the consideration of her Majesty's Government. Enclosed also is copy of a Report made to me by the Commandant at St. John's, and of my correspondence with the Common Council, who it will be seen, have manifested every disposition to co-operate with the Government in taking the precautions which may be required to prevent the spread of infection, a subject on which I propose to obtain a further report from the Board of Medical Officers. In the mean time, provision has been made for cleansing and purifying the sheds inhabited by the emigrants in the city, and for their medical inspection, with a view to the prompt removal to the hospitals of all infected persons. The sheds in question have only been erected for the temporary accommodation of the destitute emigrant families, who were exposed in the open streets, until they could be otherwise disposed of, and the situation purposely chosen was adjacent to the sea-shore on ground at the disposal of the corporation, the inhabitants not being disposed, from dread of infection, to admit them to be located on any ground within the city. No. 7. No. 8.

In appointing a Board of Medical Officers at St. John's, a similar Board was also appointed at Fredericton and St. Andrew's. A copy of the report of Drs. Tolderoy and Odell, at Fredericton, is herewith enclosed; but I regret that the illness of Dr. Frye, at St. Andrew's, who has been attacked with fever contracted in his attendance on the emigrants, and whose life is despaired of, has prevented me from receiving a report from that place. No. 4.

I enclose also a report from Mr. Wolhaupter, the Commissioner, who with Dr. Tolderoy, has taken charge of the emigrants at Fredericton; and adverting to the number of destitute orphan children here and in St. John's, it is my intention to provide for their care until they can be otherwise provided for. Such children are readily taken by the farmers in the country, and brought up with their own families, and I entertain no doubt, that they will all be satisfactorily provided for in this manner before the winter. No. 6.

From the enclosed Memorandum it will be seen that in St. John's, there are at present more than 150 childen, for the most part orphans, or whose parents being in the hospitals are unable to provide for them. In Fredericton also, the numbers are considerable; an association has also been formed in St. John's by a number of charitable persons, for the distribution of soup to the destitute, when the inclemency of the season may prevent those who remain from obtaining work. No. 12.

At present employment may readily be obtained, as well in town as in the country, by all who are able and willing to work, and many avail themselves of it to earn sufficient to enable them to proceed to the United States, where they can obtain employment during the winter months. From the practice of the Irish emigrants of concealing the money they possess, and claiming relief as paupers, they are not allowed to land in the ports of the United States, until they possess a sum of five dollars for each person, with which they are allowed to land if in health, and they are further subject on their arrival to such sanatory regulations

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as are calculated to improve their habits and to prevent the spread of disease. From the information I have received, these precautions are not needless, as in several cases where the farmers in this province have received emigrant families into their houses, their own families have been attacked with fever, and in others, the parties engaged having lived by vagrancy in Ireland, have declined to work, and have been necessarily again discharged. From the accounts given by these persons, it would appear that they had been accustomed by mendicity to acquire the means of paying the rents required from them for their holdings, a practice which had indisposed them to labour for their subsistence and the provision of their families.

Adverting to the arrangements to which I have alluded for the care and disposal of the orphans, it has been found to be indispensable to remove them from the hospitals and other infected places, and to have them properly clothed, in order to induce the inhabitants to receive them, and a building has been set apart for their immediate reception in St. John's, where they will be clothed and placed under proper superintendance until they can be provided for.

I have, &c.
(signed) *W. M. G. Colebrooke.*

Enclosure 1, in No. 28.

Government Emigration Office,
7 September 1847.

Encl. 1, in No. 28.

May it please your Excellency,

I HAVE the honour to lay before your Excellency a letter and enclosures received by mail last evening, from the High Sheriff of Gloucester, relative to the emigrants landed at Shippegan, from the "Eliza Liddell," to which I beg to refer.

Sheriff Baldwin appears to have acted with great decision and energy in this matter. It will be observed, that there has been great supineness and neglect of duty at Shippegan, and all parties there seem to stand in need of being put in order.

I have, &c.
His Excellency the Lieutenant-Governor. (signed) *M. H. Perley.*

Dear Sir, Bathurst, 2 September 1847.

I THINK it but fair to state, that I think the conduct of Capain Clarke of the "Eliza Liddell," lately at Shippegan, has been much misrepresented by the parties who first communicated with me and the magistrates.

I was at Shippegan soon after I wrote you before, and Captain Clarke, who had just arrived from Miramichi, called upon me of his own accord, when the following matter was elicited.

Of the charges against Captain Clarke, the principal were, that o make a freight for his vessel, he picked up all sorts of persons in Sligo, and took them off without going through the necessary formalities; that he shipped them for a voyage to Quebec, not Shippegan; that he was short of water, fuel, &c.; that he sold bad brandy to the passengers at an exorbitant rate; that he exhibited no list of the passengers to the health officer, nor at the Custom-house; that he quitted the ship to avoid paying head-money, and answering charges, &c.

Captain Clarke told me he had heard some rumour of these charges, but that they were all unfounded, so far as intention went; if he was wrong, it was through ignorance. He stated that a broker in Sligo, being aware that he was chartered by a house in Liverpool to proceed to Shippegan, for a cargo of timber which had been lying through some accident from the year before, advised him to set up vessel for passengers, and guaranteed that he would provide the legal complement in so many days; that he did so; that time passed, and the members were increasing but slowly, and he feared he should be detained by the broker, and that it was more an object to him to get to sea than to have a law-suit. That under these circumstances he consulted with an acquaintance, whose relative was Lord Palmerston's agent, and this acquaintance tendered his services to speak to the agent, and beg him, if he could, to assist in supplying the number the broker was short.

The agent did so on application, and could have supplied more if the ship could take them. That these passengers were all shipped with the knowledge and sanction of the emigration officers (Messrs. Grandy and O'Rourke I think he called them), and were regularly cleared at the Custom-house for Shippegan; Captain Clarke exhibited to me the list containing all their names, &c., and the word Shippegan was written in large characters through each column set apart for the destination. This list he handed to the health officer when he came on board at Shippegan (this the health officer confirmed); that he, the health, officer called each

each by name, examined and passed them over a rope, and he, the captain, accounted for the missing ones by stating that they died. That this list was handed to Mr. Cain, the agent of his consignee, along with the other Custom-house papers, and that it was Mr. Cain's fault, and not his (the captain's) that it was neglected and the head-money not paid, for he solemnly asserted he was ignorant, when he took the passengers, that head-money was levied here. Mr. Cain then voluntarily assumed all the responsibility of keeping back the list, pleading ignorance of the necessity of sending it, and stated that he would pay the head-money that day for the captain, which, by-the-bye, I believe is not done yet that although the final destination of some of his passengers was Quebec, they all clearly understood they were bound for Shippegan first; and to facilitate these views, and not through any obligation, he paid the passages of about 30 of them, and supplied them with provisions for Quebec from Shippegan. Of this assertion I am a little doubtful, and at any rate he has offered no proof that he was not bound to place them free in Quebec; that water was plenty, but having used a great quantity for drinks for the sick, they voluntarily proposed themselves, after the first four weeks, to put themselves on short allowance for fear of a long passage. About the brandy, the captain's wife, who was on board, had a slight attack of fever on the passage, he said as she was recovering he gave her brandy, prepared in drinks of different kinds. The passengers learning this, requested some for a like purpose; that he gave them at first gratis, which produced too many customers, he then charged them for it, and they soon ceased applying. On his arrival he took his wife and children to Miramichi, to her friends for their health, and remained with them himself, leaving his brother-in-law to attend to the loading of the vessel, and not to evade any inquiry.

As the misrepresentations of Captain Clark's conduct have been now widely published, I think it but common justice to him to repair my part of the fault of prejudicing him, by communicating to you these facts, many of them corroborated by others present before me. Of the misconduct in the matter of this vessel, I am clearly of opinion that the broker in Sligo made a good bargain out of the captain's ignorance, and the strong interest that prevailed to get rid of the destitute; that, therefore, he is to blame for this influx of paupers. That Mr. Cain here is to be blamed for suppressing or omitting to furnish the list, and paying the head-money; and the authorities and leading men of Shippegan are to be blamed, that, through a want of energy, unanimity and public spirit, which, I regret to say has always distinguished them, they allowed these passengers to scatter themselves about, without steps being taken first to cleanse and purify them, whereby much subsequent disease, trouble and expense would have been avoided; when they were collected together, no body would approach them, or even enter the shed, but the medical attendant, Thomas S. Baldwin, who was obliged to deal out the scanty provisions afforded, himself, and when one died, to lay him out, coffin him and haul the coffin out in the road, before help could be had to take the corpse away. The consequence is, that on the 26th ultimo he was attacked himself with fever, and is now very ill. Dr. Gordon went down this morning, and I must follow, for I understand Mr. Doran, who took supplies to them since my brother took ill, is now also complaining, and nobody can be found to attend the poor wretches. By Saturday's (last) mail I was advised of my being appointed a Commissioner to attend to their relief, and, knowing their need, I lost no time in sending it.

I purchased here a stock of provisions, chartered a boat, and in 28 hours after I received the Secretary's letter, the food was at their shed.

I am, &c.
(signed) *Henry W. Baldwin.*

I enclose a statement of the numbers sick, relieved and died since landing; also a copy of a note from one of the sick in the shed.

Perhaps it would be as well to confine the knowledge of the sickness of the attendants above-mentioned to yourself for a day or two, till the result is known.

COPY of a Note received by Mr. *Doran*, at Shippegan, from one of the Sick Emigrants in the Hospital "shed," three days before the appointment of the Commissioner arrived.

Mr. Doran,—Your Worship,

I BEG you will consider our deplorable condition here; we are poor patients in great destitution, bordering on starvation. Now, worthy magistrate, we humbly beg that you will preserve our lives a few days longer, and we shall sound your praises through all the old country as our best benefactor, and the Lord will bless your salvation.

(signed) *Owen Gilgan.*

26 August 1847.

List of Passengers by the brig "Eliza Liddell," from Sligo, who have been receiving aid at the Public Expense in the County of *Gloucester*, up to the 24th August 1847, as Sick and Destitute Emigrants.

No.	NAMES.	Age.	REMARKS.
	James Gannon	86	died 7th August.
	Mary Gennan	82	died 4th August.
	John Leyden	56	sick, mild typhus
	Margaret Leyden	55	sick, mild typhus.
	Mary Leyden	26	sick, mild typhus.
	John Leyden, jun.	24	dysentery.
	Margaret Leyden	22	convalescent.
	Catharine Leyden	21	discharged from sick list.
	Patrick Leyden	19	sick, mild typhus.
	Manfred Leyden	17	discharged from sick list.
	James Leyden	14	discharged from sick list.
	Nancy Leyden	12	convalescent.
	Bartholomew Carroll	30	sick.
	Bridget Carroll	32	died 15th August.
	Mary Conroy, widow	46	sick, mild typhus.
	James Conroy	24	convalescent.
	Peter Conroy	20	
	Bridget Conroy	14	convalescent.
	John Conroy	12	
	Mary Conroy	10	
	Catherine Finney, widow	45	sick.
	Margaret Finney	16	discharged cured.
	Mary M'Gowan	24	convalescent.
	Bryan M'Gowan	20	
	Bryan Ryan	26	
	Bryan Fallen	30	sick, typhus.
	Bridget Fallen	36	
	Patrick Fallen	5	convalescent.
	Patrick M'Ewen	20	discharged.
	Andrew Murty	60	sick.
	Mary Murty	40	convalescent.
	John Murty	38	
	Alicia Murty	10	
	Peter Murty	8	
	James Murty	6	convalescent.
	Mary Murty	3	
	Patrick Pheney	50	discharged.
	Ann Pheney	56	
	Mary Pheney	16	
	John Hearnan	38	sick, but not destitute of means, if health were restored.
	Catherine Hearnan	33	
	Michael Hearnan	38	
	John Hearnan	11	
	Mary Hearnan	8	
44	Carried forward.		

No.	NAMES.	Age.	REMARKS.
44	Brought forward.		
	Peter Hearnan	6	sick, but not destitute of means, if health were restored.
	James Hearn	4	
	Patrick Hearnan	2	
	Owen Gilligan	48	sick.
	Ellen Gilligan	46	discharged.
	Margaret Gilligan	12	
	Daniel Gilligan	10	
	Bridget Gilligan	8	
	Michael Gilligan	3	
	John Gilligan	24	
	Patrick Gorman	22	sick.
	Ann Smith	17	discharged.
	James Quinn	40	sick.
	Mary Quinn	50	convalescent.
	Hugh Quinn	17	
	John Quinn	10	
	Thomas Quinn	7	sick.
	Michael Quinn	4	sick.
	Ann Quinn	6 mths.	well.
	Luke Dwyer	40	discharged.
	Mary Dwyer	36	
	Thomas Young	31	died 8th August.
	Margaret Young	34	discharged.
	Patrick Nicholson	60	sick, and deaf and dumb.
	Minifred Nicholson	70	died 23d August.
	Bridget Nicholson	24	discharged.
	Luke Nicholson	23	
	John M'Cormick	40	all discharged 14th August.
	Catherine M'Cormick	28	
	John M'Cormick	13	
	Jane M'Cormick	5	
	Matthew M'Cormick	3	
	Owen Phinney	41	died 28th July.
	Timothy Cochrane	26	discharged.
	Peter Kelly	40	
	Mary Kelly	17	typhus.
	Sally Kelenache	44	discharged.
	William Kelenache	24	convalescent.
	Patrick Kelenache	20	
	Bridget Kelenache	19	
	Martin Kelenache	16	
	Mary Kelenache	15	
86			

Recapitulation.

Total Number of Passengers by the "Eliza Liddell," 164, not 128 as published.

Total number of the passengers by the "Eliza Liddell" under care up to the 24th August 1847, at Caraquet and Shippegan		86
Discharged cured	29	
Died	6	
	35	
Remaining		51

Shows about one half sick and destitute.

Of these there are yet idle, state uncertain	26	
Convalescent, but weak and destitute	23	
Infants well, but kept with parents	2	
	51	
At Bathurst, in hospital		7
Sick	4	
Convalescent	2	
Well, and acting as nurse	1	
	7	

Enclosure 2, in No. 28.

Sir, Bathurst, 13 September 1847.

Encl. 2, in No. 28. I beg to enclose, for the information of his Excellency the Lieutenant-governor, Dr. Gordon's Report on the state of the hospital shed at Shippegan, on the 3d instant, with a list of those receiving relief at that time.

As

As Mr. Baldwin, the local medical attendant, is but slowly recovering from the severe attack of fever which he contracted in the shed, I have thought it my duty to request Dr. Gordon again to visit Shippegan, and he accordingly accompanies me to-morrow. I hope on this occasion to find several restored so far as to be fit to undertake some employment, which I shall use all my endeavours to provide for them.

I regret to say, that up to the 7th instant 14 cases of ship fever were to be found in the neighbourhood of Shippegan.

Mr. Doran fortunately did not contract the fever.

I have, &c.

Hon. J. S. Saunders, &c. &c. &c.

(signed) *Henry W. Baldwin.*

Gentlemen, Bathurst, 6 September 1847.

Agreeably to your request I proceeded to Shippegan last week, to visit the emigrants lately landed there by the barque "Eliza Liddell," from Sligo. On my arrival there I learned that the house in which they are located as a temporary hospital, was the only one which could be procured for their reception at the time, but it will only answer the purpose during mild weather.

Five sick in one family, and three in another.

I found that a number of the emigrants, some of those who had recovered from fever, and some who had not been sick, but remained to nurse their friends, were busily engaged outside of the hospital in washing, drying and airing their own and the clothes of the sick.

I found that there were about 18 in the hospital, which I considered should remain under medical treatment and care, 19 others I recommended to be discharged in a few days; two families sick were not in the hospital, but received assistance from Mr. Doran, whom they all stated visited them daily, and attended to all their wants since Dr. Baldwin had been taken ill. So far as in his power, they appeared and expressed themselves well satisfied with the care and kindness they received.

I also found the disease had been introduced amongst the inhabitants to some serious extent, but had neither time nor opportunity to ascertain this point fully.

I visited Dr. Baldwin, and found that he was slowly recovering from a severe attack of fever caught in the discharge of a very onerous duty, for not only had he to administer to the sick, but also Mr. Doran and he were obliged to put the dead in their coffins and get them buried. I prescribed for all the sick, and left with Mr. Doran whatever instructions I deemed necessary.

I have, &c.

Messrs. Baldwin and Doran.

(signed) *Robert Gordon.*

State of the Hospital at Shippegan, inspected by Doctor *Gordon*, from Bathurst, on Friday the 3d day of September 1847.

No.	NAMES.	REMARKS.
1	John Hayden	sick.
2	Catherine Hayden	sick.
3	John Hayden, jun.	sick.
4	Mary Hayden	sick.
5	Catherine Hayden	sick.
6	Margaret Hayden	sick.
7	Ann Hayden	sick.
8	John Gillan	sick.
9	Pat Nicholson, deaf and dumb.	sick.
	The following is a family in Poumouchi, in John Herbert's barn, emigrants, per "Eliza Liddell:"	
1	Widow Kelly	sick.
2	Mathew Kelly	sick.
3	Ann Kelly	sick.
4	Lucy Kelly	sick.
5	James Quin, in Shippegan, but not in hospital.	dropsical.
6	Andrew Murty, in hospital.	Oedematous swelling.
	Two children of Murty's Murty has a wife and four more children (paupers).	general dropsy.
1	Bryan Fallero	convalescent.
2	Mary Coury	convalescent.
3	John Coury	convalescent.
4	Bryan Regairo	convalescent.
5	Catherine Fenney	convalescent.
6	Terence Kelly, in Poumouchi.	convalescent.
7	Pat Gorman	convalescent.
	The following to be discharged from the hospital on Monday the 6th day of September, by order of Dr. Gordon:	
1	Bryan M'Gorman	well.
2	Mary M'Gorman	well.
3	Owen Gilegan	well.
4	Ellen Gilegan	well.
5	Margaret Gilegan	well.
6	Bridget Gilegan	well.
7	Daniel Gilegan	well.
8	Michael Gilegan	well.
9	James Coury	well.
10	Peter Coury	well.
11	Bridget Coury	well.
12	Mary Coury	well.
13	Margaret Fenney	well.
14	Mary Quin	well.
15	Hugh Quin	well.
16	John Quin	well.
17	Thomas Quin	well.
18	Michael Quin	well.
19	Ann Quin	well.

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Encl. 3, in No. 28.

Enclosure 3, in No. 28.

REPORT of the BOARD of PHYSICIANS at *St. John*, appointed to inquire into the State of the Emigrants on Partridge Island and the Almshouse; with Letters to the Mayor of the City.

WE, the undersigned Commissioners appointed by his Excellency the Lieutenant-governor, to inquire into the state of the emigrants at Partridge Island, and at the Almshouse, St. John, and to suggest measures, &c., and to report *iater alia* respecting

1st. The sources of the ship or typhus fever now so prevalent among the emigrants from Ireland, its infectious nature and treatment.

2d. The sufficiency or insufficiency of the arrangements for the accommodation and treatment of the sick, and what more may be required.

3d. The means of prevention, and whether amongst others, these do not include wholesome diet, due attention to cleanliness and ventilation on board of the emigrant ships during the passage, and the necessity of requiring that vessels should carry a surgeon.

4th. The means of preventing the spread of the disorder in the community; and,

5th. The expenses necessary to be incurred:

Respectfully submit, that we visited Partridge Island on Wednesday 25th and Friday 27th of August, for the purpose of obtaining information agreeably to the tenor of the commission.

In reply, we attribute the prevalence of emigrant fever in this place to the co-operating influences of poverty and its concomitants upon the system of the emigrant prior to embarkation; to impurities of atmosphere in the crowded holds of vessels; to neglect of personal cleanliness; to impure water, and want of medical attendance and supervision during the passage; and lastly and principally, to exposure, impurities, want from insufficient attention, and hospital deficiencies at the quarantine station at Partridge Island, and to the deficient supply of wholesome water. In reference to the exposure, we may observe, that many of the emigrants have slept all night in the open air upon the damp ground, with no other covering excepting their wearing apparel. We found patients suffering under fever and dysentery in this destitute and neglected condition. The sudden transition from the heated hold of the vessel to the cold night air and wet ground, has been followed, in many instances, by the outbreak of fever and dysenteric disease. In reference to impurities upon the island, we may state in the first place, atmospheric impurity arising from the filthy condition of the tents, the filthy habits of the people, and the exhalations from the burying-ground, where upwards of 40 bodies are deposited in one hole, without a sufficient covering of earth, and many others are buried with only a few inches of earth over the bodies, which are not protected by a coffin; we found the cadaverous smell from this ground extremely offensive. We may state in the second place, the personal filthiness of the emigrant, and the deposit of night-soil around each tent. In reference to "want from insufficient attention;" we feel ourselves called upon to state, that in many instances the sick have suffered from the want of food and water; and that in some cases we believe the unfortunate patient has died in consequence of this want. We may here remark, that Dr. W. S. Harding, the physician upon the island, confirms this assertion. We are informed by Dr. Harding, that this particular suffering of the emigrants is attributable to the difficulty of procuring nurses. We found many of the emigrants suffering in their tents from want of a sufficient supply of straw for bedding, some were sleeping on the ground, and exposed to cold and wet after every rain, and others were lying upon spruce boughs.

In reference to the hospital deficiencies, we may observe, that these include not only the very objectionable condition and location of the buildings, but the almost entire want of hospital conveniences, such as bedsteads, close-stools, spit-pans, bed-pans, and proper bedding; the emigrants, generally speaking, sleep on the floor, both sexes crowded in the same room; the rooms are filled with the boxes and furniture of the emigrants, which increase the impurity of the apartment. This nuisance, we are informed by Dr. Harding, arises from the want of a suitable building upon the island as a store-house for such articles. One of the buildings erected for a hospital is unfinished as respects outside covering on the walls; the patients sleep upon the floor, with their heads exposed to the cold currents of wind passing through the open and wide seams between the boards. The impurity of the rooms, especially in the buildings contiguous to the burying-ground, is greatly increased; and particularly in southerly weather, by the cadaverous exhalations. Some of the patients have been 16 weeks upon the island, suffering under several relapses of fever, which we attribute to the foregoing causes. The buildings erected for hospitals are objectionably narrow, and consequently the space between the patients as a gangway in the centre of the rooms is not sufficiently wide.

In reference to the deficient supply of wholesome water, we consider this a great cause of generating and perpetuating disease. There is one small spring from which a precarious supply is obtained, and when we visited the island there was not a gallon of water in it. There is another well contiguous to the lower hospital and burying-ground, the water of which is unfit for use as drink, but necessity has compelled the emigrants to drink it. We are informed by the physician on the island, that additional supplies of water have been received in hogsheads from St. John, and furnished from a water-boat. It is unnecessary to comment upon a quarantine establishment thus supplied with water, for several hundreds and sometimes upwards of a thousand individuals.

We,

We, in the course of our inquiries, examined the stores and cook-house. The various supplies, we are informed, are furnished daily by the proper authorities in St. John, and conformably with a requisition from the health officer upon the island. We noticed the following articles:—A barrel two-thirds full of biscuit; the same quantity of Indian meal; the same quantity of oatmeal; a few pounds of sugar, and about 10 lbs. of tea; half-barrel of barley and a small keg with some rice, and one quarter of beef. The tea, sugar and other supplies are given out to such emigrants as can go personally, or procure some friend to receive them. This practice of supplying is attended with many evils, and is altogether objectionable as regards the emigrant, and wasteful as regards public expenditure. The sick and friendless emigrants frequently receive no supplies; others, again, receive them, but are unable to cook them. We saw in many of the tents various quantities of tea and sugar which had been accumulating from day to day; some from the inability of the individuals to use them, and others intentionally reserved for future use after the parties shall have left the island. This waste, and the neglect and suffering connected with the want of system, manifested very decidedly the necessity of a commodious cook-house under proper regulations. The stove in the apartment called the cook-house is small, and entirely unfit for a public establishment.

In answer to the inquiry respecting "the infectious nature" of emigrant fever, we reply, we believe that the disease is contagious, and that it is readily contracted by emigrants in their peculiar condition, and exposed to the unwholesome atmosphere former around the beds of fever patients, crowded together in badly ventilated rooms, in which the disease soon develops its typhoid and typhus characters. Experience has shown that physicians and clergymen in other places and in this province, who have been exposed to the contagion in such impure atmospheres, have contracted the disease. The tendency of the disease to degenerate into typhus, and consequently its contagious character, would be lessened, and in many instances entirely prevented, by an improved system of hospital management, comprehending, *inter alia*, due attention to cleanliness, diet and ventilation.

We noticed on the island the sale of impure meats and unripe fruits, to which we must attribute a large proportion of the diarrhœal and dysenteric affections which have been very fatal among children and aduls. Boats, without any permission from the civic authorities, frequent the island without interruption from the constables upon it, and not only vend their unwholesome articles, but practice the greatest imposition upon the emigrants, whose ignorance and necessities induce them to purchase pickled veal and lamb in a condemnable state, at 6*d.* a pound, and sheep's heads at 1*s.* and 1*s.* 2*d.* a head.

We may further observe, that if there were any advantages resulting from quarantine restrictions, the community would be deprived of them by the intercourse of these hucksters.

In compliance with the requisition of the commission, we respectfully suggest—

1st. That more medical men should be employed to attend the sick upon the island, as it is utterly impossible for one or even two physicians to meet their wants. It will appear from Dr. Harding's letter of the 26th August, that there were 800 emigrants upon the island at that time, of whom 600 were sick. This statement must show the neglect which some must experience. We are informed that several hundred emigrants have arrived since that date, of whom many are labouring under the prevailing diseases; and consequently, under the present state of things at the quarantine station, must experience, among other wants, the want of medical attendance.

2d. That bedsteads, bed-pans and straw beds be forthwith sent to the island hospitals, and also some close-stools.

3d. That additional buildings be immediately erected for the accommodation of the sick, as otherwise, during the present cold and approaching colder nights and inclement season, under the prevailing defective arrangement, there must be a great destruction of human life.

4th. That a suitable cook-house properly furnished, be immediately established, and that tea, gruel, barley-water and the like, be therein prepared and distributed to the sick, and that soup and the diet prescribed by the physician for the convalescents and others, be also prepared therein and properly served out to the emigrants upon the quarantine establishment.

5th. That a person be appointed to act as steward for the above purpose, and that he shall receive and give receipts for all supplies, and thereby relieve the physician from this responsibility, which is incompatible with his professional duties.

6th. That a suitable building be erected, which shall be used as a store-house for the emigrant furniture and chests, and also as a deposit for straw in sufficient quantities to meet any exigency, and that several tons be forthwith purchased and secured upon the island for immediate use, and that a room in the same building shall be set apart as a store-room for emigrant supplies.

7th. That a suitable building be erected as a receiving-house for emigrants when they land on the island, where they may remain until they are discharged from the island, and when convalescent may be separated from the sick and thereby escape relapses, which have been so frequent and fatal.

8th. That a proper place be set apart as a burial-ground, and that earth and lime be immediately carted upon the present place of interment, as there is much cause to suspect that the autumnal rains by washing away the scanty covering of the dead in many graves, will expose the bodies, and independently of other considerations, increase the impurity of the already vitiated atmosphere. We may here observe, that in several

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trials we reached the tops of coffins, and at other times the bodies of the dead, with a walking-cane thrust moderately into the ground.

9th. That wells be immediately sunk to secure a sufficient supply of wholesome water, as it is impossible to conduct a quarantine establishment with justice to those within its boundaries and with safety to society, without a plentiful supply of water, not only as an article of sustenance, but for the purposes of cleanliness; and,

10th. That a suitable building be erected for the medical attendant, with an apartment in it for a dispensary.

11th. And that wards be appropriated exclusively for male and female patients separately.

In reply to the inquiry respecting the attendance of a surgeon on board emigrant vessels, we unhesitatingly say, that humanity and justice to the emigrants themselves and to the people among whom they are distributed at the termination of their voyage, equally demonstrate the necessity of having a surgeon on board of every emigrant ship. As we have no doubt that the surveillance of an active and competent medical officer would prevent much sickness, and the predisposition to it consequent upon the neglect and impurities in the holds of emigrant vessels.

We have already stated that the disease is generated and kept up by poverty and impurities of person and atmosphere in crowded apartments, therefore we see the necessity of cleanliness, pure air and proper diet, as the most "promising means of preventing the "spread of the disease in the community." It accordingly behoves the public authorities to provide suitable residences for certain numbers of emigrants, and thereby prevent the crowding together of multitudes, either in private houses or public sheds, or in tents by the street side, as all such nuisances will become sources from which the disease will spread throughout the community, by infecting those whose constitutions are fitted, by various debilitating causes, to be acted upon. We have positive evidence of this fact in the febrile attack of a gentleman who contracted typhus from the impurities of the old "poor-house," which was crowded with emigrants.

We may here remark, that the contagious character of the disease is reduced, and in many instances destroyed in private practice by proper attention to ventilation, fumigation of the apartments with the chloride of lime, the immediate removal of all offensive matter, and cleanliness, which comprehends frequent changes of body and bed-linen, ablutions and frequent spongings of the body of the patient with tepid water either by itself or medicated with vinegar or the muriatic or nitric acids. The treatment in reference to the dispensing of medicines, must be regulated by the circumstances of the case and the judgement of the physician.

The preceeding suggestions respecting improvements in the quarantine establishment upon Partridge Island, are based upon the supposition that a quarantine is absolutely requisite; but we do not subscribe to this supposition, and we must here express our conviction, that numerous cases of disease upon the island, in the almshouse and throughout this city, are attributable to the quarantine laws, and to the quarantine establishment at Partridge Island, and accordingly we would furthermore suggest the propriety of establishing emigrant hospitals in different parts of the environs of this city, sufficiently detached from other buildings, for the purpose of preventing any apprehension in the neighbourhood, but at the same time sufficiently near the city to command whatever medical assistance increasing numbers of patients might require. We are convinced that arrangements could be effected and a system adopted in such locations, which would secure the main object of a quarantine with increased comforts to the sick, decreased expenses to the province, and without any oppressive interruption to the commerce of the port by the unnecessarily protracted detention of vessels.

From the preceding statements respecting the destitute condition of the sick with regard to nurse attendance, the necessity for an increased number of nurses is apparent. We are informed that there is a great difficulty in obtaining them, owing to the prevailing dread of the disease.

We have been informed by the physician upon the island, and by Mr. Alderman Smith, that it is impossible to hire carpenters to complete the unfinished hospital upon the island; we would, therefore, suggest the expedience of immediately erecting an emigrant hospital in some unobjectional location in the environs, for which workmen could be obtained, as there would be no apprehension respecting the disease; and we would further suggest, in case this recommendation is sustained, that a plan of the building, in reference to hospital arrangements, should be obtained from some competent medical gentleman, as we cannot suppose that any have been consulted respecting such arrangements in the buildings already put up.

We regret to state the continued indisposition of Dr. Johnston Harding, and we must refer the want of a more detailed account of the emigrants, since the first arrival of them upon the island to this cause. We annex a letter from Dr. W. Harding, and have not received any other communication from him, and, therefore, we are not enabled to specify the precise number of tents upon the island. We believe the number, however, to be about 200. We may here observe, that a proper arrangement of the tents, with a number affixed to each, would have afforded greater facility and more certainty in the distribution of medicines and nourishment.

We visited the emigrant sick at the almshouse, on Saturday the 28th August. We found the apartments filled, but clean and in good order. Heretofore, much inconvenience arose from the crowded condition of the wards; but the buildings which have been recently erected

afford

afford accommodation at present. The supplies of food, &c., are ample, and of the best qualities, and we record with much pleasure the praiseworthy exertions of Mr. and Mrs. Craig, whose kindness and attention to the sick have been unremitting, notwithstanding the continued and extraordinary call for their attendance. By a reference to the report given by Mr. Craig, and which is attached to this Report, it will appear that 1,148 patients labouring under fever and dysentery have been admitted into the emigrant hospitals at the almshouse establishment since the 1st May, of whom 377 have been discharged cured, 213 have died, and 558 are still remaining in hospital, under the care of only one physician, Dr. John Paddock, who is attending for the present, in consequence of the illness of Dr. William Bayard, who was attacked with emigrant fever contracted in the above establishment, from excessive exposure and fatigue. We feel ourselves called upon to repeat, that the duty imposed upon a physician in the emigrant hospital at the almshouse is too onerous for any one medical man, who cannot give that attention to each case which the rights and safety of the individual, and the cause of humanity and the science of medicine demand, and we, therefore, suggest the propriety of increasing the number of medical attendants during the present extraordinary increase of patients in the hospital.

A commodious new building, with a piazza in front, has been recently built. It contains 128 beds. The patients were admitted into it on the 26th of August,

There is also a commodious, well finished building attached to the brick building. It contains four convenient wards, capable of acommodating 110 beds.

The other buildings, or sheds, which were erected for the emigrants, are liable to the same objection as those upon Partridge Island; viz. the narrowness of the building, and the consequent want of sufficient space in the centre between the beds. Some of these buildings are still in an unfinished state as to covering upon the outside upon the walls, and the patients are thereby exposed, especially in cold, windy and wet weather.

We requested a statement of the probable expenditures requisite for the completion of the necessary accommodation of the sick, from the commissioners of the almshouse, but as yet we have not received it.

We are aware of the value and want of healthy and industrious emigrants throughout the British North American colonies, but we noticed, among the people upon the island, many superannuated and infirm individuals, who must have been a parish charge in their own country; and we cannot conclude this report without expressing our sentiments, that the removal of such persons to this province is equally an act of inhumanity to these paupers, and of gross injustice to the communities upon whom they are sent, as they must continue a permanent tax upon them.

(signed) *Robert Bayard*, M. D., &c.
Wm. Livingston, C. M.
Geo. P. Peters, M. D.

St. John, 6 September 1847.

EMIGRANT HOSPITAL.

	ADMITTED.			DISCHARGED.			DIED.		
——	Men.	Women.	Children.	Men.	Women.	Children.	Men.	Women.	Children.
May - - -	3	6	1	1	2	1	1	1	
June - - -	80	63	32	5	2	4	5	5	1
July 29 - - -	178	133	137	71	49	32	25	24	14
August 11 - - -	91	72	46	15	29	18	14	4	10
August 30 - - -	142	103	61	68	46	34	45	34	30
	494	377	277	160	128	89	90	68	55

Miscellaneous Remarks:—Those admitted in May, June and July were under the care of Dr. Wm. Bayard, all cases of fever and dysentery, of whom three died immediately after admission, and others in a few hours.

Those from 29th July to 12th August, all cases of fever and dysentery, excepting one of fracture of thigh, under the temporary care of William Craig.

Those up to 30th August, all cases of fever and dysentery, under the care of Dr. John Paddock.

	Men.	Women.	Children.		
Total Admitted - -	494 -	- 377 -	- 277	= -	1,148
„ Discharged - -	160 -	- 128 -	- 89	= 377	
„ Died - - -	90 -	- 68 -	- 55	= 213	
				——	590
			Remaining in Hospital - -		558

Of the above, 244 are men; 181 women; 133 children.

Emigrant Hospital, St. John, N.B., 30 August 1847.

(signed) *William Craig*, Keeper.

NEW BRUNSWICK.

Dear Sir, Partridge Island, 26 August 1847.

I FORWARD to you the following brief statement, for the information of the gentlemen of the Commission.

There are at present 800 emigrants upon the island, of which number about 600 are sick, the remainder convalescents, and such as are fit for discharge.

Between the 1st and 21st, 716 have been discharged; 46 deaths have occurred in a week ending to-day.

I design furnishing the gentlemen of the Commission with a few remarks, the result of my observation in a residence here at two periods of the present season.

I am, &c.
(signed) *W. S. Harding,*
Health Officer.

R. Bayard, Esq., M. D.

Secretary's Office, Fredericton,
16 September 1847.

Sir,

I HAVE the honour to enclose, for your information and that of the Common Council and Commissioners of the Almshouse, a copy of the Report of date 6 September 1847, of the Commissioners appointed to inquire into the state of the emigrants on Partridge Island and the Almshouse, and of which his Excellency the Lieutenant-governor has already afforded you an opportunity of perusing.

As already intimated to you by his Excellency, it has been arranged that the stores and supplies sent down for the use of the emigrants at Partridge Island should be lodged at the military post in charge of the non-commissioned officer of the Royal Artillery, and delivered over by him on the order of the resident surgeon to the issuer, by which arrangement his Excellency hopes that greater regularity in the issues may be effected, until more effectual measures may be taken.

One hundred and thirty additional bedsteads have been placed by his Excellency at your disposal for the use of the women and children, and the very sick, and I am to request that special directions may be given that they may not be injured or destroyed, his Excellency having understood that the former supply were for the most part broken up and used for fuel by the emigrants.

I have, &c.
(signed) *John S. Saunders,*

John R. Parleton, Esq.,
Mayor of the City of St. John.

Secretary's Office, Fredericton,
17 September 1847.

Sir,

WITH reference to the Report of the Commissioners appointed to inquire into the state of the emigrants on Partridge Island, and at the Almshouse, a copy of which I had the honour to enclose to you on the 16th instant, for your own information and that of the Common Council and Almshouse Commissioners, I am directed by his Excellency the Lieutenant-Governor to request that observations by these several parties may be addressed to his Excellency upon the Report at their earliest convenience.

I am, &c.
(signed) *John S. Saunders,*

John R. Parleton, Esq.,
Mayor, &c., St. John.

Enclosure 4, in No. 28.

Secretary's Office, Fredericton,
20 August 1847.

Gentlemen,

Encl. 4, in No. 28. I HAVE the honour to inform you, that his Excellency the Lieutenant-governor has been pleased to appoint you a Board of Commissioners to inquire into the state of the sick emigrants at Fredericton, and to suggest measures, &c. The result of your inquiry you will please to transmit to this office for the information of the Government.

I have, &c.
(signed) *John S. Saunders.*

Dr. Tolderoy, Dr. Odell,
Fredericton.

Secretary's Office, Fredericton,
20 August 1847.

Gentlemen,

WITH reference to your appointment to inquire into the state of emigrants at Fredericton, I am directed by his Excellency the Lieutenant-governor, to call upon you for a report, embracing, *inter alia.*

1st. The sources of the ship typhus fever now so prevalent among the emigrants from Ireland, its infectious nature and treatment.

2d. The sufficiency or insufficiency of the arrangements for the accommodation and treatment of the sick, and what more may be required.

3d. The

3d. The means of prevention, and whether, amongst others, these do not include wholesome diet, due attention to cleanliness and ventilation on board the emigrant ships during the passage, and the necessity of requiring that the vessels should carry a surgeon.

4th. The means of preventing the spread of the disorder in the community; and—

5th. The expenses necessary to be incurred.

I have, &c.

Drs. Tolderoy and Odell, Fredericton.

(signed) *John S. Saunders.*

REPORT of Drs. *Tolderoy* and *Odell,* upon the condition of the Irish Emigrants in this City.

Sir, Fredericton, 14 September 1847.

IN answer to your letter of the 21st ultimo, appointing us a Commission to report upon the condition of the emigrants in this city, and the sanatory measures pursued or to be pursued in connexion therewith, we have the honour to report, that since the middle of June last a very considerable number of emigrants have arrived here.

Their appearance upon the whole has been very bad, and their constitutions evidently lowered by, in all probability, years of privation. It is not therefore to be wondered, that in their own country fever of a highly pestilential character should have generally appeared; and that those who had the additional misery of a sea voyage in a crowded and ill-found ship, should, on their passage, or soon after their arrival become subject to the same; if they had not been exposed to contagion before leaving home, we believe the circumstances of their voyage to have been sufficient to determine the outbreak of fever amongst them, probably also the change of climate may have induced its occurrence in those who landed in apparent health.

We believe that a large number have passed through here on their way probably to the United States, and since the establishment of the Emigrant Hospital in the beginning of July last, as many as 124 cases of fever and dysentery have been treated there.

The disease which has chiefly prevailed amongst them is one of the worst forms of typhus; it has been generally accompanied with dysentery, but occasionally the latter disease has occurred *per se.*

This form of typhus depends chiefly upon a depression of the vital or organic nervous power, and its character, like that of most epidemic diseases, often assumes a frightfully aggravated form.

Under certain circumstances, it spontaneously appears, and that having appeared, it may spread with alarming rapidity by contagion alone.

The safety of any community into which this disease has been introduced, will mainly depend upon isolating the affected individuals as much as possible, and at the same time widely inculcating habits of public cleanliness, together with the best means of avoiding those causes which are known as predisposing to it.

As to the treatment, we may briefly state that the general absence of inflamatory symptoms in any of the organs, and the impoverished state of the constitution, has induced the profession in the British Provinces to rely mainly upon a stimulant treatment, with nourishing diet.

Since the 10th of July last, when the Emigrant Hospital was opened in this city, 124 individuals have been admitted, of whom 22 were males, 57 females, and 45 children under 10 years of age.

Twenty-one have died; namely, three males, four females, and 14 children; though it is right to state that many of these sank within 24 hours of their admission.

There are still 77 in hospital, and 39 under medical treatment.

At the first opening of the establishment, the accommodation was certainly insufficient, and even now, with the addition of the new building, cases of relapse have occurred from the want of the means of properly separating the convalescents.

The greatest difficulty has been the supply of nurses and other attendants, the fear of infection deterring all from almost willing communication with the hospital. At one time the only two nurses we had were laid up (one of them died from fever), and during their illness, the whole of the duties devolved upon one or two patients who were just recovering. At present there is only one attendant for the whole, and it is obvious that much more good might be done if the cleansing and washing departments were more efficient.

The supply of wholesome food, wine and medicine has been ample and sufficient; but it would lead very much to the improvement of the poor sufferers, were there a better provision for the more frequent change of bedding and linen.

There is a total want of water on the premises, and in every point of view it would be advisable to sink a proper well in the immediate vicinity.

As to your question respecting the best means of preventing the spread of the disease in this community, it is obvious that, apart from the influence of contagion, the first principle is, to insist upon the strictest cleanliness in all those portions of the city which are liable to become crowded by the poor; and, if possible, the early removal of fever cases occurring under circumstances likely to aggravate the disorder or endanger the public health.

NEW BRUNSWICK.

It is difficult to account wholly for the spread of this fever in Fredericton, without supposing that there has been a want of a proper system at the ports, as many of the emigrants arrive here with the disease fully developed.

The sanatory establishments at the out-ports, ought to be in a position to retain, under medical surveillance, those emigrants who have not quite rallied from the effects of the disease, or those in whom a process of acclimatization seems to be going on.

Another question to which our attention is directed, relates to the means to be employed on the passage to the colony. Whereupon, we may observe,

1st. That all persons offering themselves as passengers, ought to be certified to be free from any contagious disorder, and that they have not immediately left any infected district where fever of a bad character, small pox, &c., had been raging.

2d. That much greater strictness should be used by the officers acting under the Customs and Emigration Acts, to see that the provisions of the said Acts are complied with to the letter; especially as concerns the quality and quantity of the food and water of the ship, and the number of passengers permitted, in proportion to each ship's tonnage.

The appointment of a surgeon to ships carrying emigrants, would be conducive to most beneficial results; and we are of opinion, that in all cases ships sailing to these provinces should be compelled each to carry a medical officer where the number of souls on board exceed fifty.

We have, &c.
(signed) *James B. Tolderoy*, M. D.
G. M. Odell, M. D.

Hon. John S. Saunders,
&c. &c. &c.

Enclosure 5, in No. 28.

REPORT of Dr. *Harding*; dated Partridge Island, 13 September 1847.

May it please your Excellency,

Encl. 5, in No. 28.

I FEEL much gratified to learn the arrangement ordered by your Excellency, to have a store of provisions on the island, for at present we are dependent upon our daily receipts from the city; and should stormy weather prevail, which from the advanced season may be looked for, much suffering might be caused to the poor people here, an evil we could not so well have guarded against for want of store-room, as also the difficulty of obtaining trustworthy persons to hold the supply, through the dread abroad of the island, as also want of accommodation for suitable people. I will give the strictest orders for the proper care of the bedsteads, and distribute them as your Excellency directs. I regret that part of the former supply were destroyed; it occurred in the interval of my former and present residence here. My brother desires me to express his warmest thanks for the kind interest and approval your Excellency has now and before also expressed in his welfare and efforts in discharging the onerous duties of the present season, he is at present favourably advancing to recovery; I believe the people here have not suffered to any extent from the bad weather; I take the liberty of acquainting your Excellency with the following:—

The ship "Lady Sale" arrived here on Thursday last, bringing another freight of paupers from the estate of Sir Robert Gore Booth, consisting chiefly of widows and orphans, and large helpless families depending on one man's exertions. I noticed in one instance 16 children so to be dependent, probably grand-children, as they were principally very young and the man rather aged; the features of this case rendering the design of imposition even more striking than was presented by the "Yeomans" passengers, as it also displays the heartless character of the person sending them.

I have, &c.
(signed) *W. S. Harding.*

Enclosure 6, in No. 28.

REPORT from *B. Woolhaupter*, Esq.; dated Fredericton, 23 September 1847.

Encl. 6, in No. 28.

THE emigrants at hospital are getting on well, and very few deaths have occurred for the last week or 10 days, and a number will be fit to leave at once if they can provide for themselves. In a few days I will have the arrangements completed for the winter, and in case there is not too many crowded upon us, they will shortly all be in a pretty good state. There is now between 70 and 80 at the hospital. Of those that have recovered, I have managed to get a number of them scattered through the country; such individuals as had small families or no children; but there is a number of widows, with children and infirm persons,

persons, who will perish during the approaching winter, unless something is done for them. I have furnished them with bread occasionally, but have not furnished quarters unless in a temporary manner for a few days, and that where they were exposed to the open air at night, and by that means many more of them have made off to the country parts; those that would have left in case permanent lodgings and support had been provided for them.

Dr. Tolderoy prefers the iron bedsteads; I am making application for 20 more. I was informed that the former requisition only contained the number that had been drawn (20); and that a new requisition would have to be made, submitted to your Excellency for approval. I therefore enclose a requisition for 20 more, which your Excellency will approve of if you think proper.

I have, &c.
(signed) *B. Woolhaupter.*

His Excellency
Sir W. M. G. Colebrooke,
&c. &c. &c.

Enclosure 7, in No. 28.

Sir, St. John, 4 September 1847.

Encl. 7, in No. 28.

I HAVE the honour to enclose to your Excellency, by direction of the Common Council, a copy of the Resolutions passed at a meeting of that Board held yesterday, relative to the immigration of Irish paupers into the city and its vicinity during the present season.

For copy of these Resolutions, *vide* p. 111.

I have, &c
(signed) *James William Boyd,*
Common Clerk.

His Excellency
Sir W. M. G. Colebrooke, K. H., Lieut-Gov.,
&c. &c. &c.

St. John, New Brunswick,
15 September 1847.

May it please your Excellency,

BY direction of her Majesty's Justices of the Peace for this city and county in general quarter sessions assembled, I have the honour to enclose a copy of their Resolutions respecting the great influx of pauper Irish emigrants into St. John, during the present year; with the earnest prayer that your Excellency will be pleased to transmit the same to her Majesty's Government for their consideration.

I have, &c.
(signed) *Jas Willm Boyd,*
Clerk of Peace, &c.

His Excellency
Sir W. M. G. Colebrooke, K. H.
Lieutenant-governor, &c. &c. &c.

AT a Court of General Quarter Sessions of the Peace holden at the Court House, in and for the City and County of St. John, on Tuesday the 14th day of September, A.D. 1847.

HIS worship the Mayor submits copies of the Resolutions passed in Common Council on Friday the 3d day of September instant, relating to the evils arising from the great influx of pauper Irish emigrants which has taken place in the present year, and the great burthens to which this city and county have become subject in consequence; which being read, it is Resolved,—That the magistrates of this city and county in general sessions assembled, do unanimously and most cordially approve of the sentiments expressed in the said Resolutions; and further Resolved,—That such their approval be communicated to his Excellency the Lieutenant-governor, by the clerk of the peace, with an earnest prayer that his Excellency will be pleased to transmit the same to her Majesty's Government for their consideration.

(Extract from the Minutes.)

(signed *Jas Willm Boyd,*
Clerk of the Peace, &c.

Enclosure 8, in No. 28.

Sir, St. John, New Brunswick, 16 September 1847.

Encl. 8, in No. 28. I HAVE the honour to report to your Excellency the existence of a contagious and very fatal fever, in certain sheds which have been erected for the convenience of emigrants landing at this port from Ireland. These sheds have been injudiciously placed on a public highway, in alarming contiguity with the inhabitants of the neighbourhood, and so near to the barracks as to be dangerous to the health of the men under my command, inasmuch as there is a continual communication between the inhabitants of those sheds and emigrants located in the densely populated precincts of the barrack, habitually frequented by soldiers.

I beg to lay before you the enclosed documents, and have the honour to solicit your Excellency's consideration as to the propriety of those sheds being removed to a more fitting situation.

I have, &c.

His Excellency (signed) *J. D. Johnstone,*
Colonel Sir W. M. G. Colebrooke, K. H. Capt. Com. Garrison.
Com. Troops, New Brunswick.

Sir, St. John, New Brunswick, 13 September 1847.

As medical officer in charge of the garrison, I consider it my duty to represent to you the serious consequences which may arise from having the emigrant sheds so near the barracks, understanding that fever prevails to a considerable extent amongst them, and its being almost an impossibility to prevent a constant intercourse between them and the troops; I therefore cannot too forcibly impress on you the urgent necessity there is of adopting means to guard against that very fatal and infectious disease from getting amongst the troops. I consider the means best calculated to obviate such a catastrophe would be the removal of those sheds to a more advantageous and healthy spot.

I have, &c.

The Officer Commanding. (signed) *Francis Reynolds,*
Staff Asst. Surgeon.

My dear Sir, St. John, New Brunswick, 15 September 1847.

REFERRING to our conversation of yesterday, I have no hesitation in saying, that as diseases of a most contagious and dangerous character are known to exist among the emigrants in the sheds erected on the eastern end of St. James-street, in the immediate vicinity of the Provincial Marine Hospital; and as a constant and indiscriminate intercourse is kept up between them and their friends dispersed throughout the neighbourhood, the utmost danger to the health of the inhabitants of that district of the city is to be apprehended, and in my opinion immediate steps should be taken for their removal, ere it be too late, to prevent evils so likely to accrue, as every day adds to the risk, from their total inattention to cleanliness and the consequent accumulation of filth.

Believe me, &c.
(signed) *J. Boyd.*

Common Clerk's Office, St. John, New Brunswick,

Sir, 18 September 1847.

I HAVE the honour to transmit to your Excellency a copy of the report of the Committee of the Common Council, appointed to wait upon and confer with your Excellency relative to the sheds erected in St. James-street for the accommodation of Irish emigrants, together with the resolution of the Common Council this day passed thereon.

I have &c.
(signed) *Jas. W. Boyd.*

His Excellency Sir W. M. G. Colebrooke, Common Clerk.
&c. &c. &c.

At a Common Council holden at the Mayor's Office, in the City of St. John, on Saturday the 18th day of September, A. D. 1847.

Read a Report of the Committee appointed at the last meeting to wait upon and confer with his Excellency the Lieutenant-governor, respecting the sheds erected in St. James-street for the accommodation of emigrants; and therefore resolved, that the same be received, and that the recommendation of his Excellency relative thereto be carried into effect as far as can be by the Board, and that a copy of the report be forwarded by the clerk to his Excellency, and also to the Commissioners of the Almshouse.

(Extract from the Minutes.)

(signed) *James W. Boyd,*
Common Clerk.

The Committee of Common Council to whom was referred the communication of his Excellency the Lieutenant-governor, together with the letters of Captain Johnston, commanding the garrison in St. John, Staff Assistant Surgeon Reynolds and Dr. Boyd, respecting the emigrants located in the sheds at the eastern end of St. James-street, to report thereon; beg leave to report as follows:—

That they visited the sheds and found about 200 persons therein of all ages and sexes, but they understand that a much larger number finds shelter there every night; that they found no sickness there of a malignant or infectious nature, and are credibly informed that as soon as fever is developed in any of the inmates, they are removed to the hospital attached to the almshouse in the parish of Simonds.

Your Committee are informed that these sheds were built by Mr. Chubb, one of the Commissioners of the Almshouse, for the purpose of affording a temporary shelter to the destitute emigrants, who before their erection were compelled to lie in the public streets without any protection from the inclemency of the weather, and that, if these sheds are now pulled down, these unfortunate people will be exposed to the same or worse suffering and privation. That the sheds are built on the public street, but in a remote and isolated situation, say 200 feet distant from the nearest dwelling, and 1,200 or 1,500 feet from the barracks, and that the approach of winter must cause them to be deserted in six or eight weeks at the utmost.

Your Committee waited on his Excellency for the purpose of obtaining his opinion as to the necessary steps to be taken to remedy any evil that might arise from the temporary location of the emigrants at that place; his Excellency suggested that a medical gentleman should be appointed to take charge of the sheds, and be authorized to employ sufficient assistants to enforce on the inmates such necessary habits of cleanliness and good order, as would contribute to their health and prevent the spread of infection, if disease should be engendered amongst them; and also to endeavour to find situations for the parties, or advise them where they might go to seek employment, and thus disperse them through the country, to their own advantage and the public relief. His Excellency mentioned a Mr. Hurley as a person well qualified by his attainments and knowledge of the language and habits of the people to undertake this duty.

Your Committee would recommend to the Board to make an urgent appeal to the Commissioners of the Almshouse to carry the suggestion of his Excellency in this respect into effect, being convinced that these unfortunate people would have to endure a great additional amount of suffering if these sheds were pulled down at the present time, and knowing no other place they could be removed to less injurious to the public health, and feeling confident the Executive Government would sustain any such necessary expenditure.

All which is respectfully submitted,

(signed) *H. Porter,*
Wm. O. Smith,
J. Fairweather,
} Committee.

Enclosure 9, in No. 28.

Government Emigration Office, St. John,
18 September 1847.

Sir,

I have the honour to report the arrival of the ship "Lady Sale," from Sligo, with 412 passengers, and to enclose a ship return. Encl. 9, in No. 28.

The master of the "Lady Sale" states, that about 150 passengers by this vessel have been tenants of Sir Robert Gore Booth, Bart.; that about 200 have been tenants of Lord Palmerston, and the residue tenants on the other estates near Sligo; the whole being sent out at the expense of their several landlords. They have been well fed and cared for on the voyage, and the provisions remaining in the ship are to be distributed among them, after which they are to shift for themselves.

NEW BRUNSWICK.

In the "Lady Sale" there is an unusual proportion of aged men and women, widows and orphans, most miserable looking beings, with scarcely sufficient clothing for decency. In fact, the master has purchased, since his arrival here, a quantity of red flannel shirts and blue trousers, in order that the more destitute of the males may land without exposure.

This is the fifth season in which I have boarded vessels with emigrants arriving at this port, but I have never yet seen such abject misery, destitution and helplessness as was exhibited yesterday on the decks of the "Lady Sale."

It will be observed by the return, that 85 of these wretched people have been landed at the lazaretto, ill with fever. Many of those yet remaining on board must be removed at once to the almshouse, and become a permanent public burthen, as, from age and debility, they are wholly unable to provide for themselves.

I have, &c.

The Hon. John S. Saunders,
Prov. Sec.

(signed) *M. H. Perley.*

Enclosure 10, in No. 28.

(No. 60.)

Government Emigration Office, St. John,
30 September 1847.

Sir,

Encl. 10, in No. 28.

I HAVE the honour to report, that by the English mail just arrived, I have received lists of passengers by the undermentioned vessels:—

Sailed 19th August, from Cork for St. Andrew's, brig "St. Lawrence," 135 passengers.

For St. John
- 27th August, "Caroline," Limerick - - - - 81 „
- 28th „ "Fanny," Londonderry - - - 225 „
- 30th „ "James," Limerick - - - - 123 „

I have also received information that the barque "Æolus" will sail in this month from Sligo for this port, with 500 emigrants from the estate of Lord Palmerston.

The unusually late period at which these emigrants are leaving Ireland, render it necessary that some provision should be made for sheltering them from the cold on landing, as it is understood that they are of the most destitute class.

The emigration officer at Cork, in his letter of August 31st, admits that they are very dirty people, and many actually embark under fever. From this intimation it is quite clear that the quarantine station must be put in an efficient state, and provision made for warming it.

I have, &c.

The Hon. John S. Saunders,
&c. &c. &c.

(signed) *M. H. Perley.*

Enclosure 11, in No. 28.

(No. 61.)

Government Emigration Office, St. John,
21 September 1847.

Sir,

Encl. 11, in No. 28.

REFERRING to my letter (No. 58) of the 13th instant, and the case of the schooner "Lady Dombrain" therein mentioned, I have now the honour to report, that the master was summoned on my complaint for bringing passengers from a port or place in the United Kingdom in the schooner "Lady Dombrain," that vessel having no beams for a lower deck, and was convicted in the penalty of 10*l.* sterling and costs, which fine and costs have been paid.

A certified copy of his proceedings is enclosed, to which I beg to refer. The affidavits of the master state that the vessel was inspected by an emigration officer at Killybegs before sailing, and on this ground the magistrates were induced to mitigate the penalty to 10*l.*; Lieutenant Woolridge, R. N., the officer mentioned, should have an opportunity of explaining why he permitted this vessel to proceed to sea, as at present the blame rests with him.

I have, &c.

The Hon. John S. Saunders,
Prov. Sec. &c. &c. &c.

(signed) *M. H. Perley.*

City and County of St. John's.

Magistrate's Court, 15 September 1847.

The Queen by Moses H. Perley, Esq. Emigration Officer, *against* Michael Brown, Master of the ship or vessel called the "Lady Dombrain." } For a Penalty not exceeding Fifty Pounds British sterling.

IN the above cause, Moses H. Perley, Esquire, Emigration Officer for New Brunswick on behalf of Her Majesty, made complaint against Michael Brown, master of the ship or vessel called the "Lady Dombrain," before Benjamin L. Peters, Esquire, one of Her Majesty's

jesty's Justices of the Peace, in and for the city and county of St. John, charging him, the said Michael Brown, with a violation of the Acts of the Imperial Parliament, in carrying on board said ship or vessel, as a merchant passenger-vessel, from a port or place in the United Kingdom to the port of St. John, in the province of New Brunswick, North America, during the months of July, August and September in the present year, passengers, under an Act of the Imperial Parliament, called the "Passengers' Act," without the said ship or vessel so called the "Lady Dombrain," having lower or hold beams, forming part of the permanent structure of the vessel. Upon the said complaint, the said Benjamin L. Peters caused the said Michael Brown, as the master of said ship or vessel to be summoned to be and appear at the office of Benjamin L. Peters, in King-street, in the city of St. John, at the hour of eleven o'clock in the forenoon of Wednesday this 15th day of September, before two of Her Majesty's Justices of the Peace, in and for the said city and county of St. John, then and there to answer to the said offence; and to show cause, if any he had, why a penalty not exceeding 50 *l.* British sterling should not be imposed upon him, under the provisions of the said Passengers' Act. And the said Michael Brown, as the master of said ship or vessel appears before us, Benjamin L. Peters, and Daniel Ansley, Esquire, two of Her Majesty's Justices of the Peace, in and for the said city and county of St. John, in pursuance of said summons, and being now present and in hearing, the said complaint is by us, the said Justices stated fully to him, and he says that he is quite ignorant of having committed any offence, and requests the hearing of the cause may be adjourned, as he requires time to procurel egal advice and assistance, and also witnesses for his defence. M. H. Perley, Esquire, prosecuting officer, consenting to adjourn, the further hearing is by us, the said Justices, adjourned until Thursday morning, the 16th day of September instant, then to meet at ten o'clock, a.m. at the office of Benjamin L. Peters, for trial.

(signed) *Benj. L. Peters,*
Justice of Peace.

(signed) *Dan^l Ansley,*
Justice of Peace.

Thursday Morning, 16 September 1847.

Met pursuant to adjournment, and the defendant appears with J. J. Kay his attorney, and says he now pleads guilty to the charge and complaint as made against him; that he was entirely ignorant of the law requiring the said vessel to be fitted up for passengers in the manner as directed in and by the Passengers' Act; that he had not a copy of the Passengers' Act furnished to him until at the time of clearing out the said vessel at the Custom-house; that he did suppose, from the requisite certificate having been furnished at the Custom-house in Ireland, for the clearance of the vessel, and upon which she was cleared, that he considered all the requisites of the law had been complied with; and further, that he was not made acquainted with the irregularity of fitting up the vessel, until informed of it by Moses H. Perley, Esq., emigration officer at St. John; and further, he requests to be allowed to submit his own affidavit of these facts in mitigation of the penalty, for the favourable consideration of the Justices, in coming to judgment upon the complaint. Permission being given by us the said Justices, the accompanying affidavit is submitted, and we adjourn the further consideration, until 12 o'clock this day, to give our judgment.

(signed) *Benj. L. Peters,*
Justice of Peace.

Dan^l Ansley,
Justice of Peace.

Having fully considered all the facts in the foregoing case, we are of the opinion that there must have been much want of care, on the part of the emigration officer, in certifying that the ship or vessel called the "Lady Dombrain" was, under the Act of Parliament, fitted up as required in and by the said Act, for taking passengers from the United Kingdom as a merchant passenger-vessel; and, under the affidavit submitted, we are disposed to mitigate the penalty, and do find the defendant, Michael Brown, guilty of the offence charged in the complaint and information; and we do convict him upon his own confession, and order that for the said offence he, the said Michael Brown, has forfeited the sum of 10 *l.* British sterling money—say 12 *l.* New Brunswick currency—to be applied as directed in and by the said Passengers' Act is required, together with the further sum of 44 *s.* costs of prosecution; and we do further order, that in case the said amount of fine and costs be not forthwith paid, that execution do issue as required and directed in and by the said Passenger's Act.

Dated at St. John, New Brunswick, September the 16th, 1847.

(signed) *Benj^n L. Peters,*
Justice of Peace.

Daniel Ansley,
Justice of Peace.

NEW BRUNSWICK.

THE following is a true copy of Michael Brown's affidavit, upon oath, taken and submitted to the Justices in mitigation.

New Brunswick, to wit.

MICHAEL BROWN, master of the schooner "Lady Dombrain," now lying in the port of St. John, New Brunswick, maketh oath and saith, that in the month of July last, the said vessel was lying at Kellybegs, in Ireland, taking in passengers for the port of St. John; that this deponent was then, and now is, master of the said vessel; that this deponent had never, previous to the said month of July last, been master or mate of a vessel carrying passengers under the Passengers' Act, and no vessel for passengers had left Kellybegs aforesaid previous to the month of July; that the said vessel having her passengers on board, he, this deponent, on the 19th of said month of July, went to Ballyshannon to clear the said vessel; that this deponent cleared her there on that day, and then received a copy of the Passenger's Act, which he had no opportunity of, nor did he see before that day; that the said Ballyshannon is distant from Kellybegs, about 22 miles; that deponent, on the 19th, returned to Kellybegs, and arrived there late in the evening, and sailed early the next day; that Mr. Woodworth, emigrant officer of ships, came on board the said vessel, at Kellybegs, on the said 19th day of July, and reported everything satisfactory, and gave a certificate, which this deponent filed at the Custom-house, in Ballyshannon; that this deponent was wholly ignorant that there had been any violation of the law in the said vessel not having lower-deck beams, until informed of it by Moses H. Perley, Esq., emigrant officer at New Brunswick; that this deponent done his best to further the comforts of the passengers; had no sickness on board, and landed all his passengers in perfect health and condition, and they appeared all perfectly satisfied with their treatment; and he, deponent saith, that he does not believe that the said vessel will more than cover her expenses on the voyage, owing to the expense of fitting up; the length of the voyage, and the time occupied in quarantine; and deponent saith, that the violation of the law (if any) was committed in ignorance, and unintentional; and that, in point of fact, no hardship, suffering or inconvenience was, in consequence thereof, sustained by any of the said passengers.

(signed) *Michael Brown.*

Sworn at the City of St. John, this 16th day of September, A. D. 1847.

(signed) *Daniel Ansley,*
Justice of Peace.

City and County of St. John, Province of New Brunswick.

I HEREBY certify the foregoing copy of trial and examination had before me, Benj. L. Peters and Daniel Ansley, Esqrs., two of Her Majesty's Justices of the Peace for the city and county of St. John, is a just and true copy of the whole proceedings; and further, that the annexed copy of affidavit is a true copy of affidavit, submitted to the said Justices in mitigation of damages by the defendant, Michael Brown.

Dated at St. John's, New Brunswick, 21 September 1847.

(signed) *Benjn L. Peters,*
Justice of Peace.

Enclosure 12, in No. 28.

St. John, 24 September 1847.

Encl. 12, in No. 28. ALDERMAN SMITH begs leave to state, for the information of his Excellency the Lieutenant-governor, that there are now in the emigrant hospital connected with the almshouse,—

26 male orphans under 14 years.
27 female ditto - - ditto.
43 male, half-orphans, fathers generally dead.
35 female ditto - - ditto - - ditto.
12 males, parents in the hospital.
10 female - ditto - ditto.

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— No. 29. —

(No. 88.)

No. 29.
Lieut.-Governor Sir W. M. G. Colebrooke to Earl Grey.
12 October 1847.

COPY of a DESPATCH from Lieutenant-Governor Sir *W. M. G. Colebrooke* to Earl *Grey*.

My Lord, Fredericton, New Brunswick, 12 October 1847.
(Received 29 October 1847.)

I HAVE the honour to enclose a return of 135 passengers, emigrants from Ireland, arrived at St. Andrew's, in the barque "St. Lawrence;" also a quarterly return to the 30th of September, of the arrivals at that port, amounting to 547.

I have, &c.
(signed) *W. M. G. Colebrooke.*

— No. 30. —

(No. 92.)

No. 30.
Lieut.-Governor Sir W. M. G. Colebrooke to Earl Grey.
27 October 1847.

COPY of a DESPATCH from Lieutenant-Governor Sir *W. M. G. Colebrooke* to Earl *Grey*.

My Lord, Fredericton, New Brunswick, 27 October 1847.
(Received 16 November 1847.)

I HAVE the honour to transmit to your Lordship a report from Mr. Perley, the emigrant officer at St. John, with a return of the barque "James" arrived at St. John with 129 emigrants from Limerick, and I regret to draw your Lordship's attention to the flagrant misconduct imputed to a passage-broker named ———— in the hope that some provision may be made by law for the protection of passengers in emigrant ships from similar frauds and impositions. No. 1.

Mr. Perley having returned from the northern districts has made to me a report, copy of which I enclose, respecting the ship "Looshtauk," with a voluntary statement of the master (Thain), explanatory of the circumstances which had led to the mortality on board that vessel on her voyage from Liverpool bound to Quebec, and which had obliged him to put in at the port of Miramichi. Mr. Perley has also reported to me the results of the information he has obtained relative to the case of the brig "Eliza Liddell" at Shippegan, copy of which, with other documents relative to the emigrants landed from Ireland, I also enclose. No. 2.

I transmit to your Lordship copy of a report, which ought to have accompanied the quarterly return from St. Andrew's, of the emigrants arrived at that port, from which it will be seen, that from the facilities of removing to the United States, the able-bodied emigrants have proceeded thither, leaving their families dependent on the charity of the community, until they are able to send for them, a circumstance confirmatory of my former remark, that the practice of sending out whole families till they can be provided for, is productive of great suffering to the emigrants, and of undue pressure on a community possessing but slender resources, in a country, too, where their exposure to the severity of the climate may be attended with fatal consequences. The number who now at the approach of winter are thus exposed in St. John and Fredericton is already considerable, and might be expected to increase as the season advances. From the enclosed quarterly return of the emigrants arrived in New Brunswick in the season, to the 1st of October, it will be seen, that Mr. Perley estimates the number at 15,269, of which one-third, the most effective, have proceeded to the United States, leaving 10,000 in the province, generally the most destitute and helpless, many of whom will be dependent on public charity during the winter. No. 3. No. 4. No. 5.

I enclose a report from Mr. Perley, with returns of five vessels arrived with passengers at St. John, who are generally in good health, with the exception of the cases of small-pox in the "Pero;" also a report of the sea-bird arrived at St. Andrew's.

Barque "Fanny."
Schooner "David."
Brig "Caroline."
Brig "Pekin."
Brig "Pero."

Mr. Perley reports that he has recovered the penalty of 20 *l.* and costs, which had been imposed on (Austin Yorke) the master of the "Lindon" for infringement of the Emigrant Act, and the amount will be reimbursed on the exhibition of proofs, that it had been paid as the master has alleged at the Custom-house in Galway. No. 6.

With reference to my despatch, No. 84, dated 28th September, I have now the

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NEW BRUNSWICK.

No. 7.

the honour to enclose a report from the Mayor of St. John, with a minute of the Common Council on the subject of the report of the Medical Board, copy of which I transmitted with that despatch.

The short visit of the medical officers to Partridge Island, on their appointment to report on its condition as a quarantine station, led them to form a precipitate judgment on some points. They were justly impressed with the deficiency of the establishment, and the consequent exposure of the emigrants to privation and suffering, for the remedy of which their report contained several useful suggestions; that the local authorities have laboured under some difficulties must, however, in candour be admitted, and it is just to them to state, that most praiseworthy exertions have been made to alleviate the sufferings of the destitute emigrants landed in St. John, although from sickness and death of several medical officers, the alarm occasioned by the spread of infectious disease in the city, and the means at their disposal being limited, their measures were not in all instances so effectual as might have been desired. By the adoption of timely precautions, I hope that the quarantine station at Partridge Island may be placed in the next year on an efficient footing. From the enclosed report

No. 8.

from St. Andrew's, transmitted through Mr. Perley, showing the salutary effect attributed to the use of chlorate of zinc in the brig "St. Lawrence," which arrived with emigrants at that port, I am led to anticipate that it will prove an effectual remedy as a disinfector, in which case it might be added to the supplies which are required by law to be taken for the voyage by passenger ships.

In reference to the case of the barque "Lindon," although through the vigilance of the emigrant officer the penalty has been recovered from the master, I am led to forward some observations which were made to me when in St. John, by Mr. Blatch, a provincial barrister, who was employed in the case, in reference to what he considered to be a defect in the Passengers Act, from the parties infringing the Act being able to remove beyond the jurisdiction, for the remedy of which defect he has suggested that the magistrates should be empowered to issue bailable process against the defendant in the first instance.

I have, &c.

(signed) *W. M. G. Colebrooke.*

No. 9.

P. S.—Since closing this despatch, I have received a further letter, copy of which is enclosed, from the emigrant officer at St. John, with a report of the barque "British Queen," arrived at that port with passengers from Ireland.

W. M. G. C.

Enclosure 1, in No. 30.

Government Emigration Office, Saint John,
22 October 1847.

Sir,

Encl. 1, in No. 30.

I HAVE to report the arrival of the barque "James" from Limerick, with passengers, for which vessel ship return is enclosed.

Return, No. 84.

The passengers by this vessel have arrived in good health and cleanly condition; they appear somewhat superior to the class of peasantry from the west of Ireland.

The provisions for passengers' use consisted of biscuit and coarse wheaten flour, called "whole meal," in Ireland; the biscuit was of very good quality; but the whole meal turned out to be more than half bran. A part of the water was brackish, having been filled from the Shannon at high water.

The passengers, generally, speak in high terms of the conduct of the master, who they say was most kind and attentive. Owing to his constant care, and the stock of oatmeal laid in by the passengers themselves, they attribute their good health. They altogether decline a prosecution against the master, to whom they attach no blame; but they represent the conduct of ——— the passage-broker as most scandalous and fraudulent.

The Government Emigration Officer, at Limerick, should explain why he passed the water and provisions in the "James," which I found, on inspection, to be fully as bad as represented.

The Hon. John S. Saunders,
Provincial Secretary, &c. &c. &c.

I have, &c.
(signed) *M. H. Perley,*
H. M. Emigration Officer.

SHIP

NEW BRUNSWICK.

SHIP RETURN, No. 84.

REPORT on the Immigrants by the Barque "James," Robert Cochran, master, which arrived at the Port of St. John, New Brunswick, from Limerick, on the 21st of October 1847.—Boarded and examined 22d October 1847.—*M. H. P.*

Name of vessel	James.
Tonnage (*state whether by old or new measurement*)	198 tons (new).
Place of departure	Limerick.
Date of sailing	30 August 1847.
Place of arrival	St. John, New Brunswick.
Date of arrival	20 October (at Island).
Number of days on the voyage	51 days.
Superficies of deck for the use of passengers	1,260 feet.
Number of adults admissible, computed according to the Passengers Act	118, by tonnage check.
Number of such adults actually on board	102½ steerage. 4½ cabin. 10 crew. 117
Port at which the vessel touched	None.
Date of touching	
Days there	
If placed in quarantine, for what cause	Detained one day for observation only.

	Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Adults.		Children between 14 and 1 Year.		Children under 1 Year.		TOTALS.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Numbers embarked	- -	- -	- -	- -	- -	- -	47	40	16	16	2	3	65	59
Deaths on the voyage	- -	- -	- -	1	- -	1								
Deaths in quarantine	- none.													
Total Deaths	- -	- -	- -	1	- -	1	- -	- -	- -	1	- -	1	- -	2
							47	40	16	15	2	2	65	57
Number of births on the voyage	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	1	- -	1
Total landed in the colony	- -	- -	- -	- -	- -	- -	47	40	16	15	2	3	65	58

Steerage - - - - - - - - - - - 123
Cabin: one male, two females, three females under 14 - - 6

TOTAL - - - 129 Passengers.

Number of Agricultural Labourers.	Number of Domestic Servants. M.	Number of Domestic Servants. F.	Number of Mechanics and Tradespeople.	Number for whom Cost of Passage defrayed. By Parish.	Number for whom Cost of Passage defrayed. By Private Funds.	Number engaged for Government Works.	Number assisted on Arrival out of Public Fund.	Total Amount Paid.	REMARKS. *N. B.*—Under this head it is desirable to describe the Vessel, the quality of Food and Water, and the general condition of the Emigrants.
22	- -	- -	6	- -	- -	-	- -	- - -	The "James" is a stout Brig, with sufficient accommodation for Passengers.

M. H. Perley, H. M. Emigration Officer.

Enclosure 2, in No. 30.

Government Emigration Office, Saint John,
18 October 1847.

Sir,

Encl. 2, in No. 30.

WITH reference to your letter of 18th August last, directing me, "with a view to taking proceedings against the master of the 'Looshtauk,'" to make the necessary preliminary inquiries at Miramichi, as to the grounds on which a prosecution could be clearly sustained with effect, I have now the honour to report, that being unable to obtain from Miramichi, by correspondence, sufficiently precise information on the matter referred to, I took the earliest opportunity of visiting that port in person, and there made the most diligent inquiry.

Case of the "Looshtauk" at Miramichi.

From the information obtained, it appears that the ship "Looshtauk," John M. Thain, master, sailed from Liverpool for the port of Quebec, on the 17th April last, having on board 462 passengers, equal to 359 statute adults. That five days after sailing typhus fever broke out among the passengers and spread rapidly, and that when eight days out, scarlet fever appeared among the children, who died of it very fast. That when 17 days out, all the crew had fever, and were unfit for duty; the master and mate only retaining their health, and working the ship.

The crew consisted of 24 men, of whom 11 died.

That the fever increased to such an extent among the passengers that they were unable to come on deck from weakness, and could not assist one another. That while in this state the master was obliged to cook for them in the cabin, and hand out food to them. That the early part of the voyage was a very boisterous one, the ship being at one time hove to for five days in a gale of wind, which prevented the passengers during that time from coming on deck, or cleaning themselves, and greatly increased the diseases among them. That in the latter part of May, the vessel was off the Island of Cape Breton, when the weather became so warm that the master was obliged to cut holes in the deck to give the people air.

That while in this state he spoke the ship "Ben Nevis," and asked assistance to work the ship, which the master of the "Ben Nevis" declined, and advised him to bear up for Sydney. That the "Looshtauk" accordingly bore up for Sydney, and when off that port a pilot-boat came alongside, but pushed off again as soon as the state of the ship was learned. That the wind coming off the land, the "Looshtauk" had to stand off, and finally got into the River Miramichi, when the ship was towed up by a steamer to the quarantine-ground, below Chatham, on the 3d June. That on the 8th June the surviving passengers were landed on Middle Island, in the River Miramichi, when the account stood thus:—

Embarked at Liverpool - - - - -	462 souls.
Died on board - - - - - - -	146 „
Landed on Middle Island - - - - -	316 „

Of those who landed, 96 subsequently died on the island; of the remaining 220, 53 were sent to Quebec, their port of destination, and 167 were discharged at Miramichi, at their own request, not wishing to proceed to Quebec. Of those last-mentioned, several have since died; the survivors are scattered about the country, but some few are yet at Chatham in a very feeble and debilitated state, and will be a public charge during the coming winter, in all probability.

While at Chatham I saw and examined 12 of the passengers by the "Looshtauk," who all concurred in stating that the conduct of the master was kind and attentive, and that while his cabin stores and medicines lasted they were freely served out among the passengers. Biscuit and fine flour were served out twice a week, as directed by the Passengers Act, and water daily at the full allowance, except for a short period, when the quantity was stinted as a matter of prudence, the winds being adverse, and the state of the ship rendering it very uncertain when she might reach the land.

The surviving passengers speak in the highest terms of the conduct of George M'Auley (of Spring-hill, near Fredericton), the mate of the "Looshtauk," who took the fever at last in the Miramichi River, and died on Middle Island. He fell a victim to his zeal and extraordinary exertions on behalf of the unfortunate emigrants.

From the certificates which have been furnished me, it appears that the ship "Looshtauk," at the time of her sailing from Liverpool, had on board sufficient quantities of water and provisions of the proper description and quality, and also a sufficient supply of medicines; and that so far from there being any grounds for a prosecution against the master of the "Looshtauk," I have respectfully to state my opinion, that under the extraordinary and trying circumstances in which he was placed, his conduct was most praiseworthy; and that it was chiefly owing to his strenuous exertions, energy and determination that the ship was brought into port, and that any of the crew and passengers survived to tell their tale.

On the investigation, I found that the passengers were a mixed assemblage from all parts of Ireland, who met for the first time on board the "Looshtauk;" some of them had been for a time in Liverpool at the low lodging-houses, where they are supposed to have contracted disease, and others had but just arrived from districts in Ireland in which sickness and destitution prevailed.

There were two Scotch, and two or three English emigrants on board.

Several of the passengers whom I examined at Miramachi, stated that they landed on Middle Island in good health, but after being detained two or three weeks, there fell ill, and suffered

suffered greatly. An explanation is required, how so many healthy persons and others who were convalescent were kept for a length of time on the island, at a very heavy expense, and without any apparent object.

I have to state in conclusion, that Captain Thain voluntarily appeared before me and made a statement, which I reduced to writing in his presence; a copy of that statement is enclosed.

I have, &c.

(signed) *M. H. Perley*,
H. M. Emigration Officer.

The Hon. John S. Saunders,
Prov. Sec. &c. &c. &c.

STATEMENT of *John M. Thain*, late Master of the Ship "Looshtauk," of Dublin.

THE ship "Looshtauk" sailed from Liverpool on the 17th April 1847, bound for Quebec, having on board 462 passengers. Five days after sailing, symptoms of fever appeared in two young men (brothers), who were immediately removed to the most airy part of the ship. They stated that they had been sleeping at one of the low lodging-houses in Liverpool, fitted up with berths like a ship, where they paid fourpence per night, and very soon after felt ill and low spirited.

Being then off Cork, becalmed, the master wrote to his owners at Dublin, William Edmunds & Co., stating that he feared there was fever in the ship. This letter was sent on shore by a fishing-boat, and was received by the owners.

On the seventh morning after sailing, it was found that eight passengers in two berths next to where the two young men had lain, were ill with fever.

The passengers were all brought on deck that day; the vessel was fumigated with brimstone and old rope, and sprinkled with chloride of lime. The passengers' "boxes" were all lowered into the hold, the pump-well was knocked down to allow air to circulate more freely, and their hatches were kept open as well as the forescuttle. On the eighth day a young woman broke out with scarlet fever, this spread among the children, and they died of it very fast. Typhus fever spread throughout the ship. When 17 days out, all the crew were ill and unfit for duty; only the master and mate were well. The second mate and steward were ill; the crew were 24 in number, of whom 11 are dead. The fever increased, and the passengers became so weak they were unable to come on deck, or assist one another. The master had to work for them, and feed them from the cabin, which was on deck. After a time the weather became so warm that he had to cut holes in the deck to give air to the passengers.

The ship "Ben Nevis" was spoken, and assistance was asked to work the ship. This was refused; the master of the "Ben Nevis" advised their bearing up for Sydney (Cape Breton); bore up for Sydney accordingly, and when off that port a pilot-boat came alongside, but pushed off again as soon as the state of the ship was ascertained: the wind coming off the land, they had to stand off; finally made Miramichi, and got into the river.

The master went up to Chatham in the ship's boat for assistance; Mr. Cunard sent his steam-tug; the vessel was towed up on 3d June, and brought to anchor off Middle Island.

When the master went up on the day previous (Wednesday), he asked medicines and medical attendance. On the Saturday following, Dr. Key and Dr. Thomson came on board; they stood inside the rail on deck; the master brought up and exhibited three passengers, who were told by the medical men to go down again; next day (Sunday) the master went to the wharf and told Mr. Cunard that if he was not allowed to land and bury the dead, he would run the ship ashore; he was allowed to land on Middle Island and bury the dead.

On Monday Dr. Key came to the ship in a boat, and lay off a short distance while the passengers were being put in the scow. The mate carried passengers over one side, and the master over the other; the passengers were not able to assist each other. Dr. Vondy was on the island, and took charge there; he requested the master to stay and help him to arrange the sick. Next morning the master landed four vessels of bread and one barrel of oatmeal; he was then forbid coming to the island again.

The sick seamen were all landed; five persons only were left in the ship,—the master, mate and three seamen. Permission was refused for some of the passengers to come on board and assist in cleaning the ship; those on board went on to clean the ship. On the Saturday night week the mate and one seaman were taken ill; the next Wednesday they were landed. On the following Saturday the master was taken ill; Dr. Key was refused permission by Mr. Williston to go on board and attend the master; Dr. Key did come off. On Monday the master was landed delirious. The ship was at this time whitewashed, fumigated, and painted outside.

The master was 27 days on the island, during 15 of which he was insane. Twelve men were employed on the island as guards, with muskets and ammunition; they went about the island at night, "hurrahing" and firing their muskets. The master had reason to believe, that some of these guards went off the island at night, and carried off provisions.

The sick and well were all kept in one shed; some had beds of their own, others got straw through Mr. Cunard's interference.

The master thinks they would all have died in a heap but for Mr. Cunard.

There was only one steward on the island, who had everything to do. When Dr. Thomson came on the island he got other sheds put up to separate the sick and well. There was nobody to cook for the children or the sick; no nurse was hired.

NEW BRUNSWICK.

The fresh beef was left in the air, and got stale; in that state the convalescent passengers would seize and eat it, and immediately be attacked with dysentery.

The master paid 350 *l.* to the magistrates of the county of Northumberland to enable them to defray the passage-money of such of the passengers, by the "Looshtauk," as wished to proceed to Quebec.

The above statement made by Captain John M. Thain, late of the ship "Looshtauk," before me,

(signed) *M. H. Perley*,
H. M. Emigration Officer.

Enclosure 3, in No. 30.

Government Emigration Office, St. John,
19 October 1847.

Sir,

Encl. 3, in No. 30.

WITH reference to the proceedings of the sessions in the county of Gloucester, and the subsequent correspondence with Mr. End and Mr. Sheriff Baldwin, relative to the case of the brig "Eliza Liddell" at Shippegan, I have now the honour to report:

Case of the "Eliza Liddell," at Shippegan.

That, with a view to ascertain the precise circumstances of this case, which, as stated by the sessions, presented some very unusual features, I have visited the port of Shippegan, distant from this city 280 miles; I there saw and examined several of the passengers by the "Eliza Liddell," as also the agent of the consignee, the health officer and John Doran, Esq., J. P.; I then proceeded to Bathurst, 70 miles further, and there saw Mr. End and Mr. Sheriff Baldwin. From the information thus obtained I am enabled to present the following statement, as comprising the facts of the case:—

The brig "Eliza Liddell," Robert Clarke, master, being at the port of Sligo in May last, bound for Shippegan, the master agreed to take a few passengers, upon the understanding, that if no more than 12 offered, he would land them in Miramichi free of expense.

Subsequently he agreed to take 29 passengers, who were to be landed at Shippegan; but as more passengers offered, the vessel was advertised to take passengers to Shippegan, near Quebec. The first 29 who embarked were in a sort of steerage or second cabin, by themselves, and provided their own stores during the voyage, as they had agreed to do.

The rest of the passengers were in the forward part of the ship, and were composed of persons who paid their own passage-money, and a number whose passages were paid by Mr. Maxwell, agent for Lord Palmerston, on whose estate they had been tenants; these passengers were furnished with ship-bread and flour as required by the Passengers Act; the tenantry of Lord Palmerston were furnished, in addition, with beef, tea, sugar and rice.

The "Eliza Liddell" sailed from Sligo on the 3d day of June, and arrived off Shippegan Harbour on the 27th of July. During part of the voyage the passengers consented to a short allowance of water, the wind being adverse, and the vessel a very dull sailer. As they neared the land the full allowance was restored. When about half passage, fever appeared among the passengers, and between the 3d and 17th July there were seven deaths on board. No deaths occurred from the 17th to the 27th, when the vessel arrived off Shippegan, and the Health Officer, after visiting and inspecting the vessel, and finding the passengers all in apparent health, gave permission for their landing. The master handed to the Health Officer a regular passenger list, in which it was stated that the passengers were to be landed at Shippegan, and also furnished a list of deaths on the voyage, which was published in the "Gleaner" of 3d August.

The vessel was duly entered, both at the Custom-house and Treasury. The master left hurriedly for Miramichi, with his wife (who was a passenger in the vessel), on account of her approaching confinement. He did not pay the head-money before leaving for Miramichi, but on his return on the 14th August, the head-money was paid and the passengers' list filed.

The vessel lay four weeks at Shippegan, taking in cargo, and then sailed for Cork.

About 10 or 12 days after the passengers landed, fever appeared among them, and a hospital was established at Shippegan. Six deaths only occurred, and by the enclosed return (No. 1.) it will be observed that none of the deaths are attributed to the fever. One man, who has dropsy, with a wife and family, are all that remain at Shippegan, and this family will be a public charge, as there is very little hope of the man's recovery.

(Nos. 2 and 3.) I enclose copies of the deposition of the agent of the consignee and of the Health Officer at Shippegan, which these parties voluntarily made before me at that place, and to which I beg to refer.

(No. 4.) I also enclose a copy of the list of deaths which occurred during the voyage of the "Eliza Liddell," furnished by the master.

From this statement of facts it is quite clear that there has been nothing irregular with respect to the passengers by the "Eliza Liddell," nor any wrong done them. The only fault committed by the master was his neglect to file the passenger list, and pay the head-money immediately on arrival; and this fault was in a great measure owing to the want of strictness on the part of the proper officer at Shippegan.

I have, &c.

The Hon. John S. Saunders,
Prov. Sec., &c. &c. &c.

(signed) *M. H. Perley*,
H. M. Emigration Officer.

RETURN of Deaths at Sea on board the Brig "Eliza Liddell," from Sligo for Shippegan, New Brunswick.

1847:—June	20.	Patrick Fallen - -	aged	3	years.
July	3.	John Murty - - -	„	30	„
„	8.	Dominick Boyle - -	„	4	„
„	17.	Mary Giveham - -	„	3	„
„	17.	Nancy Boyle - - -	„	27	„
„	19.	John Boyle - - -	„	3½	„
„	17.	Mary Gillon - - -	„	30	„

This return, furnished by Dr. Baldwin, is a true copy of the original, delivered to him by Captain Clark of the "Eliza Liddell."

(signed) *M. H. Perley,*
H. M. Emigration Officer.

Shippegan, 4 October 1847.

RETURN of Deaths among the Emigrant Passengers landed at Shippegan from the Brig "Eliza Liddell."

1847:—July	28.	Owen Ferney - -	aged	41	years. Consumption.
Aug.	4.	Mrs. Gannon - -	„	82	„ Husband and wife, old age
„	7.	James Gannon - -	„	86	„ and general debility.
„	8.	Thomas Young - -	„	31	„ Brain fever.
„	15.	Bridget Carroll - -	„	36	„ Dysentery.
„	23.	Bridget Nicholson -	„	70	„ Old age and debility.

Furnished by Dr. Thomas S. Baldwin, at Shippegan, 4 October 1847.

(signed) *M. H. Perley,*
H. M. Emigration Officer.

Port of Shippegan, Province of New Brunswick.

Hugh A. Caie, of Shippegan, in the county of Gloucester, deposeth and saith, that he carries on business at the port of Shippegan as agent for the Honourable Joseph Cunard; that about the 27th day of July last, the brig, "Eliza Liddell," Clark, master, arrived at the port of Shippegan from Sligo, consigned to the said Honourable Joseph Cunard for the purpose of receiving a cargo of timber in fulfilment of a charter-party entered into in the year 1846, but which the "Eliza Liddell" was rendered incapable of performing in consequence of getting on shore, near Miramichi, in that year; that the said brig came to anchor about three miles from the loading-place, and lay there until inspected by Dr. Baldwin, the Health Officer, who allowed the vessel to come up; that the passengers landed apparently in good health, except a few who appeared to suffer from the length of the voyage; that the vessel was duly entered at the Custom-house by deponent in the usual way, and when the head-money was called for, deponent accepted the captain's draft for the amount, which was calculated by Dr. Baldwin the day after the vessel arrived; that Captain Clark went up to Miramichi to look after his wife, and his brother-in-law had charge during his absence; that the vessel was loaded at the port of Shippegan, where she lay about four weeks, and then cleared for Cork and a market; that this deponent saw several of the passengers' contract tickets, which expressed that they were to be landed at Shippegan; that there were water and provisions on board when the vessel arrived, and a surplus remained after landing the passengers.

(signed) *Hugh A. Caie.*

Sworn at Shippegan the 4th day of October 1847, before me,

M. H. Perley, Notary Public.

And the said Hugh A. Caie further deposeth and saith, that the Custom-house and Treasury entries were made in the usual way before the vessel reached her loading-ground, and three or four days before the passengers were landed.

(signed) *Hugh A. Caie.*

Sworn at Shippegan, this 4th day of October 1847, before me,

M. H. Perley, Notary Public.

NEW BRUNSWICK.

Thomas S. Baldwin, health officer of Shippegan, in the county of Gloucester, deposeth and saith, that he boarded the brig "Eliza Liddell," of Sligo, Ireland, with passengers three miles from the loading-ground, and found the passengers to all appearance healthy, and allowed them to land; that Captain Clark gave him a clean bill of health from Sligo, and also the number of deaths on the passage, which he published in the Gleaner, of 3d August 1847; that it was 10 or 12 days after the passengers landed before the typhus fever broke out; that he found the ship well found in provisions and water, with some to spare after arrival.

(signed) *Thos. S. Baldwin.*

Sworn at Shippegan, the 4th day of October 1847, before me,
(signed) *M. H. Perley*, Notary Public.

Gentlemen, Bathurst, 22 September 1847.

On the 17th instant I again visited the hospital-shed at Shippegan, and found the emigrants much improved in health and appearance. I recommended them all to be discharged, with the exception of those whose names are written in the list hereunto annexed.

I also visited Pokemouche, a distance of 12 miles from Shippegan, where the disease had been introduced and propagated to some extent, and visited three families in which there were two deaths. I also learned there were four other families ill in the settlement.

I am glad to say that Dr. Baldwin is recovering, but is still unable to attend to his professional duties.

I have, &c.

Messrs. Baldwin and Doran. (signed) *Robert Gordon*, M.D.

State of the Hospital at Shippegan, inspected by Dr. *Gordon*, from Bathurst, on Friday, 17th September, A.D. 1847.

NO.	NAME.	REMARKS.
1	John Gillan	sick.
2	Catharine Leyden	sick.
3	Bryan Regden, relapsed	sick.
4	Widow Conry	sick.
5	James Quinn	sick.

All the rest of the emigrants discharged.

Sir, Bathurst, 29 September 1847.

I beg leave to enclose herewith for the information of his Excellency the Lieutenant-Governor, Dr. Gordon's last report on the state of the emigrants at Shippegan and its vicinity, with Mr. Doran's list of those remaining after Dr. Gordon's visit.

I hope in a few days to report the whole being discharged. I am sorry to say the fever has spread to some extent in the vicinity among the inhabitants. I found 14 cases at Pokemouche, and two deaths on the 19th instant.

Hon. J. S. Saunders, &c. &c. &c.
Fredericton.

I have, &c.
(signed) *Henry W. Baldwin.*

Sir, Bathurst, 7 October 1847.

I beg to state that the sick and destitute emigrants receiving relief in the county of Gloucester have this week been reduced to a family of them, and as it is proposed at once to resign these to the care of the overseers of the poor, the Commissioners may consider their labours at an end.

In affording relief to these unfortunate people the Commissioners have been as economical as possible, consistently with the health and moderate comforts of the afflicted, which will be exemplified by the account of expenses to upwards of 90 persons in a part of the province notorious for exorbitant prices for food and necessaries, amounting to little over 60*l.*, exclusive of medical attendance.

The want of a few necessary vouchers from Shippegan will prevent me rendering a finished account at this time, but I am desirous to submit a rough statement at present, in order to bring under his Excellency's notice the charges of the medical gentlemen whose services have been called into requisition.

On these accounts I have not in any shape offered an opinion, nor can I conceive the Commissioners justified in assuming or approving them without the authority of the Executive.

The great burden of labour and attention was at Shippegan: after five weeks' attention to the sick there, Mr. Baldwin contracted the disease, and of course could attend them no longer; and afterwards, through zeal in returning to his professional duties too soon, he got a relapse, which has confined him to his room nearly ever since. Under these circumstances I thought it my duty to request Dr. Gordon to visit Shippegan, and he did so twice. Of the straggling emigrants who found their way here, six became sick and were attended in a temporary hospital, fitted up in an uninhabited house within the limits of the town plat; from

from this information his Excellency will the better be enabled to judge of the extent of the services of the medical gentlemen.

I have, &c.
(signed) *H. W. Baldwin.*

Hon. J. S. Saunders, &c. &c. &c.
Fredericton.

Enclosure 4, in No. 30.

Deputy Treasurer's Office, St. Andrew's,
21 October 1847.

Sir,

A RETURN having been transmitted to you for the quarter ended 30th September, unaccompanied by a report, I beg leave now to report, for his Excellency's information, that the only passenger ships in the last quarter where sickness prevailed was on board the "James" and "Magna Charta;" the diseased by these vessels were landed at Hospital Island, and there received medical treatment, and were otherwise provided for under the direction of a committee of magistrates. The few sick that remained at the close of September have been removed to a convenient building in town, where they, with other sick emigrants, receive medical assistance, and are provided with necessaries under the direction of the magistracy. Encl. 4, in No. 30.

It is unnecessary for me to state, that the greater part of the emigrants which have arrived at this port have gone to the United States, leaving behind them the poorer class and those that were unable to help themselves; indeed many male heads of families have gone to that country perhaps with an intention of sending for their wives and children as soon as they had established themselves in the land of adoption; these families were, however, left in a destitute condition, and must, with many others in a suffering state, be provided for by the inhabitants of this small community; much distress at present, therefore, prevails among the emigrants, and besides the daily calls upon families for relief, street-begging prevails to a greater extent than I have witnessed for many years.

I have, &c.
(signed) *D. W. Jack.*

The Hon. J. S. Saunders,
Prov. Secretary.

Enclosure 5, in No. 30.

Government Emigration Office, St. John,
16 October 1847.

Sir,

I HAVE the honour to enclose (in duplicate) the Abstract Return of Immigration to New Brunswick during the quarter ended 30th September last. Encl. 5, in No. 30.

The whole number of emigrants landed in new New Brunswick the present season, up to the 1st October instant, is 15,269; up to the same period last year, the whole number was 9,549, being an increase in the present year of 5,720. Total 15,269. In 1846, 9,549. Increase, 5,720.

About one-third of the emigrants of the present season have proceeded to the United States, and I regret to say, that those who remain are of the most miserable and helpless class of Irish peasantry; the few who are able being very unwilling to work; and a large proportion will become a public charge during the winter, especially among the women and children.

I have, &c.
(signed) *M. H. Perley,*
H. M. Emigration Officer.

The Hon. John S. Saunders,
Prov. Sec.

ABSTRACT RETURN of Immigration to *New Brunswick*, during the Quarter ended 30 September 1847.

MONTHS composing the Quarter.		Number of Vessels arrived.	Number of Deaths on Board, or in Quarantine.	Number of Births on Board, or in Quarantine.	ADULTS.		Children between 14 Years and 1 Year.		Children under 1 Year.		TOTALS.		Whole Number of Souls.
					M.	F.	M.	F.	M.	F.	M.	F.	
July	Miramichi	1	96	8	102	114	46	31	16	15	164	160	324
	St. Andrew's	4	- -	- -	173	125	47	32	6	5	226	162	388
	St. John	28	186	8	1,470	1,194	590	536	141	127	2,201	1,857	4,058
August	St. Andrew's	2	- -	- -	10	9	3	2	- -	- -	13	11	24
	St. John	17	136	10	1,257	1,159	472	425	96	100	1,825	1,684	3,509
Sept.	Bathurst	1	1	6	53	57	25	15	4	4	82	76	158
	St. Andrew's	1	- -	- -	43	41	22	18	7	4	72	63	135
	St. John	9	60	3	519	479	157	167	30	28	706	674	1,380
TOTALS		63	479	35	3,627	3,178	1,362	1,226	300	283	5,289	4,687	9,976

Remarks.—The numbers who died after landing will be given at the close of the year.

Government Emigration Office,
St. John, New Brunswick,
16 October 1847.

(signed) *M. H. Perley,*
H. M. Emigration Officer for New Brunswick.

Enclosure 6, in No. 30.

Government Emigration Office, St. John,
15 October 1847.

Sir,

Encl. 6, in No. 30. I HAVE the honour to report the arrival of five vessels, with passengers, and enclose ship returns, to which I refer. It will be observed, that the mortality in these vessels has not been so great as in those which arrived at an earlier period this season; and that, with the exception of the "Pero," in which vessel small-pox prevailed, the fever has not been very serious.

Returns No. 79, No. 80, No. 81, No. 82, No. 83.

The master of the "David" reported himself as "Augustus Yorke," but was identified as Austin Yorke, late master of the "Linden," who was convicted in the early part of this season in the penalty of 20 *l.* sterling, and costs, for infringement of the Passengers Act, but then absconded. He has now been arrested, and has paid the penalty and costs; the amount has been remitted to the Receiver-general.

It will be necessary to notify this payment to the Colonial Office, as the necessary papers were sent to England for a prosecution there.

I have, &c.
(signed) *M. H. Perley,*
H. M. Emigration Officer.

The Hon. John S. Saunders,
Prov. Sec.

Sir,

St. John, 11 October 1847.

I HAVE the honour to state, for the information of his Excellency the Lieutenant-governor, that Austin Yorke, master of the ship or vessel, called the "Linden," against whom a conviction was made in June last, for a penalty under the Passengers Act, which penalty was not at that time recovered, in consequence of the said Austin Yorke having left the country before prosecution could be served upon him, returned a few days since in the schooner "David," from Galway; and on finding him in St. John, I immediately issued an alias execution for amount of fine and costs, which he has paid; and I have this day forwarded the amount to the Hon. Thomas C. Lee, Receiver-general, deducting the additional expense for alias execution, and the expense of levying the same, as per statement herewith. On the alias execution being served, the said Austin Yorke said he had a letter from his brother in Galway, dated since he sailed, stating that the amount had been paid by him at the Custom-house in Galway; but as he had no vouchers for the payment, and did not produce his brother's letter, I could not feel myself justified in discharging him; but said to him, if he produced satisfactory vouchers to show the money for fine and costs had been paid at home, I had no doubt his Excellency would order the sum now paid to be refunded to him, deducting the extra costs of alias execution, and fees of service.

I have, &c.
(signed) *Benj. L. Peters,*
Justice of Peace.

The Hon. John S. Saunders,
Prov. Sec.

Enclosure 7, in No. 30.

Sir,

St. John, 11 October 1847.

Encl. 7, in No. 30. I HAVE the honour to accompany this with a minute of Common Council, requesting me to apply to his Excellency the Lieutenant-governor for a warrant of 90 *l.*, to provide for the services of Drs. Murphy and Mitchell, for their services as medical assistants to the Health Officer on Partridge Island, which I beg you will submit to his Excellency, in order that a warrant may issue for the amount in favour of the mayor, aldermen and commonalty, when it will pass into the hands of the chamberlain, and be by him paid to the respective parties. The appointments of medical men on the island are vested in the Common Council, and as was the case of Dr. Harding and the late Dr. Collins, the warrants issued in favour of that body; the almshouse commissioners providing for all other expenses.

I am also desirous that a warrant may issue for the amount of grant of last session in favour of the commissioners of the dredging machine, 100 *l.* having been already advanced by them towards this service.

I am fearful that the accounts of the almshouse commissioners in full will not be ready to submit during the meeting of the Executive Council this week, although they are in a state of much forwardness, but every thing, I am happy to say, will be wound up by the 1st November, at which time the quarantine establishment will be discontinued, and the accounts of expenditure made up accordingly.

Nothing will then remain but the monthly expenses attendant upon the establishments in the city and the city and county almshouse for the expenses of the sick, indigent and distressed emigrants. The numbers on Partridge Island have been greatly reduced, and I am in great hopes that by the end of the month they will be entirely removed from that establishment. No emigrant vessels have arrived since his Excellency left the city, with the exception of the "Fanny," from Londonderry, with 240 passengers, all well; neither do I believe for the remainder of the year shall we experience any more difficulty from such arrivals. A report from the Committee of Common Council in reply to the Medical Commissioners' Report to his Excellency, was this morning submitted to the Common Council, and

and adopted by that body, with an order for its transmission to his Excellency; and directions have been given to the common clerk to forward it by to-night's boat.

An account has been sent to the Auditor-general of the expenses incurred in building the sheds at the lower part of the city, for the temporary accommodation of the emigrants, for which I beg that a warrant may issue.

I have, &c.

(signed) *J. R. Partelow*,

Mayor.

The Hon. John S. Saunders.

The Committee of Common Council to whom was referred the Report of the Medical Commissioners, appointed by his Excellency the Lieutenant-governor, to inquire into the state of the emigrants at Partridge Island and at the almshouse, Saint John, and to suggest any measures which they might consider necessary to be adopted, having had the same under their consideration, beg leave to offer the following Report:—

"In the first place, they agree with the Report of the Commission, so far as regards their "attributing the prevalence of emigrant fever to the co-operative influence of poverty and "its concomitants upon the system of the emigrants prior to embarkation; to impurities "of atmosphere in the crowded holds of vessels; to neglect of personal cleanliness; to "impure water, want of medical attendance, and to supervision during the passage;" but to that part of the Report which ascribes, lastly and principally, its prevalence and fatality "to exposure, impurities, want of sufficient attention, and hospital deficiencies at the qua-"rantine station at Partridge Island, and to the deficient supply of wholesome water," the committee must beg leave, emphatically, to express their entire dissent; that many emigrants have suffered exposure on the island your committee cannot deny, but that every possible attention has been paid to their wants by the local authorities, is a fact which cannot admit of a question. The supervision of the emigrants on the island is peculiarly the duty of the emigrant officer stationed here, and his reports from time to time made during the year, officially promulgated through the press with rare exceptions, show that no means have been spared to render their condition as comfortable as, under the circumstances, they could be; and although it did not come within the immediate requirements of the mayor and common council, a great portion of their time has been taken up and devoted to aid the emigrants in their unfortunate position; up to the present year the two large buildings at the quarantine station were considered and have proved ample for the purposes intended, and no requisition was made to this Board, nor to the Legislature at its last session, for any additional accommodation, except to the latter by the emigrant agent, of a sum sufficient to put the building alluded to in repair.

This was cheerfully granted, and the sum of 200*l.* was placed at the disposal of the proper authorities to do so. No blame is, however, to be attached to him on that account, for neither he nor any other person could have possibly imagined that loads of pauper emigrants would have been shipped from the different Irish ports and from Liverpool, worn out with poverty and disease, and labouring under fever of a most infectious and malignant description. The difficulties came upon us like a thunderbolt. The same judicious precautions, as had before been observed, were established at the quarantine station to keep off small-pox and disease, when thousands arrived who required accommodation that could not then hastily be procured. The most herculean exertions were made by the city authorities, aided most energetically by the acting commissioner of the almshouse, but such was the dread of the disease, not only medical men were deterred from undertaking the duty of attending upon them, notwithstanding any terms would have been submitted to, but carpenters could not be found who would consent to put up additional buildings, although they were required to name their own terms. Two medical men were at length prevailed upon to go down to the island to assist the Health Officer there stationed, doing his duty nobly day and night; one of them shortly fell a victim to the disease; the other was at the same time taken sick, and barely escaped with his life; while a sufficient supply of nurses and attendants could not be obtained at any price. The Health Officer himself at last caught the infection, and he is now barely convalescent, while two other medical men who were subsequently employed, took the disease, and were rendered incapable of further discharging their duties. In the meantime, by great perseverance, one master carpenter, with a number of men attached to his business, was induced to undertake additional buildings, and two were speedily put up of 100 feet each in length; one of them of two stories high, and the other of one story. Tents were furnished also by the Government from the military stores, and the emigrants consequently made comparatively comfortable. During the whole year every requisition of the Health Officer has been studiously and minutely attended to under the supervision of Alderman Smith, one of the almshouse commissioners, who has faithfully and diligently devoted his whole time, not only to the wants of the emigrants, but also to the erection of the building alluded to. Supplies of wheat, bread, rice, straw, beef (wine and porter when required), tea, sugar, &c., have daily been furnished; and although in some instances, perhaps from the deficiency of attendants, they have not been judiciously disbursed, your committee, from the best information they can obtain, are satisfied no great complaints can exist in this respect.

With regard to the supply of water, every care and attention have been paid to this particular; from the unusually large number of emigrants on the island in the present year, the supply from the wells hitherto deemed adequate, was represented as insufficient during the prevalence of long dry weather, but the difficulty was removed to the greatest possible

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extent within that period, and whenever it was considered necessary, subsequently by ample quantities being sent down in casks daily by water-boats, and casks in great numbers were landed on the island, and there filled from time to time to provide for the deficiency. That there should be complaints against the place of interment on the island, your committee are not at all surprised, and that sufficient attention has not been paid to the burial of the dead in proper depth may also be admitted; but when it is considered the great mortality that prevailed (nothing however equal to the official reports from other quarters when the tide of emigration has been directed to this continent), it cannot be wondered at that some irregularities have taken place.

A part of this may, however, be attributed to a practice which prevailed amongst the ship-masters lying at quarantine of secretly burying their dead (emigrants) during the night, without the knowledge or concurrence of the Health Officer.

In reference to the sale of impure meats upon the island by persons resorting thither in boats, who landed unmolested, your committee are of opinion this has not taken place to any extent, and they are borne out in this opinion from the diligence displayed by the constables in attendance there, to prevent these and other practices being carried on.

To that part of the report which recommends almost an entire abolishment of the quarantine laws, and the consequent withdrawment of a health officer from Partridge Island, your committee must express their dissent. The numerous cases of small-pox that annually occur among emigrants arriving, independently of cases of malignant fever, render such an establishment absolutely indispensable, while an abandonment of it would cause a consternation throughout the whole country, which could not be allayed independently of the great increase of expenses which must eventually be borne by the community by adopting the plan proposed.

To provide for the greater comfort of the emigrants who may arrive the next and future years, there being no doubt great room for improvement, the suggestions of the Medical Commissioners your committee consider as judicious, and they are consequently entitled to every weight and consideration; your committee, therefore, while they earnestly hope that they will be carried into effect, cannot discover whence the funds are to arise, unless indeed Her Majesty's Government should assist from the imperial chest the local provincial authorities in the erection of suitable buildings, and placing the island in such a condition to receive the emigrants as can admit hereafter of no possible complaint.

Your committee have abstained from making any observations on that part of the report which relates to the personal filthiness of the emigrants, and the deposit of night-soil around each tent. The diseased and broken-down state in which the great bulk of them embarked, and the consequent utter helplessness of their condition, together with their total disregard of common decency and cleanliness, even where ample convenience was afforded them, are so well known as to render any comment unnecessary. To have produced a different state of things, each tent would have required a separate and constant watch, and the public buildings in which they were placed would each have to have been surrounded with an efficient guard of men, which for the reasons previously stated could not be obtained on any possible terms.

In conclusion, your committee cannot avoid expressing their opinion, that the limited time in which the medical gentlemen acquired the information on which their report is grounded, must have necessarily prevented them from making a thorough investigation of the circumstances attendant upon the quarantine establishment, and the insurmountable difficulties with which not only the public authorities, but also the Health Officer has had to contend. Neither can your committee view the reports furnished by them to his Excellency the Lieutenant-governor as containing strictly impartial facts of the discoveries which they allege to have made.

Your committee are particularly borne out in their firm belief, by the fact, that in the first short report, dated the 25th day of August, they admit as a reason for having immediate additional buildings erected, to the circumstance, that on the night previous, upwards of 400 of the emigrants were exposed without shelter of any description, in which state they would be obliged to remain for that night also.

The medical gentlemen being in full possession of the facts regarding these people, might have added a few words in explanation, which would have placed the matter in its proper light; and have shown clearly that the emigrants alluded to were not a part or parcel of the people under the charge of the Health Officer; nor was the fact of their being on the island at all known to any of the local authorities. As your committee cannot view this part of their report in any other light than as a *suppressio veri*, they feel bound to state the case as it was. The ship "Yeoman," at quarantine, had about 500 passengers on board, nearly all of whom, although a miserably squalid people, were not infected with disease, and consequently could be allowed to come up to the city.

The master of the vessel, anxious to get rid of them, obtained permission from the Health Officer to land the great bulk of them on Partridge Island, with an assurance that he had made arrangements with the Honourable John Robertson, his consignee, to send a steamer immediately for them, so that they would not remain there a single night. An empty building was pointed out to the master by the Health Officer, for their temporary accommodation, and the master promised to attend to having it properly cleaned for the purpose. The men were accordingly landed, but the building was not cleaned as promised, neither did the promised steamer make her appearance to remove them. The consequence was, that on the night of the 24th August (fortunately a fine one), they remained there without shelter, and so they did the following night. On the morning of the 26th a steamer brought them

to

to the city; such are the facts, and your committee feel satisfied that no further observation is necessary to show on whom the blame rested.

Your committee have observed with much concern and astonishment that the Medical Report from the Commissioners has been published, and that too in a low paper, abounding the whole year in the most gross abuse. In what way or by whose means it thus obtained publicity your committee are at a loss to discover.*

Respectfully submitted.

(signed) *J. R. Partelow*, Mayor,
H. Porter,
Wm. C. Smith,
} Committee.

St. John,
9 October 1847.

Enclosure 8, in No. 30.

Government Emigration Office, St. John,
18 October 1847.

Sir,

I HAVE the honour to state that the Emigration Officer at Cove of Cork, in apprising me of the departure of the Brig "St. Lawrence" with passengers for St. Andrew's, also mentioned that there were symptoms of fever among the passengers, and that he had applied to the admiral in that station for a supply of the chlorate of zinc, which had been kindly furnished and put on board the "St. Lawrence." The officer at Cork desired to be informed of the effect of this fluid, of which I duly notified the deputy treasurer at St. Andrew's. Encl. 8, in No. 30.

The "St. Lawrence" arrived at St. Andrew's on the 30th September with passengers, all in good health, and I now enclose copy of the report of the visiting physician at St. Andrew's, which is highly satisfactory, as regards the use of the chlorate of zinc. The deputy treasurer further states to me, that the master of the "St. Lawrence" assured him, that the passengers were in a more healthy state when landed at St. Andrew's than when they left Cork, and this statement there is every reason to believe correct.

I have, &c.
(signed) *M. H. Perley*,
H. M. Emigration Officer.

The Hon. John S. Saunders,
Prov. Secretary.

St. Andrew's, 30 September, 1847.

Sir,

I VISITED and inspected the passengers on board the barque "St. Lawrence," Stuart, master, from Cork, and found the ship sweet and clean, the passengers to a man healthy. This, at the present time, would naturally excite surprise, and upon inquiry I found that the captain had been furnished by the admiral on the Cork station with two demijohns of the chlorate of zinc, which he had used according to the printed instructions.

No case of fever occurred among the passengers until they had been landed and crowded into the Lazaretto.

I have no hesitation in saying that the "St. Lawrence" has landed her people in better order than any other vessel at this port this season.

Yours, &c.
(signed) *S. T. Gove*,
Visiting Surgeon.

D. W. Jack, Esq., Emigrant Agent,
&c. &c. &c.

Deputy Treasurer's Office, St. Andrew's,
20 October 1847.

Sir,

IN reply to your letter of the 7th instant, which I received yesterday, I have the honour to state that the information I derived respecting the barque "St. Lawrence" was obtained from Dr. Gove, the visiting surgeon, and not from any personal examination. M. H. Perley, Esq., the Government Emigrant Agent, requested me to forward to him an account of the effect on the health of passengers of chloride of zinc used daily on board of that ship; this was immediately attended to by transmitting to him the original report of the visiting surgeon, which appears to have been highly satisfactory, as there was no sickness among the passengers during the voyage.

I beg leave further to state, that having had no instructions respecting the necessity of reports accompanying Quarterly Returns, none was sent with my last Quarterly Return; and the statement forwarded to Mr. Perley respecting the case of the "St. Lawrence" was deemed by me as equivalent to a report.

In future the reports required by his Excellency will be particularly attended to.

I have, &c.
(signed) *D. W. Jack*.

The Hon. John S. Saunders,
Prov. Secretary, &c. &c. &c.

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* This subject is under investigation.

NEW BRUNSWICK.

To his Excellency Sir *William Macbean George Colebrooke*, K. H., Lieutenant-Governor and Commander-in-Chief, &c. &c. &c.

May it please your Excellency,

In compliance with your Excellency's request, when conversing a short time since on the subject of Immigration and the "Passengers Act," I beg to offer to your Excellency's consideration the following memoranda:

In conducting the prosecution under the Passenger Act, in June last, as counsel for the Acting Emigrant Agent in the case of "The Queen *v.* Austen Yorke," I perceived a manifest deficiency in that law, which in fact amounted to a total denial of justice to the parties immediately aggrieved, and to whom compensation for their wrongs was most important.

The defendant, the master of the barque "Linden," from Galway, was summoned to answer for a violation of the Passenger Act, in having, throughout the voyage, defrauded his steerage passengers of their lawful complement of provisions and water, and was convicted upon the most clear and ample testimony.

He duly appeared to the summons of the magistrates upon the first day of the examination; but finding himself in danger of conviction, he took care to withdraw himself and his personal effects clandestinely beyond the provincial jurisdiction before the final decision of the case; and there was no legal authority to prevent his so doing.

As regarded the conviction and the infliction of the penalty for the breach of the law generally, this was of little consequence, because it was easy for the provincial authorities to transmit the official evidence of the conviction to the mother country, where the bond given under the 35th section of the Act could be put in suit.

But with respect to the ill-used and defrauded passengers, the case was very different. Each of them had an individual right of action against the defendant for special damages, by reason of the deficient supplies of provisions issued to them during the voyage, and also for having landed them at a different port from that to which he had contracted to carry them; and of the benefit of this right of action they were wholly deprived by the absconding of the defendant.

This he well knew would be the case, and it was, therefore, evidently for the purpose of evading his just liabilities to those poor unfortunate passengers that he furtively withdrew himself beyond their reach, and not with any hope of escaping the penalty of the law (for the offence against public policy) which he was aware could be enforced on either side the Atlantic.

These poor passengers nobly and unitedly came forward to substantiate by their evidence the criminal misconduct and penal liability of the defendant, intending to prosecute their individual claims after promoting the ends of public justice; but inasmuch as the law contains no provision for insuring the appearance of the defendant on his giving security for the payment of any damages that may be awarded against him, his clandestine departure left them wholly without remedy; having first been defrauded and ill-treated on their passage; secondly, landed at a port other than that to which they had agreed to be carried; and thirdly, having lost their time and trouble in remaining in St. John to give evidence in the public prosecution without any compensation.

True it is, that summonses might have been issued in behalf of all these respective complainants, and if duly served, the magistrates might have proceeded to hear and adjudicate the cases, whether the defendant chose to appear or not; but "*cui bono?*"

Judgment might have been given in favour of the plaintiffs, and execution issued, but the defendant being no longer within the jurisdiction, their remedy was wholly gone!

This, then, is the great deficiency in the Passenger Act. In cases of this kind, where poor unfortunate passengers have individual rights of action, and are justly entitled to compensation in damages, by reason of the misconduct of the master of a vessel, there is nothing to secure to them the benefit of such rights. The delinquent has only to remove himself and his personal effects beyond the local jurisdiction before execution can issue against him; and he may bid defiance to the miserable and deluded victims of his fraud.

He well knows they are too poor and friendless to pursue him elsewhere, and that, if he once escapes their demands, he may rest secure for the future. So well aware of this was the defendant in the case in question, that he took every precaution to evade quickly and unsuspectedly the many demands pending against him, by exchanging with a brother, not only the command of each other's ship, but also their very personal effects and clothing; by which means it is said, the delinquent quietly proceeded to sea with a ship then ready for sailing, (before any judgment could be had against him), leaving his own vessel to be loaded and navigated by his brother.

The remedy for this iniquitous method of defeating the ends of justice, and depriving defrauded and abused passengers of all means of compensation, would be, by authorizing the magistrates, in such cases, to issue bailable process against the defendant in the first instance.

If,

If, instead of the farce of a mere summons, which includes no security for answering the result of final judgment, or satisfying the amount of an execution, and which therefore ensures no substantial benefit to a poor plaintiff from a judgment in his favour, the defendant could be held to bail or mesne process (and the case with which he may evade execution by departing the jurisdiction is a sufficient reason for such a stringent process); complainants, under the passenger law would then enjoy, not only their present privilege of a mere nominal right of action for damages in cases of fraud and abuse, but a certain and substantial remedy when justly entitled to it. At present the pleasure of making out their case, and obtaining a judicial recognition of their right to compensation, if they can get it, is their only legal boon; the actual recovery of damages depends on the conscience or convenience of the defendant!

It is surely highly desirable that such a serious deficiency in an enactment, expressly intended for the thorough protection of a poor ignorant, helpless and much abused class of people, should be effectually remedied. I had hoped that the Act lately passed by the Imperial Parliament (10 & 11 Vict., c. 103), for the amendment of the Passenger Act, would have removed this defect; but it has not done so; the evil remains as glaring as ever, and should forthwith be put an end to.

I have, &c.

St. John, 30th September 1847. (signed) *George Blatch.*

Enclosure 9, in No. 30.

Government Emigration Office, St. John,
26 October 1847.

Sir,

I HAVE the honour to report the arrival of the barque "British Queen," from Londonderry, with 44 passengers; and now enclose a ship return. Encl. 9, in No. 30.

The "British Queen" is one of the vessels which I compelled, in July last, to retain her temporary beams. They are now substantially fastened and in a satisfactory state.

The barque "Aberfoyle" also arrived yesterday from Ross, with six passengers.

The barque "Triumph," from Sligo, 44 passengers, is now due.

I have, &c.
(signed) *M. H. Perley,*
Government Emigration Officer.

The Hon. John S. Saunders,
&c. &c. &c.

— No. 31. —

(No. 97.)

No. 31.
Lieut.-governor. Sir W. M. G. Colebrooke to Earl Grey, 11 Nov. 1847.

COPY of a DESPATCH from Lieutenant-Governor Sir *W. M. G. Colebrooke* to Earl *Grey*.

Fredericton, New Brunswick, 11 November 1847.

My Lord,

(Received 30 November 1847.)

I HAVE the honour to enclose three letters from the emigrant officer at St. John, with returns of passengers arrived in the ship "Æolus," and brig "Triumph," from Sligo. "The Triumph" was allowed to enter, but from the prevalence of fever in the "Æolus," she was placed by the municipal authorities in quarantine; the anchorage at Partridge Island being considered unsafe in the winter months, and the quarantine establishment having been withdrawn on the 1st instant, the "Æolus" was allowed to anchor at the Middle Ground, and as the detention of the passengers on board prevented the fumigation of the ship, they have been permitted to land at St. John under special agreement with the master.

In reference to the inquiry contained in your Lordships' despatch of the 18th October, I enclose the copy of a report made to me by the Attorney and Solicitor General in reference to the case of the "Looshtauk," and also a report from Mr. Perley, the emigrant officer at St. John, from which it appears that although there is no authority to compel the masters of vessels to give bond for the subsistence of their passengers on shore, the practice has prevailed at St. John under the Acts of Assembly (3 Will. 4, c. 21, and 4 Will. 4. c. 8) relating to infec-

NEW BRUNSWICK.

tious distempers, and by entering into such arrangements, the masters have been enabled to land their passengers at the quarantine stations, and after fumigation to enter their vessels, and thus to avoid further detention.

What arrangements can be made for the care of so many infirm and helpless persons at this advanced season I am unable to anticipate, and as the municipal authorities have undertaken to defray their passage back to Ireland, it is probable that several may be led to return there before the winter has set in with severity.

I beg to draw your Lordship's attention to the irregularity attributed to the emigration officer at Sligo in Mr. Perley's letter of the 2d November (No. 71.)

I have, &c.
(signed) *W. M. G. Colebrooke.*

Enclosure 1, in No. 31.

(No. 69.)

Government Emigration Office, St. John,
2 November 1847.

Sir,

Encl. 1, in No 31.

I HAVE to report the arrival of the ship "Æolus," from Sligo, with 428 passengers, for which vessel a ship return is enclosed.

Return, No. 86.

I have not as yet received any intimation of the sailing of this vessel from Sligo, and so soon as I learned that she was off the harbour with passengers, I went down to her, and was present with the health officer at the inspection.

It appeared that eight of the passengers and one of the crew had died on the voyage, and that 16 passengers and six of the crew lay ill with fever; several of the passengers who were able to come on deck exhibited strong symptoms of the fever.

The whole of the passengers by this vessel (except six) have been cottiers on the estate of Lord Palmerston, near Sligo, and have been sent out at his Lordship's expense.

There are many aged persons of both sexes on board, and a large proportion of women and children, the whole in the most abject state of poverty and destitution, with barely sufficient rags upon their persons to cover their nakedness; none of the younger portion of the inhabitants have either shoes or stockings; there is a great deficiency both of petticoats and trousers, and one boy about ten years of age was actually brought on deck stark naked.

The arrival at this unusually late period of so large a number of destitute and naked emigrants is deeply to be regretted. The vessel has been placed in quarantine; but before these people are allowed to land, they must be provided with sufficient clothing to protect them from the inclemency of the season, or they will perish. A very large proportion are unable to support themselves even if they could procure labour, and these must become a public charge at the present time, with the probability of their becoming so permanantly.

I have, &c.
(signed) *M. H. Perley,*
H. M. Emigration Officer.

The Honourable John S. Saunders,
Prov. Secretary, &c. &c. &c.

SHIP RETURN, No. 86.

REPORT on the Immigrants by the Ship "Æolus," Michael Driscoll, Master, which arrived at the Port of St. John, New Brunswick, from Sligo, on the 1st of November 1847.—Boarded and examined, 1st November 1847.—*M. H. P.*

Name of vessel	Æolus.
Tonnage (*state whether by old or new measurement*)	817 tons (new).
Place of departure	Sligo.
Date of sailing	1st October 1847.
Place of arrival	St. John, New Brunswick.
Date of arrival	1st November 1847 (at Quarantine).
Number of days on the voyage	31.
Superficies of deck for the use of passengers	3,864.
Number of adults admissible, computed according to the Passengers' Act	386.
Number of such adults actually on board	340.
Port at which the vessel touched	None.
Date of touching	
Days there	
If placed in quarantine, for what cause	On account of fever; 16 of the passengers and six of the crew ill on arrival.

	Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Adults.		Children between 14 and 1 Year.		Children under 1 Year.		TOTALS.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Numbers embarked	- -	- -	- -	- -	- -	- -	105	179	73	51	10	10	188	240
Deaths on the voyage	1	3	1	3										
Deaths in quarantine	- none.													
Total Deaths							1	3	1	3	- -	- -	2	6
Number of births on the voyage							- none.							
Total landed in the colony							104	176	72	48	10	10	186	234

Steerage - - - - - - - - - - - - - 420 Passengers.
Cabin: Adults, two males, three females; three females under 14 8

TOTAL - - - 428 Passengers.

Number of Agricultural Labourers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Number for whom Cost of Passage defrayed.		Number engaged for Government Works.	Number assisted on Arrival out of Public Fund.	Total Amount Paid.	REMARKS.
				By Parish.	By Private Funds.				*N. B.*—Under this head it is desirable to describe the Vessel, the quality of Food and Water, and the general condition of the Emigrants.
	M.	F.			All.	- -	- -	- - -	The "Æolus" is a fine Ship, with ample accommodation for Passengers. The Provisions and Water good and abundant. For the circumstances of the Passengers, *see* Special Report, No. 69.

M. H. Perley, H. M. Emigration Officer.

Sir,

NEW BRUNSWICK.

Government Emigration Office, St. John,
2 November, 1847.

Sir,

Return, No. 87.

I HAVE to report the arrival of the brig "Triumph," from Sligo, with 46 passengers, all in good health, and to enclose a ship return.

Only one-half the lower deck of this vessel was occupied by the passengers, the other half was left open in such a way as to admit a supply of fresh air, and promote its free circulation. The good health of the passengers may, in a great degree, be attributed to this arrangement.

A considerable portion of the passengers by this vessel have been tenants on the estate of Mr. Ffolliott, M.P. for the county of Sligo, who defrayed the expense of their passages to this country.

They appear to be of the better class of Irish peasantry, and although in poverty, are not altogether destitute.

I have, &c.
(signed) *M. H. Perley,*
H. M. Emigration Officer.

The Honourable John S. Saunders,
Prov. Secretary, &c. &c. &c.

SHIP RETURN, No. 87.

REPORT on the Immigrants by the Brig "Triumph," Pat. O'Brien, Master, which arrived at the Port of St. John, New Brunswick, from Sligo, on the 1st of November 1847.—Boarded and examined, 2d November 1847.—*M. H. P.*

Name of vessel	Triumph.
Tonnage (*state whether by old or new measurement*)	177 tons (new).
Place of departure	Sligo.
Date of sailing	30 September 1847.
Place of arrival	St. John, New Brunswick.
Date of arrival	1 November 1847.
Number of days on the voyage	32.
Superficies of deck for the use of passengers	710.
Number of adults admissible, computed according to the Passengers' Act	71.
Number of such adults actually on board	38.
Port at which the vessel touched	None.
Date of touching	
Days there	
If placed in quarantine, for what cause	Not in quarantine.

	Adults.		Children between 14 and 7.		Children under 7.		Adults.		Children between 14 and 1 Year.		Children under 1 Year.		TOTALS.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Numbers embarked	- -	- -	- -	- -	- -	- -	14	19	7	3	1	2	22	24
Deaths on the voyage	- none.													
Deaths in quarantine	- none.													
TOTAL Deaths							- none.							
Number of births on the voyage							- none.							
TOTAL landed in the colony							14	19	7	3	1	2	22	24

TOTAL - - - - - - 46 passengers.

Number of Agricultural Labourers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Number for whom Cost of Passage defrayed.		Number engaged for Government Works.	Number assisted on Arrival out of Public Fund.	Total Amount Paid.	REMARKS.
				By Parish.	By Private Funds.				*N. B.*—Under this head, it is desirable to describe the Vessel, the quality of Food and Water, and the general condition of the Emigrants.
	M.	F.							
10	- -	- -	- -	- -	38	- -	- -	- - -	The "Triumph" is a substantial brig, with good accommodation. Provisions and water good. Passengers healthy on arrival.

M. H. Perley, H. M. Emigration Officer.

(No. 71.)

(No. 71.)

Government Emigration Office, St. John,
2 November 1847.

Sir,

I HAVE the honour to state, with reference to the arrival of passenger ships from Sligo, that the "Æolus" has arrived at this port without any list being received from the emigration officer at Sligo, or any intimation that such vessel was about to sail, which information at this advanced season would have been of the utmost importance.

The list of passengers by the "Triumph," which has also arrived from Sligo, was received by the last mail without any date or signature, or statement where the passengers embarked, or the date of the vessel's sailing, and no mark whatever upon it to verify it as a public document.

In the case of the "Eliza Liddell," also at Shippegan, from Sligo, no list was received or intimation that such vessel had sailed for New Brunswick, and much of the difficulty and expense incurred in that case would have been saved if the usual notice had been given.

I beg respectfully to request that his Excellency the Lieutenant-governor will forward these complaints, that the emigration officer at Sligo may have an opportunity of explaining them.

I have, &c.
(signed) *H. M. Perley*,
H. M. Emigration Officer.

The Honourable John S. Saunders,
&c. &c. &c.

(No. 72.)

Government Emigration Office, St. John,
10 November 1847.

Sir,

I HAVE the honour to acknowledge your letter of the 8th instant, and in reply beg to inform you, that the Common Council of the city of St. John, in very many instances the present season (as in former seasons) have taken from the masters and owners or consignees of passenger ships, before allowing any sick passengers from such ships to be landed on Partridge Island, a bond or obligation in writing, that the expenses incurred on account of passengers so landed, should be borne by the ship while such passengers remain on the island.

It is understood that no law exists for exacting such an obligation, and the negotiation takes place between the visiting physician at Partridge Island and the master of the ship who gives the required security, in order to procure the release of his vessel from quarantine more speedily, which might be kept 40 days under the law.

The city authorities, if called upon, will no doubt furnish a list of the bonds or obligations given the present season, and the amounts received in each case.

I have, &c.
(signed) *M. H. Perley*,
Emigration Officer.

The Honourable John S. Saunders,
&c. &c. &c.

Enclosure 2, in No. 31.

Sir,

Fredericton, 11 January 1847.

WE have the honour to return the enclosed papers, being communications from the justices of the peace of the county of Northumberland, respecting the ship "Looshtauk," which has put into Miramichi in a state of distress, being bound from Liverpool in England to Quebec with passengers, which by his Excellency's command has been referred to us for an opinion; Encl. 2, in No. 31.

"Whether that vessel be liable in law for the expenses incurred for the subsistence "of the crew and passengers while she remains.

2d. "Whether she should be allowed to proceed on her voyage till reimbursement "be made.

3d. "In what manner the same is to be recovered, and what proceedings ought to "be taken either against the ship or the captain for that purpose."

Before answering these several questions we have to observe, that the difficulties attending this case, have, in our opinion arisen in consequence of the justices of the peace for the county not having attended to the provisions of the Act of the General Assembly of this province, passed in the first year of Will. 4, c. 40, intituled, "An Act to make more effectual "Provisions for preventing the Importation and Spreading of Infectious Distempers within "the Towns and Settlements in the Counties of Charlotte and Northumberland." By the different provisions of which Act we are of opinion the justices ought and were in duty bound to prevent the vessel in question from proceeding farther from the sea up the Miramichi river, than the place or places appointed for that purpose, and also to prevent the landing of any of the passengers, sick or well, unless the master of the said vessel should, in the first instance, have given some security to satisfy any expenses which might thereby be

 incurred,

NEW BRUNSWICK.

incurred, as is practiced in the city and county of St. John under the Act of Assembly relating to infectious distempers at that place, the words of which two Acts are in substance the same. That preliminary step having been omitted, we are not aware of any proceedings which can be maintained against the master of the said vessel as at present circumstanced.

With respect to the questions propounded by his Excellency, we are of opinion that nothing in the British Passengers' Act will touch the present question; however, the master may, under the 6th, 15th & 27th sections of the said Act, at the termination of his voyage be liable and subject to a prosecution for the infraction of any of the provisions of that statute if such be the case.

We are also of opinion, that the said vessel cannot be prevented from proceeding on her voyage to her port of destination by any legal process instituted in this province.

We have, &c.
(signed) *Charles J. Peters*,
Attorney-general.

W. B. Kinnear,
Solicitor-general.

The Honourable John S. Saunders,
&c. &c. &c.

By reference to the Act of Assembly, 7 Vict. c. 26, it will be seen that the Act 1 Will. 4, c. 40, referred to in this opinion, is continued to 1 May 1846.

And by Act 9 Vict. c. 37, is revived and continued to 1 May 1850, as is also 2 Will. 4, c. 17.

(signed) *C. J. Peters*,
Attorney-general.

— No. 32. —

(No. 123.)

No. 32.
Earl Grey to Lieut.-governor Sir W. M. G. Colebrooke.
18 November 1847.

COPY of a DESPATCH from Earl *Grey* to Lieutenant-Governor Sir *W. M. G. Colebrooke.*

Sir, Downing-street, 18 November 1847.

IN consequence of the representations made by Mr. Perley in his letter of the 21st September, inquiries have been instituted into the circumstances under which the "Lady Dombrain" was allowed to clear out with emigrants from the port of Sligo; and I now transmit to you, for your information, a copy of the report which the Commissioners of Colonial Lands and Emigration have addressed to me upon the subject.

8 November 1847.
Vide page 182.

You will communicate a copy of this report to Mr. Perley for his information.

I have, &c.
(signed) *Grey.*

— No. 33. —

No. 33.
Earl Grey to Lieut.-governor Sir W. M. G. Colebrooke.
2 December 1847.

(No. 134.)

COPY of a DESPATCH from Earl *Grey* to Lieutenant-Governor Sir *W. M. G. Colebrooke.*

Sir, Downing-street, 2 December 1847.

WITH reference to my despatch, No. 123, of 18 ult., I transmit for your information the accompanying copy of a report from the Colonial Land and Emigration Commissioners relative to the circumstances under which a fine has been levied in New Brunswick upon the master of the emigrant ship "Lady Dombrain."

22 November.

I concur in the opinion expressed by the Commissioners on this subject, and you will accordingly instruct the immigration agents in the province that when the beams and temporary decks of vessels shall have been approved by the naval emigration officers in this kingdom, and when the passage shall have been made without any accident occurring from that cause, no prosecution should be issued against the masters, merely because the beams may not have been permanently retained.

I have, &c.
(signed) *Grey.*

Enclosure

Enclosure in No. 33.

Colonial Land and Emigration Office,
22 November 1847.

Encl. in No. 33.
7 November 1847.

Sir,

We beg leave to forward herewith, for the information of Earl Grey, the enclosed copy of a letter from the master of the "Lady Dombrain," complaining of the circumstances under which a fine had been levied upon him in New Brunswick for not having permanent beams. He states that he could not afford time to dispute the case before the bench, but points out why he thinks the prosecution was hard.

We have the honour to state, that in this as in all other cases coming from New Brunswick, the immigration agent at St. John appears to us to have acted from zeal and a sense of public duty. At the same time it appears that the officers of the province are not sufficiently apprized of the rule which governs the view taken on the present subject in this country. After consulting the law officers of the Crown, and then considering the equity of the case, the opinion arrived at here has been, that if the beams and fastenings are in themselves sufficient and secure, it is not fair to fine a vessel merely because she had not beams previously to her present voyage, nor yet because those beams may be removed afterwards. The real practical question is whether they are adequate to carry the deck in safety while passengers are on board.

If a different view were adopted, it would not merely exclude many of the smaller vessels, which doubtless are a very undesirable class, but would also be liable to prevent many fine ships from carrying passengers, as they are often originally constructed without any beams for their lower deck.

On the whole, therefore, we would suggest that Sir William Colebrooke be directed to instruct the immigration agents that when the beams and temporary deck have been approved by one of the regular naval emigration officers in this kingdom, and when the vessel had made the passage without any accidents arising from that source, it will not be right to institute a prosecution against the master merely because those beams may not be permanently retained.

We have, &c.
(signed) *T. Fred^k Elliot.*
Frederic Rogers.

Benjamin Hawes, Esq.,
&c. &c. &c.

Sir,

Killybegs, 7 November 1847.

Mr. Coane requests me to write all particulars of the fine struck against me in St. John, New Brunswick. On my arrival at Partridge Island, the health officer came on board and inspected the passengers, and found them all in perfect health. Next day he gave orders to go to the upper quarantine ground to stand another inspection, which we done, and gave us his clearance. On the third day after, when we had the berths all cleared away and the passengers gone, and all ready to discharge the ballast, Mr. Perley, emigrant agent, came on board, looked down to the hold, when he said she was a prohibited vessel, and would have her fined; afterwards a Custom-house officer came on board, measured her, and told me she was the proper height between decks. A few days after I was summoned to attend at B. L. Peters, J. P., office, St. John, where I was fined 10 *l.* with costs, which amounted to 14 *l.* 5 *s.* currency, at which I took no defence, fearing expense of law and detentions.

I have, &c.
(signed) *Michael Browne.*

M. Wooldridge, Esq., R. N.

— No. 34. —

(No. 102.)

No. 34.
Lieut.-governor Sir W. M. G. Colebrooke to Earl Grey, 25 Nov. 1847.

Copy of a DESPATCH from Lieutenant-Governor Sir *W. M. G. Colebrooke* to Earl *Grey*.

Fredericton, New Brunswick, 25 November 1847.
(Received 17 December 1847.)

My Lord,

After forwarding my despatch, No. 97, of the 11th instant, I received a communication from the Mayor and Common Council of St. John, with certain resolutions which they had passed, requesting that I would forward them to your Lordship for the information of Her Majesty's Government, as they were passed in the absence of Mr. Hazen, the Recorder of St. John, who had been at Fredericton in attendance on the Executive Council, and were unaccompanied with the report of the Health Officer at Partridge Island, to which they referred. I transmitted them to that gentleman in the expectation that they might be subject to some amendment; I was not at the time aware that they had been ordered by the Common Council to be published in the newspapers, till I observed

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that the editor of the Royal Gazette had also inserted them in his paper, and not having received any further communication from the Common Council, in consequence of my reference to Mr. Hazen, I directed that an answer should be sent to the communication, which I also caused to be published; and I called officially on Mr. Perley, the Emigration Officer at St. John, to inquire and report to me upon the allegations contained in the letter of the Health Officer.

I have troubled your Lordship with this explanation in transmitting the papers, in order to account for my request, that the resolutions may not be considered in their present shape as a formal communication to Her Majesty's Government; when so transmitted they will be accompanied with the report of the Emigration Officer.

It is undoubtedly matter of very general regret, that any emigrants, especially helpless persons, and women and children, should have been sent out at so advanced a season, and from the difficulty in finding shelter for them at St. John, I apprehend, as the severe weather approaches, that many will be exposed to great suffering.

Page 115.

In my despatch, No. 84, of the 28th September, I adverted to the necessity of making provision for a number of orphan children; and I am glad to be able to report that the establishment has been formed for them, and that numbers have been rescued from the fate that would otherwise have awaited them. There will be no difficulty in providing for these children in the families of respectable farmers and citizens; but as their constitutions have suffered from destitution and exposure, it will be necessary to keep them for a time in the asylum under medical care.

With reference to your Lordship's despatch, No. 119, dated 3d November, I regret that the observations of Mr. Boyd, in regard to the arrivals at St. Andrew's, should have given so much trouble to the Land and Emigration Commissioners. Mr. Boyd is not a public officer, but a member of the Assembly, and of a Committee of Magistrates, who had undertaken the local disbursements; and I have required the Assistant Emigration Officer at that port to put himself into communication with Mr. Boyd, and to make the report which your Lordship has required.

It is proper to explain that in making the arrangements for the late season, it was not deemed by the Council advisable to supersede the local authorities in the functions they had been accustomed to discharge, the Government having no means of remunerating any officers who might have been appointed to disburse the public monies. The practice had previously been for the local authorities to advance funds, and afterwards to obtain a reimbursement of them by grants of the Assembly chargeable on the Emigrant Fund, but in the present year a grant having been made to the Government for this service, their accounts, after being audited, have been at once discharged.

These disbursements at St. John have been made through the Common Council for the quarantine station at Partridge Island, which is placed under their control by charter. The Commissioners of the almshouses at St. John and Fredericton have acted in those places, and Committees of Magistrates at St. Andrew's and the outports have usually undertaken the charge where the Commissioners of the poor have declined to Act.

It has only been found necessary to make a special appointment at Shippegan, from the circumstances which have been reported.

These arrangements will necessarily engage the attention of the Legislature in the approaching session, when I hope that more effectual provision will be made, in co-operation with Her Majesty's Government, for preventing a recurrence of the sufferings and mortality to which the emigrants have been exposed in the present year, with such manifest risk to the communities upon which they have been cast.

I have, &c.

(signed) *W. M. G. Colebrooke.*

Enclosures

Enclosures in No. 34.

Encl. in No. 34.

At a Common Council holden at the City Hall of the City of St. John, on Wednesday, the 10th day of November, A.D. 1847:

Read a communication from Dr. William Harding, health officer of the quarantine station, relative to the passengers by the ship "Æolus," from Ireland, as follows:—

To his Worship the Mayor.

Sir, St. John, 4 November 1847.

Having been called upon by your Worship for a report to represent the alleged peculiarities of the passengers of the "Æolus," I beg to state that I consider any verbal description would but very inadequately convey the true features of the case; but these peculiarities are strikingly apparent by inspection, which will at once inform the beholder that 99 of every 100 must be supported by the charity of this community or otherwise, as justice demands.

As reasons for this conclusion, I can only make the assertion as above—they must be seen to be fully understood. Among these reasons, however, I will enumerate one or two. There are many superannuated people, and others of broken-down constitutions, and subjects of chronic disease, lame, widows with very helpless families, feeble men (through chronic disease, &c.) with large helpless families; in fact, all those causes which rendered them paupers upon the hands of their landlords are now in existence, with added force from recent disease, &c., to fasten them upon us; and that nearly 400 so glaring paupers are thus sent out. Who so tame as would not feel indignant at the outrage?

I am, &c.
(signed) *W. S. Harding,*
Health Officer.

And thereupon the following Resolutions, submitted by his Worship the Mayor, are unanimously passed:—

Resolved, That this Board are wholly unable to suggest measures by which this already grievously overburthened community can shelter and support such an unheard-of mass of misery thus heartlessly thrown upon our shores at this inclement season of the year.

Resolved, That as all the public buildings erected for almshouse purposes are already filled to overflowing with Irish pauper immigrants, and no other houses being available for their accommodation, either in this city or the adjoining parish, this Board cannot but apprehend the most fearful consequences from the want and exposure to which these distressed people will necessarily become subject; and no other remedy, in the opinion of the Common Council, can be had to arrest the evil, except by inducing a large portion of those lately arrived in the "Æolus," and others begging from door to door, to return to their native country.

Resolved, That a free passage, with provisions and water, should be afforded to all those in such circumstances as may accept the same.

Resolved, That this Board deeply regret that one of Her Majesty's Ministers, the Right honourable Lord Palmerston, either by himself or his authorized agent, should have exposed such a numerous and distressed portion of his tenantry to the severity and privations of a New Brunswick winter, unprovided as they are with the common means of support, with broken-down constitutions, and nearly all in almost a state of nudity.

Resolved, That the clergy be requested to use their influence in inducing these distressed people to accept a passage to Ireland upon the terms proposed.

Resolved, That a copy of these Resolutions be forwarded to his Excellency the Lieutenant-governor, praying that his Excellency will be pleased to transmit the same to Her Majesty's Government.

And it is ordered, That the foregoing Resolutions be published in the "New Brunswick Courier" on Saturday next.

(Extract from the Minutes.)
(signed) *J. William Boyd,*
Common Clerk, &c.

Sir, Secretary's Office, Fredericton, 20 November 1847.

I am directed by his Excellency the Lieutenant-governor to acknowledge the receipt of your letter of the 4th instant, transmitting certain Resolutions of the Common Council of the city of St. John, in reference to the emigrants landed from the "Æolus," and I have it in command to make the following observations in answer:—

Your communication having been received immediately after the meeting of the Executive Council, which assembled at Fredericton on the 10th instant, his Excellency had no opportunity of advising with them on the subject, although the measures which it might be necessary for the Government to adopt in the exigency occasioned by the unlooked-for arrival of a number of destitute and suffering emigrants at the close of the season, and after

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the period for breaking up the quarantine establishment at Partridge Island, had engaged their anxious deliberations.

Throughout the season, as the Mayor and Common Council are fully aware, his Excellency, in repeated visits to St. John, personally co-operated with the local authorities in measures for relieving the pressure upon the community, and in his correspondence with Her Majesty's Government, his Excellency has done full justice to the disposition manifested by the Mayor and Common Council to assist in alleviating the distress and sufferings of the emigrants.

Admitting the inconvenience to the community of St. John, and which has been also felt in an equal degree in other parts of the province from the arrival during the season, and especially at a late period of it, of so large a number of indigent and helpless persons often infected with disease, it is but just to remark that the expenses attendant upon the care and provision of them have not in the present year been allowed to fall as a charge on the corporation funds, but, on the contrary, the accounts of these disbursements, when rendered and passed, have been punctually discharged by the Government. Neither will it be found, on examination of these accounts, that the disbursements throughout the season have so far exceeded the funds placed at the disposal of the Government as to constitute a heavy charge on the public finances.

Under these circumstances, and with a full knowledge of the disposition manifested by Her Majesty's Government in their cordial approval of his Excellency's co-operation with the local authorities, his Excellency cannot but regret the terms of the resolutions which have been forwarded to him for transmission; the publication of which in the newspapers has, moreover, been calculated to induce a prevalent belief in the community at large that a greater sacrifice has been incurred by the public in the present year than it has in reality been called to sustain. His Excellency feels every confidence, however, that the Mayor and Common Council will not on the present occasion relax their efforts to alleviate the distress prevailing among the people who have recently arrived, and in which his Excellency will be prepared, as heretofore, to render them every assistance, while from the particular circumstances attending the arrival of these emigrants, it will become his duty to call on the emigration officer at St. John for a special and detailed report as to their condition.

In regard to the measures adopted by the Mayor and Common Council in offering to the emigrants a free passage back to their native country, his Excellency does not feel himself called on to offer any remark further than to observe, that the expenses thus proposed to be incurred cannot be admitted as a charge which the Government would be authorized to defray, and for which the corporation must therefore be themselves responsible.

I have, &c.

James W. Boyd, Esq., Common Clerk, St. John.

(signed) *John S. Saunders.*

Sir, Secretary's Office, Fredericton, 20 November 1847.

I AM directed by his Excellency the Lieutenant-governor to call your attention to a letter addressed to the Mayor of St. John, by Mr. W. S. Harding, health officer, on the 4th instant, and to a series of resolutions passed by the Mayor and Common Council on the 10th instant, which have appeared in the public newspapers, and to request you will make a special report to his Excellency upon the allegations contained in these documents as to the condition of the emigrants, so far as they have come under your observation.

Adverting to the offer of a free passage to the emigrants to return to their native country, you will be pleased to inform his Excellency of the number who may have availed themselves of the offer.

I have, &c.

M. H. Perley, Esq.
H. M. Emigration Officer, St. John's.

(signed) *John S. Saunders.*

Sir, Secretary's Office, Fredericton, 23 November 1847.

I AM directed by his Excellency the Lieutenant-governor to transmit to you the enclosed communication from Lord Grey of 3d November instant, with the Land and Emigration Commissioners' reply to Mr. Boyd's remarks, and to instruct you to put yourself into communication with Mr. Boyd, in order to make such a specific report on the allegations contained in his (Mr. Boyd's) letter as the Secretary of State requires, and that you will furnish the same to his Excellency at as early a date as possible, for the information of Earl Grey.

I have, &c.

David W. Jack, Esq.
Acting Emigration Agent, St. Andrew's.

(signed) *John S. Saunders.*

— No. 35.—

—No. 35.—

(No. 135.)

Copy of a DESPATCH from Earl *Grey* to Lieutenant-Governor Sir *W. M. G. Colebrooke.*

Sir, Downing-street, 2 December 1847.

No. 35.
Earl Grey to Lieut.-governor Sir W. M. G. Colebrooke, 2 December 1847.

I have intentionally postponed replying to several of your later despatches on emigration, until the close of the season should give me an opportunity of reviewing the whole subject together. I now propose to commence by adverting to such of your despatches as are not yet answered, and by touching on such topics as require to be separately noticed in New Brunswick, and I shall afterwards refer you to a despatch which I send by this mail to the Earl of Elgin, for the general views of Her Majesty's Government, which I need scarcely say that they consider equally applicable to New Brunswick as to Canada.

In the first place, I have to acknowledge the four despatches named in the margin, accompanied by details on particular ships. These have been communicated to the Emigration Commissioners who have instituted inquiries into any of the cases which demand investigation. I have already forwarded to you the result in some instances, and shall do the same with the further reports when they reach me. The Commissioners have, by my desire, transmitted all remarks which are received on the emigrants from particular estates in Ireland to the proprietors, both for their information, and in order that they may have an opportunity, if they wish it, of offering any explanations on the subject.

No. 66, 19 July 1847.
No. 67, 30 July 1847.
No. 70, 30 July 1847.
No. 74, 7 Aug. 1847.

Next I have also to acknowledge the three despatches from you, named in the margin, relating more generally to the sickness of this year and its consequences, as well as the causes to which it may be ascribed.

No. 76, 27 Aug. 1847.
No. 79, 14 Sept. 1847.
No. 84, 28 Sept. 1847.

I am glad to perceive, by No. 75, that your zeal led you to repair to the scene of suffering at the quarantine station in Partridge Island, and that your visit was productive of some reforms which appear to have been much required. The observations of the Medical Board on this subject, transmitted in your despatch, No. 84, appear entitled to much attention, and, I doubt not, that they will be well considered both by yourself and by the municipal authorities at St. John.

You will acquaint the Mayor and Common Council of that city, that their resolutions, dated the 3d of September 1847, have been duly received; you will explain to them the sentiments of Her Majesty's Government on this painful subject as stated in my despatch to Lord Elgin, which I have already referred to, and you will add that we shall be prepared to recommend to the consideration of Parliament the claims of the province to a fair share of assistance in meeting the burthens which have been thrown upon it.

I lament to see by several of your despatches, and especially by No. 84, of the 28th of September, that while there is no lack of employment for those who are able and willing to work, it is frequently found that the Irish immigrants this year are too confirmed in habits of vagrancy to apply to labour, and that in several instances after they had been engaged by farmers, it became necessary to discharge them, because they refused to work. The only remedy I can see for such an evil, if unhappily it continues, would be an effective vagrant law, coupled with provision for those who are really destitute in a workhouse. Of course no relief should be given to able-bodied persons, unless they perform some actual labour; nor should the amount they receive be otherwise than much less than can be earned by the exertions of an independent labourer. I am not aware how far the existing provisions of the law in New Brunswick on the subject of vagrancy may be of a satisfactory nature; and I shall be glad to be referred by you to the provincial statutes on the subject: but in the meantime I enclose for your information, in case the question should require to be brought before the Legislature, the copy of an Act which was passed in the last Session of Parliament for the repression of vagrancy in Ireland.

10 & 11 Vict. c. 84.

There remains to be mentioned the important subject to which I have already adverted in the reply you are authorized to make to the corporation of St. John, of some contribution towards the charges brought on the province by the recent immigration. It will be necessary that you should furnish me with full

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information on the nature and amount of the expenditure incurred on this account, and also with an exact statement of the manner in which all funds raised for the relief of emigrants have been laid out. When the particulars arrive, and assuming the whole proceeds of the emigrant tax to have been applied to their proper object, I shall be prepared to submit to my colleagues a proposal for submitting to Parliament our recommendation that there should be granted to New Brunswick, on the same principle as to Canada, an equitable contribution from Imperial funds towards the expense created by the unparalleled misfortunes of Ireland this year, and by the sickness and distress which they have thrown upon the British provinces in North America.

I have now, I believe, considered all the topics requiring separate notice in the province under your government. For the general views of the Government on the misfortunes which have occurred, and on the proper measures to be taken for the future, I have to refer you to the enclosed copy of the despatch I have addressed to the Earl of Elgin, accompanied by a report from the Commissioners of Emigration, which you will find to supply a comprehensive review of the occurrence of the past season and of the important questions connected with it.

Vide p. 27.

You will of course lay all these documents, at the first opportunity, before the Legislature, to which you will intimate, as I have authorized Lord Elgin to do in Canada, that Her Majesty's Government will be ready to recommend the Royal Assent to be given to an Act passed in the first instance for not more than two years, containing provisions of the kind there described.

I have, &c.
(signed) *Grey.*

— No. 36. —

(No. 136.)

COPY of a DESPATCH from Earl *Grey* to Lieutenant-Governor Sir *W. M. G. Colebrooke.*

No. 36.
Earl Grey to Sir W. M. G. Colebrooke, 2 December 1847.

Sir, Downing-street, 2 December 1847.

WITH reference to my despatch, No. 135, of this date, directing you to propose to the Legislature a measure designed to afford some additional security against the occurrence of distress amongst emigrants, I have to add, that for obvious reasons it is desirable that there shall be as little difference as may be in the regulations on this subject in the several British Provinces in North America, I have requested Lord Elgin to take the first opportunity of communicating to you the heads of any measure which may be introduced by the government in Canada, in order that, so far as you see no reason to suppose that any objection will be felt at the seat of your government, you may cause similar provisions to be submitted to the Legislature of New Brunswick.

I have, &c.
(signed) *Grey.*

No. 37.
Earl Grey to Lieut.-governor Sir W. M. G. Colebrooke, 18 December 1847.

— No. 37. —

COPY of a DESPATCH from Earl *Grey* to Lieutenant-governor Sir *W. M. G. Colebrooke.*

Sir, Downing-street, 18 December 1847.

No. 79, 14 Sept. 1847.
No. 84, 28 Sept. 1847.
No. 92, 27 Oct. 1847.
No. 97, 11 Nov. 1847.

WITH reference to the despatches from you named in the margin, and to the enclosures, containing different allusions to the condition in which emigrants from Lord Palmerston's estates in Ireland had arrived in New Brunswick, I beg leave to transmit to you the enclosed copies of the answers which have been received from Lord Palmerston's Irish agents, to whom these documents were forwarded, in order to give them an opportunity of supplying any explanations they may have to offer on the subject. I have thought it right to direct the Commissioners of Emigration to adopt this course in every case in which the emigrants from the estate of any particular proprietor were unfavourably noticed in

in the reports from the provinces; and I shall forward to you any further replies which may be received. NEW BRUNSWICK.

I have, &c.
(signed) *Grey.*

Enclosure 1, in No. 37.

Gentlemen, Foreign Office, 18 December 1847. Encl. 1, in No. 37.

I AM desired by Viscount Palmerston to transmit to you the accompanying letter from Messrs. Stewarts & Kincaid, on the subject of the emigrants from Lord Palmerston's estate in Sligo, sent to St. John, New Brunswick, in the "Æolus."

I have, &c.
(signed) *Spencer Ponsonby.*

The Commissioners of Emigration,
&c. &c. &c.

My Lord, Leinster-street, Dublin, 16 December 1847.

WE have had the honour of receiving your Lordship's letter of the 7th instant, enclosing copy of report from M. H. Perley, Esq., Emigration Officer, St. John's, to the Honourable S. Saunders, Provincial Secretary, relative to the ship "Æolus," from Sligo, with 428 passengers; also extract from a despatch to Earl Grey from Sir William Colebrooke. These passengers having been tenants and cottiers on your Lordship's estate in the county of Sligo, and shipped by us at your Lordship's expense, we are very sorry to find that the authorities in St. John's complain of their poverty and destitution, and of the late season at which they arrived. It is our duty to state, for your Lordship's information, that it was at the special and urgent request of the parties themselves that these people were allowed to emigrate, and their passages, &c. paid for by your Lordship.

Not only was there no compulsion used; no steps taken to deprive them of their holdings on the estate; no attempt at enforcing payment of their rents, which might have been supposed as the principal cause of their expatriating themselves, but most of them had been receiving rations at the public depôts of food under the Relief Act of last Session, and might have been still tenants on the estate if they had wished, but their entreaties to be sent to America were so urgent that we have seen some of them on their knees on the roads praying to be sent out, and it was impossible to resist the earnestness of their entreaties.

They were generally very poor, but in no other sense can we admit them to have been helpless or infirm, or destitute. About one-half, or perhaps a larger proportion, consisted of entire families, and some of the parents or heads of the families may have been advanced in years, but in all such cases they were accompanied by young and able-bodied members of the family, who were both able and willing to earn a livelihood for themselves, and to support the weaker members of their families.

Every attention was paid to the health and comfort of the passengers on board. They were frequently examined by Dr. Hamilton, the medical attendant of Sir Robert Gore Booth's dispensary, and every one instantly removed who exhibited any symptoms of disease, and the result, we think, shows the care that was taken in this respect, for out of above 400 passengers, only eight had died on the passage, which will be found to be much below the usual average. Besides the ship's rations, they were provided with an abundance of wholesome food and plenty of water, as all the passengers were that we sent out this year from Sligo and other ports in Ireland. The greatest attention was paid to them personally by our local assistants, Mr. Maxwell and Mr. Smyth, who made themselves acquainted with the circumstances of each individual, and provided them with such articles as they seemed to require.

The statements made of their want of clothing surprise us very much, and will surprise your Lordship when we inform you that above 100*l.* was laid out by Mr. Maxwell and Mr. Smyth, personally and with the most rigid economy, in procuring for them the most necessary and suitable articles of clothing, such as blankets, shoes and stockings, flannel petticoats, shawls, shifts, gowns, &c. for the females, and trowsers, coats, waistcoats, shirts, hats, caps and waggoners for the men and boys. The quantity of clothing distributed among them just before the vessel sailed surprised every one, and the people themselves were most thankful.

We regret extremely that they had not been sent out earlier in the season, but we found it impossible to get a vessel until the "Æolus" was obtained through the kindness of Sir Robert Gore Booth, from his brother, who is connected with a mercantile house in Scotland. After the vessel had been chartered, it was detained several weeks at Greenock by circumstances over which neither Mr. Booth nor we had any control, and we had almost given up all hopes of it when the vessel arrived in Sligo Bay, fitted up and provisioned for the voyage, and then so eager were the people to go that very few days sufficed to fill her with passengers.

The landed proprietors of Ireland are placed in an unpleasant dilemma. If they keep the surplus population of their estate at home, the property will not be sufficient to maintain them, and they are exposed to the charge of either neglecting them or obtaining support for them out of the public funds; if they make extraordinary exertions in the hopes of benefiting

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the people and relieving their properties by providing free passages for them to the British Colonies in North America, they are abused by the colonists for sending out paupers to them, although every account that we receive from the emigrants themselves proves that their condition is much improved by the change, and that there is ample demand for their labour at remunerative wages.

We hope and trust that the passengers by the ship "Æolus" will not prove to be as great a burden upon the authorities and population of St. John's, New Brunswick, as their fears led them to anticipate.

We have, &c.

The Right hon. the Viscount Palmerston, &c. &c. &c.

(signed) *Stewarts & Kincaid.*

Enclosure 2, in No. 37.

Encl. 2, in No. 37.

Gentlemen, Foreign Office, 18 December 1847.

With reference to your letter of the 11th ultimo, I am directed by Viscount Palmerston to transmit to you the accompanying letter from Messrs. Stewarts & Kincaid, with its enclosure.

I have, &c.

The Commissioners of Emigration, &c. &c. &c.

(signed) *Spencer Ponsonby.*

My Lord, Leinster-street, Dublin, 3 December 1847.

We have had the honour of receiving, through your Lordship, a report from the Emigration Office relative to two emigrant ships from the port of Sligo to the ports of Shippegan and St. John, New Brunswick, which conveyed, among others, some of your Lordship's tenants from your estates in the county of Sligo, to the British Provinces in North America. The ships referred to are the "Eliza Liddell" and the "Lady Sale," the former commanded by Captain Clarke, and the latter by Captain Anderson. The letters embodied in the report contain several allegations, reflecting upon the persons who conducted and had the charge of the emigration of your Lordship's tenants during the last season; and we request permission to make some observations upon the subject for your Lordship's information.

The numbers sent out last season from your Lordship's estate exceeded 2,000 persons, all of whom were conveyed, at the sole expense of your Lordship, chiefly to Quebec, and a few to St. John's and Shippegan. They were provided with an abundant supply of the best description of provisions and other necessaries for the voyage, in addition to the usual ship's allowance under the Passengers' Act. Many of them were provided with warm and suitable clothing; and those who were not sent direct to Quebec were supplied with funds to take them from New Brunswick to Quebec, and with provisions, not only for the journey, but sufficient to keep them until their arrival in Upper Canada.

The vessels from the port of Sligo containing your Lordship's tenants were the following:

Transit.	Numa.	Lady Sale.
Carricks.	Marchioness Bredalbane.	Rd. Watson.
Springhill.	Eliza Liddell.	Æolus.

We presume it is unnecessary to say that all the persons sent out in these vessels at your Lordship's expense, were of the poorest class of farmers and their families, very little better than paupers; for had they been able to retain their small farms and maintain themselves and their families at home, they would not have entreated your Lordship to send them to a strange country; nor is it probable that your Lordship would have incurred so great an expense for the purpose of removing from your estate a large body of the tenantry solvent in their circumstances and able to pay their rents. These people not only went voluntarily and without the shadow of compulsion, directly or indirectly, but their entreaties were so urgent, and the pressure for passages to America so great, that it was impossible to provide shipping for the numbers willing to go, and praying in the most earnest manner to be sent, and many are left behind, who, though they still retain their holdings under your Lordship, look forward with confidence to the prospect of being sent out next spring.

Mr. End, in his report of 27 August last to Mr. Perley, the Emigration Officer, on the case of the "Eliza Liddell," states that there had been "59 individuals receiving relief in Shippegan, all shipped in the vessel by Mr. Maxwell, Land Agent of Lord Palmerston, and all landed here destitute." He mentions the names of some of them: "James Gannon, aged 86; Mary Gannon, aged 82, and several of their children, of the ages of 26, 24, &c., and down to 12." We do not think it likely that if the children were so young as 14 and 12, their parents were of the ages of 82 and 86; but of their cases we know nothing, as they were not tenants to your Lordship, and were not among the number sent out by your Lordship. We only allude to it as an instance of the exaggeration which pervades Mr. End's statements throughout. For instance, he mentions, "one Pat. Nicholson, aged 60, sick, deaf and dumb; his wife, I suppose, aged 70, but dead." Now Nicholson and wife were neither of them above 50, both in the full vigour of health when they left Ireland, with a son and daughter aged, respectively, 23 and 24, well able and willing to work.

Mr. Sheriff Baldwin, whose statements have less the appearance of exaggeration, while he acquits Captain Clarke of most of the absurd charges brought against him, insinuates that some of his statements are not entitled to credit. The captain informed him that he had paid the passage of 30 of the emigrants to Quebec, and supplied them with provisions; and

and Mr. Baldwin observes, "of this I am a little doubtful, and at any rate he has offered no proof that he was not bound to place them free in Quebec."

In another place he says, "Captain Clarke exhibited to me the list containing all their names, &c., and the word 'Shippegan' was written in large characters through each column set apart for the destination." This, we think, might have satisfied Mr. Baldwin's doubts in the absence of any evidence to the contrary. The fact is, the emigrants were themselves provided with means on leaving Ireland to take them from Shippegan to Quebec. Mr. Baldwin acquits the captain of the many charges against him, but accuses the broker in Sligo of making a good bargain out of the captain's ignorance, and the strong interest that prevailed to get rid of the destitute. The agent in Shippegan comes in for his share of blame, and perhaps justly, but the most severe, and we think the most just, of his accusations, is that against the authorities and leading men of Shippegan, who, "through want of energy, unanimity and public spirit, which has always distinguished them," allowed the passengers to scatter about without proper precautions against the spread of infection. We beg to enclose a letter from Mr. Maxwell, who conducted the emigration for us in Sligo, in which he furnishes the names and ages of all the emigrants from your Lordship's estate, who went out in the "Eliza Liddell;" and we think it right to add, that the brokers in Sligo, as well as the captain, were all perfect strangers to Mr. Maxwell previously, and that he is neither related to them or in any way connected with them; it is certainly much to be regretted that the passengers were not in better circumstances; that they suffered so much from disease and poverty, and that they were for a short time a burthen to the inhabitants of New Brunswick; but it is gratifying to find that so very few of them died, and that, through the benevolence and attention of some of the authorities and inhabitants of the colony, their distress and misery were relieved, and they were restored to health; but in any case neither your Lordship or those acting here on your behalf, have to accuse themselves of any want of attention to the emigrants or any absence of the feelings of humanity in their treatment of them.

We are very sorry to hear that the emigrants by the "Lady Sale" were considered by Mr. Perley to be most miserable-looking beings, with scarcely sufficient clothing for decency. This vessel had been chartered by Sir Robert Gore Booth, and contained about 400 passengers, of whom about one-half were his own tenants and their families, and the other half the tenants of your Lordship. Every attention was paid to the comfort of the passengers before they sailed, and Lady Gore Booth and her family exerted themselves to the utmost to render them as comfortable as possible, and large sums were expended in providing clothing for them; but we suppose the hardships of a rough sea voyage were too much for the inferior kind of clothing to which the inhabitants of the western coast of Ireland are accustomed. Unfortunately, though shipped in good order, fever broke out among them; and though a most unusual small number died on the passage (two adults and one child), and none during the eight days they were in quarantine, with 85 cases of fever on board, the poor creatures must have suffered great privations, and been much reduced in the health of their bodies as well as in the condition of their clothing. It is quite true that many persons of advanced age were sent out, but they would not remain behind the members of their family; whole families were in general sent together (except in the case of the last vessel, the "Æolus)," and none of the family were kept back who wished to go; but no person helpless from age or infirmity was sent out who was not accompaniod by robust and active members of his family, able and willing to work for his maintenance and support.

We think the emigration was eminently calculated to be of the greatest use to your Lordship's estate, to the colonies, and above all, to the poor people themselves; and we hope that means may be provided for continuing it next season upon a scale equally large. If it should devolve upon us to send out any at a future time, we shall take care not to send them to "Shippegan."

We have, &c.

The Viscount Palmerston, &c. &c. &c.

(signed) *Stewarts & Kincaid.*

My dear Sir, Roscommon, 27 November 1847.

I HAVE received your letter and a large bundle of papers relating to emigration; and I was very sorry, and indeed a good deal surprised, at getting such an account of the emigrants I sent to Shippegan, in the "Eliza Liddell," for Lord Palmerston, and find, from the statement of Mr. William End, who writes from Bathurst, that the ages of some of the emigrants are very much exaggerated, as will be seen by the list annexed, which contains the name and age of each passenger sent out by Lord Palmerston, and which you will perceive amounts to 77 souls out of 164 on board the ship. James Gannon, aged 82, and his wife, Mary Gannon, were not sent out by Lord Palmerston; and the man Patrick Nicholson, stated by Mr. End to be 60 years old, and deaf and dumb, was a hale and sound man of 60 years old when he left Ireland, and had his wife, son and daughter with him, all of whom were very well able to work. I send you a list of the provisions that were provided to the emigrants during the voyage, and I saw them all put on board, and I know that there was an ample supply of water. I distributed 23 *l.* among Lord Palmerston's people to assist them in making their way to Quebec or into the interior; and I paid 3 *l.* 15 *s.* per adult passenger (to the shippers, Messrs. Ganley and O'Rorke, of Sligo), with whom, I need not tell you, I am not nor never was in any way connected. The passage-money included the usual allowance of bread and water, also the head-money on the other side of the water. I saw the ship inspected by the Government officer, and also by the medical man. The passengers

NEW BRUNSWICK.

were provided with exactly the same food, and in every respect were as well found as the emigrants I sent out for Lord Palmerston in the "Springhill," "Transit," "Numa," "Carricks," &c., and I make no doubt but that his Lordship's passengers in this ship would have got on as well as the others, had not fever broken out, and to which all emigrant ships this year were very much subject to.

Yours truly,
(signed) *S. Maxwell.*

Messrs. Stewarts & Kincaid,
Dublin.

List of Passengers on Board the "Eliza Liddell" from Lord Palmerston's Estate.

Name.	Age.	Name.	Age.
John Hannon	40	Anne Quin	Infant.
Catherine Hannon	40	Pat Feeny Quin	50
Michael Hannon	12	Nancy Quin	50
John Hannon	10	Mary Quin	18
Mary Hannon	8	Thomas Gillon	45
Peter Hannon	6	Mary Gillon	45
James Hannon	4	Thomas Gillon	18
Pat Hannon	2	Nancy Gillon	16
Sally Gilmartin	45	Kitty Gillon	13
Patrick Gilmartin	21	Mary Gillon	11
Martin Gilmartin	18	Bridget Gillon	8
Bridget Gilmartin	17	John Gillon	6
Mary Gilmartin	15	Michael Gillon	6
William Gilmartin	24	Margaret Gillon	3
Pat Nicholson Gilmartin	50	James Gillon	54
Winefred Gilmartin	50	Catherine Gillon	54
Luke Gilmartin	23	Thomas Gillon	24
Biddy Gilmartin	24	Michael Gillon	22
Andrew Murty	50	Mary Gillon	20
John Murty	30	Bridget Gillon	18
Mary Murty	45	Edward Gillon	13
Biddy Murty	15	Patrick Gillon	11
John Murty	13	John Leyden	60
Elizabeth Murty	12	Margaret Leyden	60
Peter Murty	9	John Leyden	26
James Murty	8	Mary Leyden	24
Mary Murty	6	Peggy Leyden	22
Anne Murty	Infant.	Catherine Leyden	20
Mary Corny	44	Patrick Leyden	18
James Corny	24	Winefred Leyden	16
Peter Corny	22	James Leyden	13
Bridget Corny	13	Anne Leyden	11
John Corny	12	John Boyle	40
Mary Corny	10	Nancy Boyle	40
James Quin	45	Martin Boyle	9
Mary Quin	40	Denis Boyle	7
Hugh Quin	16	Dominick Boyle	5
John Quin	10	Catherine Feeny	50
Thomas Quin	8	Mary Feeny	12
Michael Quin	6		

Total Number of Passengers - - - - 77

Weekly Rations to Passengers. Each full Passenger to get the following; viz.—

1 lb. beef or pork.	½ lb. treacle.
1 lb. sugar.	1 lb. rice.
2 oz. tea.	6 lbs. biscuit.
4 oz. coffee.	3½ lbs. flour.

Vinegar, soap, candles and herrings at the discretion of the captain of the ship.

Eight weeks' provisions of absolute necessaries, and six weeks of every other thing laid in. The above are in addition to the ship's allowance as provided for under the Passenger Act.

(signed) *S. Maxwell.*

NOVA SCOTIA.

— No. 1. —

(No. 51.)

COPY of a DESPATCH from Earl *Grey* to Lieutenant-Governor Sir *John Harvey*, K.C.B.

No. 1.
Earl Grey to Lieut.-governor Sir John Harvey, 2 December 1847.
Page 27.

Sir, Downing-street, 2 December 1847.

WITH reference to the unfortunate sickness and distress which occurred amongst the emigrants from Ireland last year, I have the honour to transmit for your information the enclosed copy of a despatch addressed by me to the Earl of Elgin, containing the views of Her Majesty's Government on that subject.

You will see that I have instructed his Lordship to propose the enactment of a provincial law for affording some additional security against the occurrence of such misfortunes; and in order that vessels may not be diverted by that law to other ports to which it will not extend, I have to direct you to suggest the enactment of a similar measure to the Legislature of Nova Scotia. As, however, it will for obvious reasons be desirable that there shall be as little difference as may be in the regulations on this subject in the several British provinces in North America, I have requested Lord Elgin to take the first opportunity of communicating to you the heads of any measure which may be introduced by the Government in Canada, in order that so far as you see no reason to suppose that any objection will be felt at the seat of your government, you may cause similar provisions to be submitted to the Legislature of Nova Scotia.

I have, &c.

(signed) *Grey*.

PRINCE EDWARD ISLAND.

PRINCE EDWARD ISLAND.

— No. 1. —

(No. 5.)

COPY of a DESPATCH from Earl *Grey* to Lieutenant-Governor Sir *Donald Campbell*, Bart.,

No. 1.
Earl Grey to Lieut.-governor Sir Donald Campbell, 2 December 1847.

Page 27.

Sir, Downing-street, 2 December 1847.

WITH reference to the unfortunate sickness and distress which occurred amongst the emigrants from Ireland last year, I have the honour to transmit for your information the enclosed copy of a despatch addressed by me to the Earl of Elgin, containing the views of Her Majesty's Government on that subject.

You will see that I have instructed his Lordship to propose to the provincial Legislature the enactment of a law which would, I trust, afford some additional security against the occurrence of such misfortunes; and in order that vessels may not be diverted by that law to other ports to which it will not extend, I have to direct you to suggest the enactment of a similar measure to the Legislature of Prince Edward Island. As, however, it will for obvious reasons be desirable that there shall be as little difference as may be in the regulations established in the several British provinces in North America, I have requested Lord Elgin to take the first opportunity of communicating to you the heads of any measure which may be introduced by the Government in Canada, in order that so far as you see no reason to suppose that any objection will be felt at the seat of your government, you may cause similar provisions to be submitted to the Legislature of Prince Edward Island.

I have, &c.

(signed) *Grey*.

REPORTS from the Colonial Land and Emigration Commissioners.

Land Board Reports.

—No. 1.—

Colonial Land and Emigration Office,
19 April 1847.

Sir,

In another letter of this date we have reported on the emigration of the past quarter. We regret that we cannot at the same time forward, with the usual punctuality, Lieutenant Hodder's return of the emigration for the last fortnight. The reason however, is, that the first commencement of the emigration to Canada from his station last week, was such as to leave the officers not a single moment to spare from their practical duties at the port.

The crowd was so great on Sunday and Monday, that the brokers were obliged to close their offices; but Mr. Hodder assures us, that the rush of people has not been allowed to lead to any evasion of their just claims, and that their detention-money especially has been paid to the last shilling. By the middle of the week, however, the people began to be disposed of. On Thursday the emigration officers cleared out, within the day, 3,000 passengers. On the two following days the number cleared out was reduced to 1,600 in all; thus making, however, nearly 5,000 people in half a week.

With the help of the means granted us by Her Majesty's Government, we promptly reinforced Lieutenant Hodder with an additional lieutenant to assist in the duties at the port, and with a purser, who will materially assist him in his office; and he states that he has as much aid as for the present he requires. We have made arrangements for supplying more if it should be wanted, at the shortest notice. So long as the people have funds to pay for their passages, and there are ships ready for their conveyance, it is of course essential that neither there should be any stoppage for the official inspection, nor yet, on the other hand, any motive to slur over that inspection, which is so important to the welfare and safety of the emigrants.

We have, &c.

(signed) *T. Fred^k Elliot.*
Frederic Rogers.

James Stephen, Esq.,
&c. &c. &c.

—No. 2.—

Colonial Land and Emigration Office,
19 April 1847.

Sir,

We propose on the present occasion to offer, for the information of Earl Grey, a brief report on the emigration of the past quarter. For this purpose we enclose a comparative return; first, of the emigration from all ports at which there are Government agents, for the first quarters of 1846 and 1847; and secondly, a similar return for the month of March, in continuation of previous returns of the same kind. By the first document it will be seen that the total emigration from these ports in the first quarter of 1846 was about 15,000, and in the first quarter of 1847 upwards of 38,300, being an increase of 23,300. With scarcely an exception the whole emigration consisted either of Irishmen emigrating from Liverpool, or of emigrants direct from Ireland.

By the second return it will be seen, that in the month of March alone the emigration from these ports amounted to 24,000, being 14,000 more than in the same period of 1846.

The emigration from Liverpool singly, was 9,560 in March, and 17,954 in the whole quarter.

With the exception of a few to Australia, all the emigrants in the first quarter were bound to the United States, the Navigation to Canada not being yet open. But since the commencement of the present month, a great change has occurred; the number of emigrants has very largely increased at all the ports, and a great many of them are destined to British North America. A very few days after the close of this month, we shall be able to supply a complete return of the emigration; and we have taken measures for henceforward procuring such a return every fortnight, during the height of the season, from all the stations, instead of, as hitherto, only from Liverpool.

We regret to say that cases of fever have broken out in several of the ships. The Government agents have called for medical inspection wherever it seemed necessary, and have landed any passengers who have proved to be infected. We do not know how far there may be any strict legal power for these steps, but all parties appear readily to acquiesce in them, from the obvious necessity of the case. Some ships have also put back at different ports in the channel in distress; and one with 280 passengers has been wrecked, happily without loss of life, but with the loss of every thing else belonging to the passengers. We are endeavouring, with the active and zealous aid of the officers on the spot, to meet these cases, as far as circumstances will admit; and we are happy to think that in all of them there are the means of more or less mitigating the evil.

Notwithstanding

Land Board Reports.

Notwithstanding the appearances at this moment of a very extraordinary amount of emigration, it may be right to advert to the possibility that some limit to it will arise out of the difficulties connected with the spread of fever, and another limit from the gradual increase in the price of passage as the demand continues to increase. We fear that the pressure for shipping, and also the risk of an over supply of emigrants on the Atlantic coast of the United States, may be augmented by the vast amount of German emigration which is stated to be on foot this year. German emigrants have already begun to pour into London, under a system well-organized, and carried on through very respectable firms, by which the German pays at Mayence one sum of five guineas as the whole cost, excluding provisions, of his transit from that city to New York by way of London. Large numbers are also said to be assembled at Hamburgh, to sail from that port; and it has further been stated to us by an agent for this emigration, that so many as 5,000 German emigrants are now at the Havre, waiting for conveyance to North America.

In the meanwhile we have obtained the copy of an Act of Congress, passed on the 2d ultimo, by which, in addition to the previous limitation of two passengers for every five tons, ships are prohibited from introducing more than one passenger for every superficial foot of the deck. If a ship brings an excess amounting to 20 passengers, she will be forfeited to the United States. The new check thus introduced will materially limit the number which ships can carry to the United States, especially as by the American law, children and adults are all reckoned alike. In Great Britain the allowance on a voyage to North America is one passenger to every 10 superficial feet, and two children under 14 only reckon as one adult.

We beg to report that the agents in the British ports in North America are kept informed by the steamer, every fortnight, of all the vessels, and the number of their passengers, which have sailed from each station of an emigrant agent in this kingdom.

We enclose, for Lord Grey's information, a "Guide" which we have caused to be printed, including, besides other matter, some plain and simple information for emigrants on the points of most importance to them on the voyage and after arrival, of which three or four copies are, by our direction, placed on board every ship that clears with passengers for British North America.

We have, &c.

(signed) *T. Fred^k Elliot.*
C. Alexander Wood.
Frederic Rogers.

James Stephen, Esq.,
&c. &c. &c.

COMPARATIVE RETURN of EMIGRANTS from all PORTS of the UNITED KINGDOM at which there are EMIGRANT AGENTS, for the QUARTERS ending 31 MARCH 1846 and 1847.

DATE.	LONDON.					LIVERPOOL.					PLYMOUTH.					GLASGOW and GREENOCK.					DUBLIN.					BELFAST.					LONDONDERRY.					SLIGO.					LIMERICK.					CORK.					Remarks.
	United States.	British North America.	Australian Colonies.	All other Parts.	TOTAL.	United States.	British North America.	Australian Colonies.	All other Parts.	TOTAL.	United States.	British North America.	Australian Colonies.	All other Parts.	TOTAL.	United States.	British North America.	Australian Colonies.	All other Parts.	TOTAL.	United States.	British North America.	Australian Colonies.	All other Parts.	TOTAL.	United States.	British North America.	Australian Colonies.	All other Parts.	TOTAL.	United States.	British North America.	Australian Colonies.	All other Parts.	TOTAL.	United States.	British North America.	Australian Colonies.	All other Parts.	TOTAL.	United States.	British North America.	Australian Colonies.	All other Parts.	TOTAL.	United States.	British North America.	Australian Colonies.	All other Parts.	TOTAL.	
Quarter 1846 -	451	68	241	454	1,214	11,984	63	2	-	12,049	-	-	169	126	295	82	80	2	44	208	435	-	-	-	435	-	12	..	-	12	526	24	-	-	550	-	-	-	-	-	-	-	-	-	209	-	-	-	209	14,972
Quarter 1847 -	760	64	267	442	1,533	29,531	374	-	98	30,003	-	-	729	-	729	806	123	14	45	988	712	-	-	-	712	1,341	-	-	-	1,341	1,359	-	-	-	1,359	175	418	-	-	593	235	-	-	-	235	734	120	-	-	854	38,347
Increase - -	309	-	26	-	319	17,547	311	-	98	17,954	-	-	560	-	434	724	43	12	1	780	277	-	-	-	277	1,341	-	-	-	1,329	833	-	-	-	809	175	418	-	-	593	235	-	-	-	235	525	120	-	-	645	23,375
Decrease - -	-	4	-	12	-	-	-	2	-	-	-	-	-	126	-	-	-	-	-	-	-	-	-	-	-	-	12	-	-	-	24																		

COMPARATIVE RETURN of EMIGRANTS from all PORTS of the UNITED KINGDOM at which there are EMIGRANT AGENTS, for the MONTH of MARCH 1846 and 1847.

DATE.	LONDON.					LIVERPOOL.					PLYMOUTH.					GLASGOW and GREENOCK.					DUBLIN.					BELFAST.					LONDONDERRY.					SLIGO.					LIMERICK.					CORK.					Remarks.
	United States.	British North America.	Australian Colonies.	All other Parts.	TOTAL.	United States.	British North America.	Australian Colonies.	All other Parts.	TOTAL.	United States.	British North America.	Australian Colonies.	All other Parts.	TOTAL.	United States.	British North America.	Australian Colonies.	All other Parts.	TOTAL.	United States.	British North America.	Australian Colonies.	All other Parts.	TOTAL.	United States.	British North America.	Australian Colonies.	All other Parts.	TOTAL.	United States.	British North America.	Australian Colonies.	All other Parts.	TOTAL.	United States.	British North America.	Australian Colonies.	All other Parts.	TOTAL.	United States.	British North America.	Australian Colonies.	All other Parts.	TOTAL.	United States.	British North America.	Australian Colonies.	All other Parts.	TOTAL.	
March 1846 -	310	64	31	137	542	8,024	59	-	-	8,083	-	-	-	-	-	98	27	-	27	152	435	-	-	-	435	-	12	-	-	12	526	24	-	-	550	-	-	-	-	-	-	-	-	-	209	-	-	-	209	9,983
March 1847 -	632	64	42	145	883	17,219	370	-	54	17,643	-	-	528	-	528	702	123	-	17	842	604	-	-	-	604	743	-	-	-	743	1,214	-	-	-	1,214	175	418	-	-	593	175	-	-	-	175	734	120	-	-	854	14,970
Increase - -	322	-	11	8	341	9,195	311	-	54	9,560	-	-	528	-	528	604	96	-	-	690	169	-	-	-	169	743	-	-	-	731	688	-	-	-	664	175	418	-	-	593	175	-	-	-	175	525	120	-	-	645	4,987
Decrease - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	-	-	-	-	-	-	-	12	-	-	-	24																		

Land Board Reports.

— No. 3. —

Colonial and Emigration Office,
22 April 1847.

Sir,

We have the honour to report, for the information of Earl Grey, that the emigration from Liverpool to North America from the 1st to the 15th of April has amounted to 11,525 persons, divided as follows:

	Ships.	Emigrants.
To British North America	14	3,801
To United States	35	7,724
	49	11,525

The emigration from the Irish ports appears, by the letters which reach us, to have also very greatly increased since the commencement of this month. From New Ross, which is comprised within the port of Waterford, seven large ships are already engaged for Quebec, and it is estimated by the Collector of Customs that the emigration from thence would amount to 5,000 persons, the whole emigration from the port of Waterford having last year been less than 2,000.

From Cork the following emigration appears to have taken place between the 1st and the 15th of April:

	Ships.	Emigrants.
To British North America	11	2,938
To United States	9	960
	22	3,898

There is no lack of shipping now, it will be seen, for Canada at Cork, and some more vessels are said to be on the way to Cork from London for the same destination. This confirms the opinion we ventured to express when some alarm was mentioned at the total want of shipping at Cork for Canada last month; viz. that when the season arrived the ordinary course of trade would supply vessels, and that it was better not to attempt any interference by Government.

This remark, of course, applies only to the supply of actual vessels, and not to prices, which must depend on various circumstances. We hear from Lieutenant Hodder, that the price of passage from Liverpool to the United States has already risen to 7*l.* The brokers have been induced by this to set aside the passengers who have already paid lower prices, in favour of new-comers; but Mr. Hodder promptly summoned one of the brokers before the magistrates, and obtained complete indemnity for the passengers, which seems to have attracted much attention, and produced a beneficial effect. He has also written a letter to Messrs. Baring, Brothers, to remonstrate against some similar occurrences in respect of vessels consigned to them; and we have not the least doubt that this great firm will do any thing that rests with them to prevent any injustice. At the same time, the law will, of course, be enforced without distinction of persons, and we have every reason to place reliance on the firmness as well as moderation with which Lieutenant Hodder will discharge his duty.

We have, &c.

James Stephen, Esq.,
&c. &c. &c.

(signed) *T. Fredk Elliot.*
C. Alexander Wood.

— No. 4. —

Colonial Land and Emigration Office,
2 June 1847.

Sir,

Owing to an irregularity at some of the new stations, we were unable to furnish a full return of the emigration for the month of April at the usual period, but we supplied Lord Grey with a memorandum showing the larger portion of it, and we now have the honour to enclose a complete return. By this document it will be seen that the number of people who sailed in April amounted to 56,000; that the chief part consisted, as before, of Irish emigrants; and that of those destined to North America, more than a half proceeded to the British colonies. The number of ships in which they proceeded was 400, which gives an average of about 140 persons per ship.

The emigration from Liverpool and the Irish ports in the first half of May amounted to 23,000.

We regret to say, that cases of distress and embarrassment, by reason of wrecks, of vessels putting back in distress, or with fever among their passengers, continue to be frequently brought to our notice.

The

Land Board Reports.

The "Swatara," of which ship it may be in Lord Grey's recollection that the conduct of the captain engaged his favourable attention, had not long sailed from Belfast before we received intelligence that she had been driven into Londonderry, with her masts gone, except foremast and bowsprit. Before communicating with the captain the favourable notice Lord Grey had been pleased to take of his conduct, we felt it right to inquire how far this new misfortune was owing to any defect in the vessel; but it proved to have arisen from the rigging being new, which of course was the least blameable cause that could exist for such an accident. Fever has again broken out extensively among the passengers. The doctor, who was shipped at Belfast, was attacked with it, and the captain also is ill, chiefly, it is said, from anxiety of mind under his prolonged misfortunes. It will probably take six weeks or two months to repair the ship.

Such being the present position of the vessel, we have the honour to state, that measures have been taken by the local authorities to take care of the sick. We have, with the assistance of Sir Robert Ferguson, the Member for Londonderry, endeavoured to set on foot a subscription to meet the present distress of the people, and we have authorized Lieutenant Ramsay to contribute towards it, and to help in replenishing the people's own store of provisions whenever the ship is again ready to start.

With reference to the passengers wrecked by the "Rochester," we reported upon the 7th ultimo, that we had caused proceedings to be instituted in the local court, but that the value of the claim in the case selected for trial being above 5 *l.*, the broker had removed it by certiorari to the Court of Exchequer. This case is still pending; but we have now the satisfaction to enclose the copy of a letter from Lieutenant Hodder, by which it will be seen that in three cases selected under 5 *l.* value, he has succeeded without counsel in obtaining a favourable judgment before the local court. We trust that after this decision no further proceedings will be necessary against the broker, at any rate in respect of cases under 5 *l.* in value.

28 May 1847.

Besides the cases of wreck or distress, some prosecutions have occurred in the past month. The "Sophia," which had cleared out from Liverpool without coming under the Passengers' Act, under the plea that she did not carry as many as 30 passengers, was driven into Belfast, and found to contain nearly 50 passengers. This is a common mode of evading the Act, to which we have on other occasions drawn attention. We prosecuted the master at Belfast, and recovered a penalty of 20 *l.* We also prosecuted the broker at Liverpool, and obtained a fine of 10 *l.*, besides the forfeiture of his license.

There is another case in which we had much satisfaction in being able to punish a fraud practised against some poor emigrants. The circumstances of the German emigrants who pass through London, have much in them to attract the attempts of fraudulent persons, and if they met with any success at the outset, the consequences would probably be injurious to other kinds of emigration. Having heard, therefore, from Lieutenant Lean, that a trick had been played upon some Germans by two men who pretended to be the master and agent of a vessel, without really having the least concern in her, and who upon that pretence extracted all the money these poor people possessed, we did not hesitate to direct Lieutenant Lean immediately to secure sufficient legal assistance to prosecute the case. We have the honour to state, that both offenders have been sentenced to seven years' transportation. We trust that this example will produce a salutary effect.

Finding the various cases of detention so numerous in the past month, we thought it advisable to furnish the officers with a printed circular for their guidance, of which a copy is enclosed for Lord Grey's information.

We have, &c.

(signed) *T. Fred^k Elliot.*
C. Alexander Wood.

James Stephen, Esq.,
&c. &c. &c.

COMPARATIVE RETURN of EMIGRANTS from all Ports of the United Kingdom at which there are Government Emigration Agents, for the Months ending 30 April 1846 and 1847.

	April 1846.					April 1847.						
	United States.	British North America.	Australian Colonies.	All other Parts.	TOTAL.	United States.	British North America.	Australian Colonies.	All other Parts.	TOTAL.	Increase.	Decrease.
London	974	197	265	208	1,644	1,216	248	200	162	1,826	182	
Liverpool	10,246	1,855	3	- -	12,104	14,471	10,186	- -	20	24,677	12,573	
Plymouth	- -	331	99	- -	430	- -	272	111	- -	383	- -	47
Glasgow and Greenock	184	198	- -	18	400	1,174	268	- -	13	1,455	1,055	
Dublin	426	984	- -	- -	1,410	498	2,087	- -	- -	2,585	1,175	
Cork	1,020	4,390	- -	- -	5,410	1,471	4,468	- -	- -	5,939	529	
Limerick	- -	3,113	- -	- -	3,113	680	3,838	- -	- -	4,518	1,405	
Sligo	- -	760	- -	- -	760	273	2,386	- -	- -	2,659	1,899	
Londonderry	1,228	1,725	- -	- -	2,953	,331	2,253	- -	- -	3,584	631	
Belfast	200	869	- -	- -	1,069	871	2,598	- -	1	3,470	2,401	
TOTAL of former Stations of Emigration Agents	14,278	14,422	367	226	29,293	21,985	28,604	311	196	51,096	21,850	Increase.
											47	Decrease.
										Net	21,803	Increase.
New Stations:												
Waterford and New Ross	- -	- -	- -	- -	- -	217	2,027	- -	- -	2,244		
Baltimore	- -	- -	- -	- -	- -	- -	259	- -	- -	259		
Tralee	- -	- -	- -	- -	- -	- nil. -		- No emigration in April.				
Galway	- -	- -	- -	- -	- -	578	941	- -	- -	1,519		
Newry	- -	- -	- -	- -	- -	99	593	- -	- -	692*		

* This Return is only for the fortnight ended 1 May.

Government Emigration Office,
Liverpool, 28 May 1847.

Sir,

I BEG to report, for the information of the Board, that judgment in favour of the three cases of the "Rochester's" passengers, tried on the 25th instant in the County Court under 5*l.*, was pronounced yesterday. Neither counsel nor attorney was employed; I stated the case, and laid before the Judge the case and opinion forwarded to me by the Board, and left it to be decided upon its own merits, and the result has proved favourable, as above stated.

I have, &c.

(signed) *T. E. Hodder*,
Lieutenant, R. N., and Agent.

Stephen Walcott, Esq.,
&c. &c. &c.

CIRCULAR on the Rights of Passengers, if their Vessels be Detained, Wrecked, or put back in Distress.

Colonial Land and Emigration Office.
9, Park Street, Westminster,
10 May 1847.

Sir,

IN order to assist you in the discharge of your duties, I am directed by the Board to make the following communication of their views on the rights of passengers under the existing law, in cases where the ship is unduly detained, or obliged, from any cause, to put back into port after the commencement of the voyage.

1. By the 23d section of the Passengers' Act, if a ship shall not put to sea and proceed on her voyage on the day named in the contract, the passengers then ready to proceed in her, must be victualled by the master, in like manner as if they were at sea, that is, he must issue to them the quantities of provisions and water prescribed by the 6th section of the Act. If the detention, unless unavoidable by reason of wind or weather, continues beyond two clear working days, the passengers have the option, either of being victualled or of demanding from the master a payment at the rate of 1*s.* a day each, from the expiration of the two days, until the final departure of the ship. Of course they are not entitled to this payment if they are suitably lodged and maintained on shore, with their own consent, at the cost of the persons who engaged to provide them with passages.

2. If a ship is obliged to put into port after having commenced her voyage, the passengers must be victualled in like manner as if they were at sea, but they are not entitled of right to subsistence-money. If they choose to live on shore, the master, it is apprehended, would not be

be liable to provide for them, or make them any allowance instead. In such cases, therefore, they should remain by the ship, and decline to quit her, unless the master will enter into some satisfactory arrangement for their support on shore.

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3. After a vessel has once cleared and puts back, there exist, it is apprehended, no available legal means of compelling the master beforehand to replenish her stores, unless she requires to be again cleared. But the master will equally be liable to the penalties of the Act, if he fails to make the prescribed issues of provisions during the voyage; and of this, both he and the passengers should be apprized before he sails again. Should the vessel require a fresh clearance, care should be taken that she previously has a full supply of provisions for the whole voyage; and even if she does not clear, every influence is to be used to secure this essential object.

4. In case the sea stock, put on board by the passengers themselves is partially or totally expended when a vessel puts back, there are no means of making good the loss, except by public benevolence.*

5. Where a vessel puts into port in a damaged state, and the master refuses or neglects within a reasonable time (regard being had to the nature of the damage, and the period requisite to repair it) to carry on the passengers who have received contract tickets, or where in case of wreck, or for any other cause, he refuses or omits to provide them with a fresh conveyance to their destination, the passengers will be entitled, as the Commissioners are advised, to a return of their passage money from the persons who originally contracted to find them a passage. The amount, however, is not recoverable under the provisions of the Passengers' Act, but must be sued for by the passengers themselves, before the ordinary tribunals. In many places, there are courts having a summary jurisdiction, where small sums can be recovered without much expense or delay.

6. It is, therefore, very important, that emigrants should carefully preserve their contract tickets, as being the evidence of their rights on this head.

7. The two great objects to look to in every case are, that the passengers are duly subsisted to the extent of their rights, and that the vessel has her full stock of provisions on board before she sails.

I have, &c.

(signed) *S. Walcott*,

Secretary.

Lieutenant ———, R. N.

—No. 5.—

Colonial Land and Emigration Office,

17 July 1847.

Sir,

We have the honour to acknowledge your letter of the 7th instant, accompanied by despatches from Canada and New Brunswick, reporting the state in which the emigrants have reached those provinces during the present season.

Lord Elgin, No. 57, 12 June 1847.

We deeply lament the sickly condition in which such large numbers of emigrants arrived in Canada. By Mr. Buchanan's report, dated the 29th of May, it appears that 36 vessels were then at Grosse Isle with 12,450 passengers, and that 662 deaths had occurred on the voyage.

Sir W. Colebrooke, No. 51, 11 June 1847, *see* pp. 3 & 55.

Hearing that a want of food prevailed at Grosse Isle amongst the vast multitude thus simultaneously detained, Mr. Buchanan had at once despatched, on his own responsibility, a proper supply of provisions to be sold or distributed according to the circumstances of the different cases; he had also sent down a small steamer to act as a tender to Dr. Douglas for landing the sick, collecting supplies, and discharging any other requisite duties; and he had strongly recommended to the Governor-general the immediate formation of a medical board, to be composed of a medical gentleman from Montreal, and of Dr. Douglas on behalf of Quebec, to consult on the proper steps to be taken in this emergency.

We feel no doubt that the prompt and judicious measures adopted by Mr. Buchanan will meet with Lord Grey's approbation, and we cannot see the arrival of so trying a period at the quarantine station of the St. Lawrence, without mentioning that we are satisfied that no man could be better fitted than Dr. Douglas by his public spirit, decision and humanity, to cope with the present calamity.

Turning now to New Brunswick, we are glad to see that the sufferings have been much less on the voyage to that province. This emigration, however, includes the misfortune of the ship "Looshtauk," in which out of 467 passengers, 117 died on the voyage, and 40 since their arrival. Immediately on seeing the first notice of this disaster in the newspapers, we communicated with Lieutenant Henry, at Dublin, and Lieutenant Hodder, at Liverpool; and we enclose their answers, by which it will be seen that no circumstance had occurred to cause any suspicion of fever in the "Loosthank," and also, that in all doubtful cases it had been the custom of the emigration officer, although there are no legal powers for the purpose, to have a medical examination, and land any persons who were found affected by infectious illness.

Lieut. Henry, 3 July 1847.

Lieut. Hodder, 6 July 1847.

We

* In cases deserving it, and where the vessels have been some time at sea, you can apply to the Commissioners for a moderate sum in aid of private subscriptions for this purpose.

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We were anxious to see how far the present papers might afford any evidence of defective inspection before the vessels sailed from this country, or of deficient supplies. In Dr. Douglas's letter, however, it will be observed, that he ascribes the sickness in the Canada ships to the state from which, in the unhappy circumstances of this year, the people have left their own country. The following is his remark on this point: "All the Cork and Liverpool passengers are half dead from starvation and want before embarking, and the least bowel complaint, which is sure to come with change of food, finishes them without a struggle. I never saw people so indifferent to life. They would continue in the same berth with a dead person, until the seamen or captain dragged out the corpse with boat-hooks."

From New Brunswick, the Lieutenant-governor makes the following statement: "The passengers in these vessels have been generally satisfied with their treatment on the voyage, and have arrived in good health, which may be attributed to the attention paid to their comfort, and especially to cleanliness and ventilation, with a due supply of wholesome food and water." Rumours to the contrary having been heard in respect to some of the emigrants, the emigration agent made an immediate examination, but found that the report was erroneous, although he notices the curious circumstance of these emigrants disliking biscuit, he says, "I also made inquiry in various ways with regard to the quality and quantity of provisions and water, but have not yet discovered any deficiency in either, further than the general complaint against biscuit, which they do not appear to like, no matter how good the quality."

Much as we lament the sufferings of this season, we are anxious that they should not for a moment be supposed to afford any evidence of ordinary experience, not merely because this would not be consistent with the facts, but also because it would of course seriously prejudice that annual emigration of the humbler classes, which on the whole we believe is so beneficial to their interests. We enclose, therefore, the most accurate return we can compile of the mortality on the voyage, and in quarantine, during the last six years. By this return it will be seen that the average deaths on the voyage, which may be computed at about six weeks, have not exceeded one-half per cent. on the whole number who have left this kingdom; and the deaths in quarantine have been not much more than one-tenth per cent., making a total mortality of between six-tenths and seven-tenths per cent. We trust that this fact, besides the well-known origin of the present sufferings, will clearly show that no inference can be drawn from the extraordinary sickness and mortality of this season, as to what is likely to occur in ordinary years.

Vide page 39.

We have, &c.

(signed) *T. Fred^k Elliot.*
C. Alexander Wood.

B. Hawes, Esq., &c. &c. &c.

Government Emigration Office, Dublin,
3 July 1847.

Sir,

I HAVE the honour to acknowledge the receipt of your letter of the 1st instant, and in reply to state in the first place, that the ship "Looshtauk," although belonging to Dublin, took her passengers from Liverpool, and not from this port; and to state in the second place, that in the ships which left this with emigrants, all sickly-looking parties were examined by a surgeon, and those found diseased were withdrawn, and not allowed to proceed until recovered. At the same time, in the sickly state this country has been in for several months, in my humble opinion, no precaution could altogether prevent the seeds of disease being carried on board. Having been engaged nearly all day at Kingstown, inspecting an emigrant ship there, I have not yet had an opportunity to see the article on this subject in the "Times" of the 1st.

I have, &c.

S. Walcott, Esq. &c. &c. &c.

(signed) *J. Henry.*

Government Emigration Office, Liverpool,
6 July 1847.

Sir,

IN reply to your inqu y relative to the statement appearing in the "Times" regarding the fever in the ship "Looshtauk," beg to state that the "Loosthank" was inspected, and also that several cases occurred during the season, of fever, meazles and small-pox, in different ships, in all which the patients were removed without any difficulty except in one instance. In doubtful cases a medical examination took place, and in several instances the passengers underwent medical examination generally, at the expense of the owners. Mr. James, who cleared the "Looshtauk" states that the passengers on board her appeared to him not only to be healthy, but of a more respectable class than usual.

I have, &c.

(signed) *T. E. Hodder,*
Lieut. R. N., and Agent.

S. Walcott, Esq. &c. &c. &c.

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— No. 6. —

Colonial Land and Emigration Office,
Sir, 27 July 1847.

We have the honour to acknowledge your letter of the 20th instant, accompanied by two despatches from Sir W. Colebrooke, one dated 21st of June, enclosing ship returns for four vessels which had arrived in New Brunswick; the other of the 29th of June, on the subject of an Address he had received from the Mayor and Common Council of St. John, requesting the co-operation of Government in measures for preventing the introduction of fever into that city by emigrants from the quarantine station.

See p. 59.
See p. 61.

With reference to the circumstance which appears from an enclosure of the first despatch; viz. that the ship "Eliza and Ann" sailed from Galway with more than her complement of passengers, we beg leave to state, that Galway is a port from which the emigration is usually very limited, and that an emigration officer was appointed to it for the first time this year, who did not take charge until the 20th of April, a few days after the departure of the present vessel. She must, therefore, have been cleared in the usual manner in such cases by the officers of Customs.

The excess of numbers does not appear exactly, but the particulars given are sufficient to show that it cannot have been considerable. We presume that it was permitted from not observing, that in comparing the number of passengers with tonnage, the cabin passengers and crew must also be reckoned, instead of counting only the steerage passengers themselves, as is done in comparing the numbers with the space they occupy.

We are happy to perceive that no ill consequence ensued, but that the emigrants by this vessel were well supplied in all respects, and expressed themselves gratified with their treatment; and that although the voyage was protracted to 53 days, no sickness whatever occurred.

On the subject of the second despatch, we presume that the disposition expressed by Sir W. Colebrooke to co-operate with the municipal authorities in any sanitary measures which might be found necessary, will meet with Earl Grey's approval; and that the Lieutenant-governor will be authorized to incur any reasonable expenditure which may prove to be required, either for mitigating disease or preventing its spread.

We have, &c.
(signed) *T. Fredk Elliot.*
C. Alexander Wood.

James Stephen, Esq.
&c. &c. &c.

— No. 7. —

Colonial Land and Emigration Office,
Sir, 4 August 1847.

We have the honour to acknowledge your letter of the 16th ultimo, accompanied by an address from the Legislative Assembly of Canada respecting the immigration for the present year.

See p. 7.

Any representations received from the Assembly on such misfortunes as they here describe, cannot fail, independently of the respect at all times due to their authority, to receive the greatest attention. In compliance with Earl Grey's directions, we proceed to offer such remarks as have occurred to us on a perusal of the important address.

The sufferings which have arisen in Canada, out of the unhappy state of Ireland this year, cannot but be deeply deplored. But in ordinary years the rate of mortality amongst emigrants from the United Kingdom, is not one-tenth of that which is experienced this year; and in this year itself we have been assured, that amidst the cases of sickness at New York, no fever has appeared among the large number of German immigrants. Both facts appear to show that the misfortunes are owing to the peculiar condition of Ireland this season, and that they cannot be viewed as examples of an evil that can occur in ordinary times, much deliberation would therefore be requisite in founding any general and permanent legislation on the special experience of this year.

The principal suggestions of the Assembly are, that the helpless and the starving should not be permitted to embark, that emigrant ships should be required to be large and airy; that the allowance of food prescribed by law should be increased; that medical attendance on board should be provided; and finally, that the Imperial Government should defray the extraordinary expenditure which will be necessary this year.

We fear that some of these measures would involve too much interference with the liberty of the subject, whilst with regard to others, no further restrictions than those already in force have been found requisite in any ordinary or average period. Upon all of them we should be prepared, if desired, to offer a variety of practical remarks, but we believe that for the present it will be deemed premature to go into detail in replying to an address, or to enter upon anything in the nature of discussion. We will merely therefore submit the

Land Board Reports.

remark, that any general and permanent changes of the law require great caution, but that so important a subject as the regulation of emigration can assuredly never be lost sight of by Government, and that we are persuaded that every well-founded improvement which from time to time may be found practicable, will be readily adopted.

The question, especially, whether a surgeon should be required in passenger ships to North America, is one which on account of its importance, appears to us well deserving of consideration. Our own leaning has always been in favour of such a measure, if practicable. There have, however, been considerable difficulties in the way of its adoption; for the vast number of ships which go now, doubt has been expressed by eminent authorities whether a sufficient supply of lawfully qualified surgeons could be obtained on such terms as would alone be compatible with the low charges at which the humbler class of persons can afford to emigrate. We think, however, that it is a subject fully deserving of further inquiry before the next season for emigration.

Into the question how far this country should undertake all the extra expense which may arise out of the nature of this year's emigration, we do not enter, because whilst it must for the most part turn upon considerations lying beyond our province, we also find that it has been, to a great extent, already reviewed in a despatch written by Earl Grey in reference to a similar question raised by the Executive Council in Canada.

We have, &c.

James Stephen, Esq.
&c. &c. &c.

(signed) *T. Fredk Elliot.*
C. Alexander Wood.

— No. 8. —

Colonial Land and Emigration Office,
7 August 1847.

Sir,

We have the honour to transmit, for the information of Earl Grey, the accompanying Tables, showing the emigration from the principal ports of the United Kingdom during the first six months of 1846 and 1847, and also during the month of July in each year.

By these Returns it will be seen that the emigration of the present year has already exceeded 200,000, and that the numbers in July (although they have been smaller than in any of the preceding four months of the year) were twice as large as in the same month of 1846.

We have, &c.

James Stephen, Esq.
&c. &c. &c.

(signed) *T. Fredk Elliot.*
C. Alexander Wood.

Comparative Return of Emigrants from all Ports of the United Kingdom at which there are Government Emigration Agents, for the Month of July 1846 and 1847.

	July 1846.					July 1847.				
	United States.	British America.	Australian Colonies.	Other Places.	Total.	United States.	British America.	Australian Colonies.	Other Places.	Total.
London	761	71	143	275	1,250	1,328	366	121	253	2,068
Liverpool	4,969	344	- -	28	5,341	6,529	3,573	- -	17	10,119
Plymouth	- -	276	213	- -	489	- -	159	257	- -	416
Glasgow and Greenock	134	160	- -	12	306	390	967	- -	14	1,371
Dublin	- -	- -	- nil -	- -	- -	220	618	- -	- -	838
Cork	- -	137	- -	1	138	862	276	264	3	1,405
Limerick	- -	514	- -	- -	514	234	996	- -	- -	1,230
Sligo	- -	133	- -	- -	133	59	683	- -	- -	742
Londonderry	- -	4	- -	- -	4	136	749	- -	- -	885
Belfast	119	- -	- -	- -	119	- -	349	- -	- -	349
Total of former Stations of Emigration Agents	5,983	1,639	356	316	8,294	9,758	8,736	642	287	19,423
New Stations:										
Waterford and New Ross	- -	- -	- -	- -	- -	97	654	- -	- -	751
Baltimore	No Stations having existed at these Ports before 1847 there are no means of giving the Emigration in July 1846.					- -	132	- -	- -	132
Galway						- -	779	- -	- -	779
Out-ports of Sligo						40	856	- -	- -	896
Berehaven										21,981

Comparative

COMPARATIVE RETURN of Emigrants from all Ports of the United Kingdom at which there are Government Emigration Agents, for the First Six Months of 1846 and 1847.

	First Six Months of 1846.					First Six Months of 1847.					Increase.
	United States.	British North America.	Australian Colonies.	All other Places.	TOTAL.	United States.	British North America.	Australian Colonies.	All other Places.	TOTAL.	
London	4,243	484	655	1,098	6,480	5,051	1,645	1,620	996	9,312	2,832
Liverpool	39,156	5,608	42	21	44,827	63,334	25,442	66	108	88,951	44,124
Plymouth	- -	472	268	126	866	353	723	1,702	- -	2,778	1,912
Glasgow and Greenock	681	1,028	12	117	1,838	2,921	2,054	43	87	5,105	3,267
Dublin	861	1,939	- -	- -	2,800	2,256	6,070	- -	- -	8,326	5,526
Belfast	414	2,652	- -	2	3,068	3,416	6,237	- -	1	9,654	6,586
Londonderry	2,789	2,271	- -	- -	5,060	5,117	5,652	- -	- -	10,769	5,709
Sligo	- -	3,032	- -	- -	3,032	1,038	8,784	- -	- -	9,892	6,786
Limerick	- -	3,871	- -	- -	3,871	1,764	7,257	- -	- -	9,039	5,168
Cork	1,340	5,209	- -	- -	6,549	3,778	12,374	- -	- -	16,152	9,603
TOTAL of former Stations of Emigration Agents	49,484	26,566	971	1,364	78,391	89,029	76,256	3,431	1,192	169,908	91,517
New Stations:*											
Waterford and New Ross	91	2,536	- -	- -	2,627	1,144	7,830	- -	- -	8,974	6,347
Baltimore	- -	2,049	- -	- -	2,049	- -	787	- -	- -	787	1,262 Decrease.
Galway	290	1,442	- -	- -	1,732	2,301	2,356	- -	- -	4,654	2,922
Out-ports of Sligo	- -	- -	nil	- -	- -	221	2,701	- -	- -	2,922	2,922
TOTAL New Stations	381	6,027	- -	- -	6,408	3,666	13,671	- -	- -	17,337	12,191
GRAND TOTAL	49,865	32,593	977	1,364	84,799	92,695	89,927	3,431	1,192	187,245	103,708
										Deduct Decrease	1,262
										Net Increase	102,446

* No Stations having existed at these Ports before 1847, the Numbers for 1846 have been taken from the Customs Returns.

7 August 1847.

— No. 9. —

Colonial Land and Emigration Office,
18 August 1847.

Sir,

WE have the honour to acknowledge your letters of the 3d and 6th instant, accompanied by despatches from the Lieutenant-governor of New Brunswick, enclosing returns of vessels which had arrived at St. John with Emigrants from Ireland. No. 60, 6 July 1847. No. 64, 13 July 1847.

These communications refer chiefly to two subjects:

1. The evils resulting from the introduction of whole families of poor persons, including the aged and infirm, before any provision has been made for them on their arrival;—and, See pp. 63 & 67.

2. The state of the quarantine station at Partridge Island and at St. John.

With regard to the first of these subjects, we concur with the Governor in believing that the most healthy system of emigration is that in which the able-bodied members of families proceed first to the colony, and delay sending for their relatives until they can provide for their comfortable reception. But under the circumstances of the present emigration, conducted, as it is under the pressure of distress, and at the expense of individuals, we do not perceive that the Government could take any steps to secure this mode of proceeding.

With respect to the sickness among the emigrants, it appears that both at St. John and Partridge Island much difficulty exists in finding proper accommodation for the sick. It would appear, however, from the Governor's report, that the local authorities are making every effort to meet this evil, and to mitigate the sufferings of the emigrants.

With regard to the prosecution referred to in despatch No. 60, in the case of the "Linden," we abstain from any remarks, as we conclude that a further communication will be made on the subject.

We have, &c.

James Stephen, Esq.
&c. &c. &c.

(signed) *C. Alexander Wood.*
Frederic Rogers.

— No. 10. —

Land Board Reports.

—No. 10.—

Colonial Land and Emigration Office,
27 October 1847.

Sir,

Amongst the enclosures to Sir William Colebrooke's despatch, No. 76, of the 27th of August last, contained in Mr. Stephen's letter of the 22d ultimo, we observe with much regret the following passage in a letter from a gentleman named Boyd, who appears to be discharging the duties of Emigration Agent at St. Andrew's.

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"From the reports made to me by the masters of vessels bringing emigrants, there is a "great laxity of duty on the part of the Government Emigration Agents in Ireland. In "none of the cases that have come under my notice has the Emigrant Agent been on board "the ships to examine into the quantity or quality of the stores, and in some cases there "have been from six to ten more passengers than the complement."

Both as a means of preventing any irregularities or neglect from arising in the general conduct of the service, and also in order to afford an opportunity of removing misconceptions when they may occur, we are always most desirous to receive a statement of every case in which there appears reason to complain on the arrival of an emigrant ship in North America.

But we trust it is not inconsistent with this feeling to regret that such sweeping charges as the present should be thrown out on all the officers in one part of the United Kingdom, without specifying the cases on which they rest. The effect is to render investigation more difficult, and also to deprive the officers of a fair opportunity of offering their defence. We have, however, made such inquiries as the statement admitted.

First, we called upon each officer in Ireland to make a return of every ship which had sailed from his station to St. Andrew's, and to state, opposite the name of each, whether or not he had been on board of her to examine into the provisions. They have all answered by a distinct reply in the affirmative respecting each vessel which they cleared. This, we are aware, may be said to be only the testimony of the parties accused; but, at least, it shows that the charge is denied by them, and that one and all have now asserted, on their responsibility as officers and gentlemen, that they did personally visit every ship that left their stations, and examine into the quantity and quality of the provisions.

Secondly, we observe that the whole number of vessels which went to St. Andrew's from Irish ports at which emigration officers were present did not exceed eight; ship returns have been received for five of them. In none of these is any excess of passengers reported. In only one case, the "Magna Charta," is there any complaint respecting provisions; but in three out of the five ships it is expressly stated that there were no complaints as to provisions and water. In the fifth case the provisions are not mentioned, but it is stated that the passengers were all landed in good health.

In the case of the "Magna Charta," the agent states that the provisions were good and sufficient in quantity, as far as it was possible to ascertain. The master himself certified to that effect. The complaint rests on the word of the master. It may therefore be proper to observe, that before this ship sailed, the agent reported that the master and broker attempted to force the emigrants to an exchange of tickets, and having by means of threats succeeded in doing so in several instances, the emigration officer caused 19 of the passengers to summon the broker, when the magistrates awarded them 1*l.* 1*s.*, and 10*s.* each with costs for subsistence money.

Thirdly. There are many ports in Ireland at which an emigration officer could not board the vessels, because there is none. And again, at some of those ports which had emigration officers in the summer, the appointment had not been made at the beginning of the year. But in the absence of any specific statement whatever in Mr. Boyd's letter, it is impossible to ascertain how far his remarks may allude to such ports as these.

Fourthly. Some of the officers observe in their reply to our inquiries, that many of the masters of emigrant ships are by no means among the best specimens of their class, and that having an interest in throwing the blame of any fault upon others, their statement ought to be received with due caution.

In order to afford the means of coming to some final result, we hope that Lord Grey will cause Mr. Boyd to be instructed to furnish, with the least possible delay, a list of all the emigrant ships which arrived at St. Andrew's this year; with the names of the ports from whence they came; and to specify, in a column of remarks, what were the ships of which the masters said that the emigration officers had never been on board to examine into the quality or quantity of the stores.

With respect to an excess beyond the complement of passengers, we have shown that it has not in fact been reported on one of the ships to St. Andrew's from emigrant officers' stations. But from the extreme eagerness of the people to get away, and from the arts they will have recourse to, it is in some cases unavoidable. On this point we beg to draw attention to the subjoined extract of a report from the officers at Sligo.

"It

Land Board Reports.

" It is possible that, in some instances, more people may be on board the vessels than " the law allows, but never by our authority or knowledge. This is entirely owing to the " negligence of the masters or mates, and occurs as follows.

" The greater part of the emigrant vessels fit out at an anchorage called 'the Pool,' about " four miles from Sligo; and even the smallest vessels which fit alonside the quays, remove " to 'the Pool,' to take their passengers on board. When these vessels are ready for sea, " they are finally inspected and mustered by us, and any people over and above the number " the vessel can legally carry, are sent on shore before we leave the ship. The master is strictly " cautioned to keep a good look out, and to allow no one on board; and the penalty named " to him, in case he has any more people than is on the Custom-house list, and the clear- " ance given by us. Notwithstanding this, they are negligent, and people get on board and " stow themselves away, and do not make their appearance until the ship is far at sea. In " many instances, on searching the ship previous to giving the clearance, we have found " men, women and children stowed away in casks and chests, in the coals, and even in beds. " These people are invariably seen over the side before we leave the vessel. If, therefore, " it happens in any instance that there are more people on board on the ship's arrival at the " port of disembarkation than the law allows, the masters deserve to bear the blame, and " not us."

Mr. Boyd mentions that one of the great causes of mortality in ships this season is their carrying freight. This, however, was beyond the control of the Government officers. So long as the proper quantity of provisions is on board, and as the emigrants have their proper share of space between decks, we need scarcely say that there is no law to prohibit a ship which carries passengers from also carrying cargo. Freight is largely taken in Australian ships, of which the healthiness is well known.

Mr. Boyd makes the following remark :—" The deck on which the passengers are placed " is merely temporary; consequently no water is allowed to be used for the purpose of " washing and cleansing below." We have ourselves often regretted that temporary decks should be used, but a large number of timber ships are originally built without lower decks, and after mature deliberation it was neither considered reasonable to prohibit their construction afterwards, if sound and substantial, nor yet to object to the laying of new and extra beams, provided that they were stout and serviceable. None of the Emigration officers are responsible on this subject; they are bound to observe the law as it stands, and also to adhere to the construction of it, which, on the present subject, was obtained some time since from the law officers of the Crown.

We do not understand, however, in what manner a temporary deck prevents the use of water below; but we may observe that any except the most limited use of water there is at any rate never permitted in a well regulated ship, and that we are satisfied that it would be highly prejudicial to the health of the passengers. The lower deck ought to be cleaned by dry rubbing, and the people ought to clean themselves on deck.

We have, &c.

(signed) *T. Frederick Elliot.*
C. Alexander Wood.

B. Hawes, Esq.,
&c. &c. &c.

— No. 11. —

Colonial Land and Emigration Office,
27 October 1847.

Sir,

In reference to Mr. Stephen's letter of the 22d ultimo, accompanied by a despatch from the Lieutenant-governor of New Brunswick, enclosing Reports and Returns from the emigration agent at St. John, we beg leave to submit the enclosed explanation from Lieutenant Patterson, who was appointed for the season emigration officer at Galway, respecting the alleged deficiency of provisions on board the " Bloomfield."

No. 76. 27 Aug. 1847. page 103.

7 October 1847.

Lieutenant Patterson alleged, it will be observed, that the brig originally cleared with her proper quantity of provisions, but points out, that after she had put back in distress, there were no means by law of compelling her to replenish her stores; and states that he nevertheless did succeed in getting the brokers to make up the quantity of provisions with good wheaten meal.

Lieutenant Patterson had only been recently appointed when the " Bloomfield " first sailed, and may possibly have been wanting in experience. But his remark on his want of direct power after the vessel had put back is correct. The Act has since, at our suggestion, been amended, so as to give an equal control over a vessel which clears out a second time, as when she sails for the first time.

We would request that Lieutenant Patterson's letter, with these remarks, may be forwarded to the Lieutenant-governor for his information.

We have, &c.

B. Hawes, Esq., &c. &c. &c. (signed) *T. Fred. Elliot.*
C. Alexander Wood.

Sir,

Land Board Reports.

Sir, Galway, 7 October 1847.

I HAVE the honour to acknowledge the receipt of your letter of the 5th instant, with the accompanying report of the trial of the captain of the "Bloomfield" at St. John, New Brunswick, and of the extract from the emigration agent's report of same, and in reply to your request that I would furnish you, for the information of the Commissioners, such remarks as I had to offer, I beg to state that I believe the cause of the calamity in that vessel was first of all the gale of wind which she encountered on her first sailing from Galway, and by which she was partly dismasted, and which caused her putting back again after being a fortnight at sea; and the next circumstance, to which the suffering of the passengers might be attributed, was the captain being landed sick of fever, of which he died. The disappointment and vexation occasioned by those circumstances in the minds of the passengers made them, no doubt, the more difficult to manage. With regard to the supply of provisions and water, I took every precaution on the vessel's first sailing, that these were all right as to quality and quantity, for which I have the captain's certificate; but as the vessel's sailing the second time was about four weeks subsequently to her first departure, her provisions and water of course underwent a great change, and although I had then no power to enforce the replenishing of those necessary supplies, I succeeded in getting the broker to replenish the provisions with good wheaten meal, and make up the deficiency of water, both of what was expended and of what appeared to be bad at the time. I was particularly anxious about this, and accomplished more for the poor passengers than I expected I could do. As for biscuit, there was put on board the regular quantity, as I believe when the vessel first sailed, and such I may say concerning that vessel when she first sailed, that I would have preferred being a passenger in her to many that made very prosperous voyages, not excepting the "Cushla Machree," which is mentioned in contrast to the "Bloomfield" by Mr. Perley. But notwithstanding all the precaution that can be taken by an emigration officer, much will depend upon circumstances over which he can have no control to ensure a prosperous passage.

As for the conduct of the master of the vessel after sailing, I cannot be made responsible, and by the report of the proceedings of the trial there seems to be a good deal of contradiction by the witnesses.

I feel myself fully justified in assuring the Commissioners that what I have stated is what I can prove to be fact concerning the schooner "Bloomfield." I might refer to a litigious spirit that seemed among the passengers, which of itself must very much interferes with their own comfort whenever it arises.

I have, &c.

Stephen Walcott, Esq. (signed) *Wm. Patterson,*
&c. &c. &c. Emig^{n} Officer.

P. S.—I enclose the accompanying certificate of the provisions and water which were put on board the "Bloomfield," when she first sailed, signed by the captain.

COPY CERTIFICATE.

I HEREBY certify that I have actually on board the ship "Bloomfield," for the use of the passengers, amounting in all to 56 statue adults, the full quantities of provisions and water stipulated by the Passengers' Act, as particularly specified below, as well as a sufficiency of fuel for the voyage; and that the ship is in all respects seaworthy; all which I attest with a due sense of the personal responsibility it involves.

Provisions irrespective of any quantity found by the passengers themselves, not inferior in quality to the samples inspected.

Biscuit	1,120	pounds.
Oatmeal	—	„
Flour	784	„
Wheatmeal	2,016	„
TOTAL	3,920	„

WATER, in Sound and Sweet Casks.

22 Casks of	120	gallons.
Casks of	—	„
Casks of	—	„
4 Casks of	100	„
Total — 26 Casks, containing	3,040	„

Provisions in addition, for my crew of seven men, and cabin passengers, for 70 days, 920 pounds.

Water for my crew and cabin passengers, 712 gallons.

(signed) *F. W. O'Brien,* Master.

Dated at Galway, this 12th day of May 1847.

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— No. 12. —

Colonial Land and Emigration Office,
Sir, 27 October 1847.

23 October 1847.

With reference to Mr. Perley's report on the "Sea," coutained among the enclosures to Sir William Colebrooke's despatch of the 14th September last, No. 79, we have the honour to transmit, with a view to its being communicated to the Lieutenant-governor, the enclosed report from Lieutenant Hodder.

Lieutenant Hodder, it will be seen, expresses his regret that Messrs. Rippard & Son appeared to have escaped the vigilanee of his office on the occasion in question. He quite agrees in Mr. Perley's account of their character, and states that the officers at Liverpool have been constantly on the watch to detect them in any punishable offence, and have frequently had to delay vessels in consequence of their attempts to pass bad provisions. Lieutenant Hodder has read Mr. Perley's Report to Rippard, and has announced to him that he will oppose the renewal of his license when next it comes before the magistrates.

We trust the result will be to remove this firm from the trade.

We have, &c.

B. Hawes, Esq. &c. &c. &c. (signed) *T. Fred. Elliot.*
C. Alexander Wood.

Government Emigration Office, Liverpool,
Sir, 23 October 1847.

I regret to observe from Mr. Perley's Report, that Rippard & Son have eluded the vigilance of this office, and I am quite at a loss how to account for their successful attempt, from the fact that the firm being one of such very bad character, giving unnecessary trouble to this office; nothing relating to their establishment is taken on trust, and unavoidable delays are frequently occasioned by attempts to pass bad provisions. It appears on reference to the document that a second clearance was entered for the "Sea" which made her number 244 souls, equal to 197 adults. Mr. Perley's Report enumerates 229 passengers, which I apprehend are considered as full passengers, and, if so, it appears evident that an additional number must have been put on board after the secoud clearance alluded to, in which case, Messrs. Rippard may have taken that opportunity of putting on board the bread and flour complained of. I have been long on the look out for this party, but my efforts have been eluded by their indirect connexion with some of the worst characters which infest the docks. I have read Mr. Perley's Report to Rippard, and have informed him of my intention to resist a renewal of his license when opportunity offers.

I have, &c.

Stephen Walcott, Esq. &c. &c. &c. (signed) *T. E. Hodder,*
Lieut. R. N., and Agent.

— No. 13. —

Colonial Land and Emigration Office,
Sir, 8 November 1847.

27 October 1847.

With reference to Mr. Boyd's letter of the 16th August last, contained in Sir William Colebrooke's despatch of the 27th of August, complaining of the temporary construction of the 'tween decks of the "Elizabeth Grimmer," we have the honour to enclose the accompanying copy of an explanation for which we called from Lieutenant Ramsay, of the circumstances under which he cleared that vessel.

We would request that this may be communicated to the Governor for his information.

We have, &c.

(signed) *T. Fred^k Elliot.*
Frederic Rogers.

Benjamin Hawes, Esq., &c. &c. &c.

Government Emigration Office, Londonderry,
Sir, 27 October 1847.

I have the honour to acknowledge the receipt of your circular of the 22d, also your letter of 23d instant, with report of Mr. Boyd, acting agent at St. Andrew's, stating that the 'tween-decks of the "Elizabeth Grimmer" were merely temporary.

In reply, I have to state, for the information of the Board, that the 'tween-decks of that vessel were substantially secured to the permanent beams, according to the 3d clause of the Passengers' Act, her cargo consisting of dry goods, hardware, iron and salt. The

Land Board Reports.

'tween-decks were caulked to prevent the cargo from sustaining any damage by water going down. Under such circumstances it is but reasonable to suppose, that the master would not allow any more water to be used on that deck than was requisite for cleanliness. In my opinion there should be as little water used as possible in keeping the 'tween-decks of an emigrant ship clean; that scraping decks should be chiefly practised to preserve the health of the passengers.

I have further to state, that the "Elizabeth Grimmer," on her arrival at this port, was found to be deficient of two lower-deck beams in the main hatchway, they having been taken out for the accommodation of stowage of mahogany in a former voyage, which were replaced here by my directions when coming under the provisions of the Passengers' Act.

I cannot understand how Mr. Boyd could make such statements about the "Elizabeth Grimmer."

I have, &c.
(signed) *R. Ramsay,*
Emigration Officer.

S. Walcott, Esq.,
&c. &c. &c.

—No. 14.—

Colonial Land and Emigration Office,
8 November 1847.

Sir,

Page 132.

With reference to Mr. Perley's letter of the 21st September, enclosed in a despatch from Sir W. Colebrooke dated 28th of September last, reporting the conviction of the master of the schooner "Lady Dombraine," for not having proper beams, part of the permanent structure of the vessel. We have the honour to transmit the enclosed copy of an explanation for which we called from Lieutenant Wooldridge, of the circumstances under which he cleared that vessel.

26 October 1847.

We would request that this explanation may be communicated to the Governor for his information.

On this subject, we obtained in the summer of 1845 the opinion of the law officers relative to the interpretation of the 3d clause of the Passengers' Act. It was to the effect that vessels originally built without the beams required by the law, may be altered, and have beams wrought into their structure, so as to comply with its requirements. In April last we embodied this view in a circular to the emigration officers, of which we beg leave to enclose a copy, and to request that it may be transmitted to New Brunswick, in order that the agents in the province may be aware of the nature of the orders under which the emigration officers act on this subject.

17 April 1847.

It only remains for us to suggest, that in communicating with Sir W. Colebrooke, he should be requested to ascertain and report to Lord Grey whether the vessel in question had not lower beams at the time of her arrival.

We have, &c.
(signed) *T. Fred^k Elliot.*
Frederic Rogers.

Benjamin Hawes, Esq.
&c. &c. &c.

Government Emigration Office, Sligo,
26 October 1847.

Sir,

In answer to your letter of the 22d instant, stating that the master of the "Lady Dombraine" had been convicted at St. John, New Brunswick, in the penalty of 10*l.* and costs, for the absence of beams to support the lower deck, I beg to state that I am very much surprized at such a conviction, as I never could have been so blind as to overlook a circumstance on which I have been very particular, in consequence of the Board's directions with respect to vessels not having original beams, or where there is not sufficient height without false beams.

In this case the "Lady Dombraine" had beams of six inches by three, well spiked to the ship's side, and supported by a staunchion of three inches square from the keelson. The schooner is a small vessel, being only 113 tons register; she could have taken 60½ adults, not including her crew of seven men; but she had only 47½ adults on board, and was only fitted for 55. She had but nine feet depth of hold, therefore her deck must have been very near the keelson; indeed, close upon the ballast (for her provisions and water were stowed forward and aft, and not under the deck). I therefore considered that the scantling of the beams was quite sufficient to support a deck of so small a surface. The question is, whether these beams were considered sufficiently strong by the Immigration Agent at St. John, as I cannot understand how a vessel could have proceeded across the Atlantic with the deck resting on her ballast as the only support.

I have, &c.
(signed) *W. Wooldridge,*
Lieut. R. N.

S. Walcott, Esq.
&c. &c. &c.

(Circular.)

(Circular.)

Colonial Land and Emigration Office,
17 April 1847.

Sir,

In reference to questions which have arisen respecting lower beams, in consequence of the pressure for shipping this year, I am desired by the Commissioners to give you the following directions for your guidance.

They are led to understand, that, if the height between deck is insufficient when the lower deck is laid on the original lower beams, there is no objection by law to laying the deck on additional lower beams, introduced for the purpose at a lower level, provided that these new beams are clearly strong enough, properly fastened, and in all respects capable of carrying a lower deck of the requisite thickness to be properly and substantially secured to them, of which it will be the duty of the Government Agent to judge.

I have, &c.
(signed) *S. Walcott,*
Secretary.

— No. 15.—

Colonial Land and Emigration Office,
10 November 1847.

Sir,

We have the honour to acknowledge your letter of the 6th instant, accompanied by a despatch from the Lieutenant-governor of New Brunswick, enclosing a return of emigrants from Cork, by the barque "St. Lawrence."

Adverting to the attention which has been drawn to the state in which vessels reached St. Andrews, we are glad to perceive by the present return, that this barque, carrying 104 persons from Cork, imported them without any death; and that the vessel is reported to have arrived perfectly clean, the emigrants in a healthy state, and without any complaints as to the food or water.

We have, &c.
(signed) *T. Fred^k Elliot.*
Frederic Rogers.

B. Hawes, Esq., &c. &c. &c.

No. 16.

Colonial Land and Emigration Office,
6 December 1847.

Sir,

In reference to Mr. Stephen's letter of the 8th ultimo, enclosing a return of emigrants who had arrived at the port of Quebec between the 5th and the 12th June, we think it our duty to call attention to the following report by Mr. Buchanan, in respect to some emigrants from the estates of Viscount Palmerston.

"These people," Mr. Buchanan remarks, "were well provided with good and wholesome "provisions at his Lordship's expense, and landed in good health, presenting a marked "contrast with several of the other vessels from the same port, and which tends to prove "that had the emigrants of this season been supplied with good wholesome provisions, much "of the mortality might possibly have been avoided."

We have, &c.
(signed) *T. W. C. Murdoch.*
Frederic Rogers.

B. Hawes, Esq.
&c. &c. &c.

— No. 17.—

Extracts of a LETTER from the Colonial Land and Emigration Commissioners to *H. Merivale,* Esq.; dated 8 December 1847.

It appears from the enclosures to Sir William Colebrooke's despatch, that the whole number of emigrants who had arrived in New Brunswick during the present year, amounted, on the 1st October, to 15,269, being an excess over the emigrants of last year of 5,720; that of these one-third had proceeded to the United States, and that the two-thirds who remained are "of the most miserable and helpless class of Irish peasantry." It further appears, that many heads of families had gone to the United States, leaving their families behind them, and that these families had consequently become a burthen upon the people of New Brunswick, and would probably so continue throughout the winter. With reference to this point, Sir William Colebrooke repeats an observation which he has frequently made in his despatches of the present year, that the practice of sending out families before they can be provided for is productive of suffering to the emigrants, and throws an undue burthen on the colony. * * * * * * * * *

We now proceed to notice such of the reports from the emigrant agent and others, attached to Sir W. Colebrooke's despatch, as appear to call for special observation.

1. The emigrant agent reports the arrival of the barque "James," from Limerick, with 123 passengers, and adds, that the whole meal was more than half bran, and a portion of the water was of bad quality. This is a serious charge; but as the emigrants refused to appear against the master in the province, it will be impossible now to enforce the penalties of the Passengers' Act. We have, however, called on the emigration agent at Limerick for an explanation on the subject, which we shall hereafter submit, with our opinion on it, for Lord Grey's information. We may also take this opportunity of mentioning, with reference to an

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allusion which has been made in a previous report from New Brunswick, to sickness produced by the use of impure water, that at an early period of the season we had made inquiries as to the sources from which water is supplied to emigrant ships at those ports where Government agents are stationed; and we enclose, in a tabular statement, the result of our inquiries. We may add, that where the water-casks have not been already used as such, and seasoned, but are either new, or have been used as wine or spirit-casks, we have instructed our officers to require that they should be charred before being filled.

2. The emigrant agent transmits a further and fuller report on the subject of the ship "Looshtauk," the arrival of which, with the great mortality which had occurred on her passage, were briefly reported in Sir W. Colebrooke's despatch of 11th of June last. We regret to say that, distressing as was the account contained in that despatch, it fell short of the actual facts of the case as they now appear. In these papers it is shown, that out of 462 passengers who embarked in this vessel, 146 died on the passage, and 96 at the quarantine station, making in all 242; that more had died since they were discharged from quarantine, and that a few were still at Chatham in a very debilitated state; that of the crew of 24, 11 had died; and that at one period of the voyage all the crew were ill and unfit for duty; the master and mate alone being in a state to navigate the vessel.

In our letter of the 17th July last, we reported the steps which we adopted immediately on seeing in the public papers a statement of the case of this vessel, and we enclosed reports from the emigration agents at Dublin and Liverpool, which showed that the awful calamity by which it was visited was not attributable to any neglect on the part of the emigration agents at those ports previous to its sailing. Neither would it appear to have been attributable to any neglect of duty or want of precaution on the part of the master during the voyage. On the contrary, the conduct of the master appears to have been most humane and praiseworthy, and Mr. Perley has remarked, with apparent justice, that it was owing to his energy and determination that any either of the crew or passengers survived. The cause of the calamity, as of much of the sickness which during the present season has prevailed among the emigrants to British North America, is to be found in the state of the emigrants previous to their embarkation. In the present instance, the fever broke out five days after the vessel sailed, in the persons of two young men, brothers, who before they embarked had been living in one of the low lodging-houses in Liverpool. It seems probable that the fever, which, though latent in these individuals, was not apparent to the officers who examined them, had been contracted at this lodging-house. But we have already explained, in our general report, the circumstances which make it impossible to guard against such a misfortune by precautions applicable to emigrants alone. An improved system of sanitory regulations at Liverpool would afford almost the only chance of remedying the evils at present arising from the state of the lodging-houses in which emigrants at that port usually congregate.

3. Nine other vessels are reported to have arrived, the circumstances of which, with one exception, do not require any notice. The exception is the case of the brig "St. Lawrence," which is said, when she left Cork, to have had symptoms of fever among the passengers, but to have arrived in an unusually good condition, the passengers being more healthy when landed at St. Andrew's than when they sailed from Cork. This result is attributed to the daily use of chloride of zinc, two demijohns of which had been placed on board the vessel at the Cork station.

We have much satisfaction in observing that this step, which we apprehend to have been taken in consequence of directions from this Board, has been productive of such beneficial results. * * * * * * * * * *

4. The emigrant agent reports, that the master of the ship "Linden," who, in the early part of this year had been convicted in New Brunswick of infractions of the Passengers' Act, and sentenced to pay a fine of 20*l.*, but had at the time absconded, had returned to the colony and been arrested and compelled to pay the penalty and costs. We shall accordingly abstain from following up the steps which we had taken for enforcing in this country the penalty awarded in New Brunswick.

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5. In Sir W. Colebrooke's despatch, No. 84, of the 28th September, he transmitted a report from a board of physicians appointed to inquire into the state of the emigrants at the quarantine station, impugning in severe terms the management of that establishment during the last season. In his present despatch, Sir W. Colebrooke transmits the answer of a committee of the common council of St. John. From this answer, and from Sir W. Colebrooke's despatch, it seems evident that although much sickness and suffering existed at Partridge Island, it was the inevitable result of the peculiar circumstances of this year's emigration, and that every exertion was made by the mayor and corporation of St. John to meet the difficulties with which they unexpectedly found themselves surrounded. Sir. W. Colebrooke adds the expression of his hope that next year the quarantine station at St. John will be placed on an efficient footing.

6. The Lieutenant-Governor encloses a report from Mr. G. Blatch, a barrister in New Brunswick, pointing out, with reference to the case of the master of the "Linden," the difficulty of enforcing the right of action of emigrants against the master of a vessel who may break his contract with them, by reason of the ease with which the master can remove himself from the jurisdiction of the colonial courts. The remedy suggested by Mr. Blatch is, such an alteration of the existing law as would enable the magistrates to issue bailable process against the defendant in the first instance.

Lastly,

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Lastly, it appears that in the month of September 1673 emigrants arrived in New Brunswick. In the month of October eight vessels arrived, the number of emigrants in which is not stated. From the public papers recently received from Canada, we also observe, that on the 30th October and the 10th November, two vessels arrived in the St. Lawrence with large bodies of emigrants on board. There can be no question that emigrants arriving at such a period of the year must be exposed to great suffering and privation, and that they must inevitably become dependent for support, during the ensuing winter, on public or private charity. As, however, we understand that Lord Grey has already communicated with the Governor-General of Canada and the Lieutenant-Governors of the other North American provinces on this point, and has suggested the measures which appear to his Lordship most likely to prevent a recurrence of such events, it is unnecessary for us to enlarge on the subject in this place.

WATER AND WATER CASKS.

	Liverpool.	Dublin.	Cove of Cork.	Belfast.	Limerick.
	Lieut. *Hodder.*	Lieut. *Henry.*	Lieut. *Friend.*	Lieut. *Stark.*	*R. Lynch*, Esq., R.N.
I. What is the practice at his station as to the mode of supplying water to emigrant vessels?	- - Supplied from Bootle waterworks; abundant in quantity, and quality excellent.	- - Supplied from the City waterworks.	- - Supplied from the City waterworks.	- - Supplied by a reservoir in the country.	- - Taken from the river when the tide answers; water good.
II. Is it usually put into new or seasoned casks?	- - Seasoned by some voyages. New casks are charred before being used.	- - Seasoned, soaked and refilled. Spirit casks and others well burnt out.	- - Seasoned by some voyages. New casks previously soaked, refilled, and quick-lime thrown in.	- - Seasoned by soaking, and then refilled. New ones a day or two longer. (New casks not to be prohibited.)	- - New, but soaked some days, and refilled.
III. Are iron tanks ever employed?	Not stated - -	Not stated - -	- - Very rarely, and partially.	Never - - -	Not stated.

	Sligo.	Londonderry.	Galway.	Waterford and New Ross.	Castletown and Berehaven.	Baltimore.
	Lieut. *Shuttleworth.*	Lieut. *Ramsay.*	Lieut. *Patterson.*	Commander *Ellis.*	Lieut. *Dennehy.*	Lieut. *Moriarty.*
I. What is the practice at his station as to the mode of supplying water to emigrant vessels?	- - Casks filled about half above high water mark from the run of the lake water.	- - Casks filled from good spring water, and not from the river.	- - Casks filled from the river out of the reach of the tides, to avoid brackishness. (Exceptions occur, but when the water is not brackish.)	- - Casks at Waterford filled at proper times of tide from the river, four miles above the bridge, where it is fresh at high water, except water at New Ross, filled from river at low water, of good quality.	- - Casks filled from a pure stream.	- - Casks filled at Cork.
II. Is it usually put into new or seasoned casks?	- - Seasoned. Casks are filled for nine or ten days, and lime introduced; then refilled.	- Seasoned by soaking for a week, and then refilled; old and new casks are used.	- - Generally new. (No complaint made except against old casks not charred.)	- - Generally new; rest old seasoned.	- - Wine and whiskey casks. If not well charred, &c., the water becomes bad.	- - Good seasoned casks.
III. Are iron tanks ever employed?	Never - -	No - - -	Seldom used - -	No - - - -	No - -	No.

EMIGRATION.

PAPERS

RELATIVE TO

EMIGRATION

TO THE

BRITISH PROVINCES IN NORTH AMERICA.

(*In continuation of the Papers presented December* 1847).

Presented to both Houses of Parliament by Command of Her Majesty.
APRIL 1848.

LONDON:
PRINTED BY WILLIAM CLOWES AND SONS, STAMFORD STREET,
FOR HER MAJESTY'S STATIONERY OFFICE.
1848.

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RELATIVE TO

EMIGRATION TO THE BRITISH PROVINCES IN NORTH AMERICA.

CANADA.

CANADA.
No. 1.

(No. 101). No. 1.

Copy of a DESPATCH from Governor-General the Earl of Elgin to Earl Grey.

Montreal, November 20, 1847.
(*Received December* 17, 1847.)

My Lord,

I have the honour to enclose herewith the copy of a letter which has been addressed to me by Mr. Cayley, the Inspector-General of Accounts, representing the condition of the finances of the province as affected by the expenditure occasioned by this year's immigration from Great Britain and Ireland, to which I beg most earnestly to call your Lordship's attention.

2. I had hoped to have had it in my power before this time to furnish your Lordship with detailed information respecting the outlay which has been incurred in this service, but the illness of the chief immigration agent, who has been at the point of death, from fever caught in the discharge of his duties, the continued arrival of the emigrant ships from Great Britain and Ireland, and the vast number of sick accumulated in the hospitals, have hitherto prevented me from accomplishing this object. I venture, however, to submit a few facts which may serve to indicate the nature and magnitude of the charges which have been so unexpectedly thrown upon the province.

3. Nearly 100,000 immigrants have been landed at Quebec during the course of the present season. Of these a large proportion were totally destitute, and must have perished had they not been forwarded at the cost of the public. Contagious fever has prevailed among them to an unexampled extent; the number confined in hospitals, where they have been maintained and treated at the expense of the provincial treasury, having occasionally approached 10,000. In proof of the malignant character of the disease under which they have laboured, I may mention that, although the mortality among children has been very great, nearly 1000 immigrant orphans have been left during the season at Montreal, and a proportionate number at Gross Isle, Quebec, Kingston, Toronto, and other towns.

4. Under these circumstances, I trust that your Lordship will bestow a favourable consideration on the enclosed application from the Inspector-General of Accounts, for aid to enable him to make provision for the interest due in January, on the loan guaranteed by Great Britain. The funds in the treasury would have been amply sufficient to meet this and all other charges on the province had they not been diverted from their destination to mitigate the effects of the calamity which the afflictions of Ireland have entailed upon Canada.

I have, &c.,
(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&. &c. &c.

Enclosure in No. 1.

Encl. in No. 1.

My Lord,

Montreal, November 20, 1847.

I have the honour to submit a statement of disbursements made from the provincial chest, on account of emigration expenses to this date; by which it will appear that, exclusive

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of the amounts expended or reserved by the Commissariat Department for the same object, the outlay has amounted to 100,565*l.* 2*s.* 7*d.*; and, deducting the aids received from the emigration tax and imperial funds, that the province has advanced the sum of 57,257*l.* 4*s.* 3*d.*

This heavy disbursement has absorbed a portion of the means which, in the ordinary course of our financial arrangements, would have been applied to the purchase of bills of exchange for remittance to England to meet the January dividends on the provincial debt.

I have to assure your Lordship that exertions have not been wanting to provide for the liabilities of the province, without anticipating the assistance which the Imperial Government may in its wisdom determine to afford to the province under the pressure which the emigration of the past year has brought upon it. Partial remittances have been made to meet the January dividends; but, for the reasons I have stated, there remains an unprovided balance of nearly 25,000*l.* (the precise amount cannot at this moment be stated, from the absence of particulars respecting the last loan of 140,000*l.* sterling), which will be due in January, at the Bank of England, to cover the interest on the guaranteed loan.

The demands for emigration purposes continue heavy and pressing, and the provincial chest, without further assistance, is not in a position to answer these calls and provide for the engagements to which I have alluded.

Under these circumstances I venture to press upon your Lordship the necessity of bringing the subject under the notice of Her Majesty's Government, in the hope that the sum now immediately required to meet the dividends will be placed for that purpose to the credit of the province with the Bank of England, as an advance on account of the emigration expenditure.

I have, &c.,

The Right Hon. the Earl of Elgin, &c. &c. &c.

(Signed) Wm. Cayley.

Abstract of Payments and Receipts on account of Expenses of Emigration in Canada, from the opening of the Season of Navigation of 1847 up to this date, inclusive.

			£.	s.	d.
Total amount of payments made by warrants on the provincial chest			100,565	2	7
Receipts.					
On account of Emigration Tax		£18,366 5 0			
From the military chest on account of 1847	£30,000				
Less retained by the Commissary-General for expenses incurred by him	9,500				
Leaves sterling	£20,500 = Cy.	24,941 13 4			
			43,307	18	4
Excess of payments over receipts—currency			£57,257	4	3

(Signed) Jos. Cary,
Deputy Inspector-General.

Inspector-General's Office,
Montreal, 20th November, 1847.

No. 2.

(No. 151.)

No. 2.

Copy of a DESPATCH from Earl Grey to Governor-General the Earl of Elgin.

My Lord, Downing-street, January 6, 1848.

I have the honour to acknowledge the receipt of your Lordship's Despatch No. 101, of the 20th November last, referring to the manner in which the financial condition of Canada has been affected by the large expenditure occasioned by immigration from Great Britain and Ireland during the past year, and enclosing the copy of a letter from Mr. Cayley, the Inspector-General of Accounts, representing the inability of the Colonial chest to supply the funds necessary for the payment of the interest which will shortly become due upon the loan guaranteed by Great Britain.

I have learned with deep concern the facts which your Lordship has stated as to the nature and magnitude of the charges which have been unfortunately thrown upon the provincial treasury in providing for the large number of sick and destitute immigrants who have arrived during the past season.

I have lost no time in bringing the subject of the present financial condition of the province under the consideration of the Lords Commissioners of Her Majesty's Treasury, and in recommending that their Lordships should make the necessary

CANADA.

Dec. 28, 1847.

provision for the payment of the interest on the loan which will become due in the present month. And I now enclose, for your Lordship's information, the copy of a letter which I have received from the Lords Commissioners in reply, from which you will learn that directions have been given for placing the sum of 25,000*l.* sterling to the credit of the "Canada Dividend Account" at the Bank of England, as an advance in aid of the expenses incurred by the Canadian Government for the relief of distressed emigrants during the past year.

I have, &c.,

Governor-General the Earl of Elgin, (Signed) GREY.
&c. &c.

Enclosure in No. 2.

Encl. in No. 2.

SIR, Treasury Chambers, December 28, 1847.

WITH reference to your letter, dated the 21st instant, I have it in command to acquaint you, for the information of Earl Grey, that the Lords Commissioners of Her Majesty's Treasury have directed the Paymaster-General to transfer from the Commissariat Chest Fund to to the account of the "Canada Dividend Account" at the Bank of England, the sum of 25,000*l.* as an advance in aid of expenses incurred by the Canadian Government for the relief of distressed emigrants during the past year; and I am to request that you will observe to Earl Grey that, as the Inspector-General of Accounts in his letter to the Governor-General of Canada, of the 20th November, reported that the precise amount required for the purpose to which it was intended to apply this advance could not be stated, my Lords have directed the issue of 25,000*l.* sterling, although the estimated amount mentioned in the letter was 25,000*l.* currency.

I am, &c.,

Herman Merivale, Esq., (Signed) C. E. TREVELYAN.
&c. &c.

(No. 110.) No. 3. No. 3.

COPY of a DESPATCH from Governor-General the Earl of ELGIN to Earl GREY.

Government House, Montreal,
December 8, 1847.

MY LORD, (*Received January* 1, 1848.)

I HAVE the honour to transmit herewith the copy of an approved Minute of the Executive Council of this province on the subject of the immigration of this year, to which I beg to call your Lordship's attention.

Much of the calamity and suffering by which it has been attended is probably attributable to circumstances which are temporary in their nature, and hardly within the reach of Government regulation. I venture, however, respectfully to urge upon your Lordship the necessity of adopting all practicable measures to prevent the recurrence of evils by which the welfare of this province has been so seriously compromised. It may be proper to observe, that the pecuniary statements in the enclosed Minute of Council are founded on disbursements actually made. I am informed by the agents that there are claims yet outstanding. The immigrant hospitals, moreover, still contain many sick.

I have, &c.,

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c.

Enclosure in No. 3.

Encl. in No. 3.

EXTRACT from a REPORT of a COMMITTEE of the EXECUTIVE COUNCIL on MATTERS of STATE, dated 7th December, 1847, approved by his Excellency the Governor-General in Council on the 8th instant.

On the subject of the Emigration of the present year.

THE subject of emigration has this year obtruded itself most painfully upon the consideration of the Committee, attended as it has been by extreme destitution and distress, and by an amount of mortality unprecedented in former years. The Committee fully appreciate all the benefits which a well-conducted emigration is calculated to produce both to the mother-country and the colony, by affording to the former an outlet for her redundant population, and by securing to the latter an accession of useful labour, and the introduction of an increased amount of industrial capital. Considered, therefore, either as a mere question of general

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political importance, or as a practical Governmental measure, the subject is obviously one of extreme interest at any time, but more particularly at this period, when so large an expenditure of provincial funds has been incurred on that account, and at the approach of an inclement and rigorous season, when labour can meet with no employment, and destitution must be supported by eleemosynary relief.

Whatever advantages may be fairly anticipated to arise to the mother-country from an extensive emigration, conducted upon a settled plan of organized colonization by the systematic introduction of settling labourers, or from the voluntary action of emigrants themselves, it must be evident that commensurate advantages to this country can be derived only from the introduction into the province of two closses of emigrants, either intending settlers who bring with them adequate means for the cultivation of land and immediate settlement, or healthy and vigorous labourers whose physical powers would, to some extent, supply the want of moneyed capital, and whose active industry would not only augment the productive wealth of the colony, but be applied to open up alike its commercial and natural capabilities. An emigration of this nature could not fail to realize the expectations entertained by Lord Grey, as conveyed in his Lordship's Despatch No. 109, upon this subject, and would have the effect, as his Lordship has observed, "of extending the settlement of the province, increasing its wealth, and improving its resources;" whilst any other description of emigration wanting in these important requirements must obviously be attended with consequences directly the reverse, and tend, moreover, to demoralize the settled provincial population with whom, unfortunately, it might be brought into contact. Intending settlers possessed of weath or means are of course few in number, as compared with the great mass, whom various causes compel at all times to leave their native country to establish themselves and their families in the colonies; these, composing the great body of the emigrants, arrive without resources of their own, and almost invariably consist of those who have been accustomed to earn their subsistence as labourers, and whose support here must continue to be derived from the same source. It cannot be denied that an active and increasing demand for labour co-exists with the acknowledged progressive increase of the colony in population and productive resources, and that a large amount has been, for several years, readily absorbed and adequately provided for by that demand, with but little assistance from the Government or from private charity, by the inhabitants of the province. Amongst this latter class of emigrants, however, there always have been many who, from various causes, have found a difficulty in obtaining employment, and whom sickness and other common casualties have not failed in every year temporarily to disqualify from labour, or altogether to prevent from supporting themselves. For this class the funds at the disposal of the Government, or private contributions, have hitherto afforded sufficient relief, the chief expenditure incurred by the Government in former years having been appropriated to the conveyance of emigrants to places of intended settlement where employment could be easily obtained, and but a small expense having been drawn from private benevolence towards providing against the contingencies of destitution and disease.

For Lord Grey's Despatch, No. 109, 19th July, 1847, *vide* Sessional Paper, House of Lords, 1847–1848, No. 19, Part I., page 6. Ditto, House of Commons, No. 50, Part I., page 6.

In this year the numerical account of emigration has far exceeded the aggregate of any former year, and it has unhappily been characterized by the absence of almost every quality essential to constitute a sound and effective addition to the provincial population. Subjoined is a general statement made up by the emigrant agent of the numbers who embarked in Europe for this country:—

From	Steerage.	Infants.	Cabin.	Total.
England . .	29,833	2,305	190	32,328
Scotland . .	3,462	174	116	3,752
Ireland . .	51,129	2,835	365	54,329
Germany . .	7,468	226	13	7,697
	91,882	5,540	684	98,106

Deducting from this aggregate the Germans and the cabin-passengers, the entire number of emigrants who embarked at British ports would be 89,738, of whom 5293 died before their arrival, leaving 84,445 who reached the colony; of these it is estimated that six-sevenths were Irish who either embarked at Irish ports or found means of transportation at the ports of Great Britain.

Among the thousands who reached the colony, the decrepit, the maimed, the lame, the subjects of chronic disease, widows with large families of tender age, and others, who from their infirmities or confirmed habits were incapable of maintaining themselves at home by their own labour, have been sent out either at private expense or by means of local funds, whilst of the remainder, a large portion were labouring under disease in its worst type, superinduced by the extremity of famine and misery which they had suffered previous to embarkation, and its consequent mental and bodily depression, and whose helplessness was aggravated on shipboard by insufficient ventilation in the vessels, the overcrowded numbers of the passengers, and their naturally indolent and filthy habits. Among the many appalling instances which might be detailed, the following may be selected as illustrative:—On the proper officers boarding some of the vessels at the quarantine station, corpses in different stages of decay have been found in the beds with the sick and the dying, the healthy not taking the trouble to remove them. The resident physician at Grosse Isle, in one of his many reports to the Government of the same character, writes as follows:—

"I have the honour to report, for the information of his Excellency the Governor-General, the arrival since my last report of 22 passenger vessels, having on board on leaving port an aggregate of 7629 souls; among these three were vessels from Bremen, three from Scotland, having no sick on board, or deaths on the voyage. All the others being from Liverpool and ports in Ireland have more or less sick and deaths, and among the number were six having on board on leaving port 2500 passengers. These have arrived in a very sickly condition, the few that remain healthy I have ordered to land at the tents at the East End.

"Three of these sailed from Great Britain in the month of May, having had nine weeks' passage. The 'Sir Henry Pottinger' sailed from Cork, May 29, with 399 steerage passengers. Fever appeared almost on leaving the port, 98 died on the voyage, and upwards of 100 were found sick yesterday when inspected.

"The 'Virginius' sailed from Liverpool, May 28, with 476 passengers. Fever and dysentery cases came on board this vessel in Liverpool, and deaths occurred before leaving the Mersey. On mustering the passengers for inspection yesterday, it was found that 106 were ill of fever, including nine of the crew, and the large number of 158 had died on the passage, including the first and second officers and seven of the crew, and the master and the steward dying, the few that were able to come on deck were ghastly yellow looking spectres, unshaven and hollow cheeked, and, without exception, the worst looking passengers I have ever seen; not more than six or eight were really healthy and able to exert themselves.

"The third vessel was the 'Yorkshire,' sailed from Liverpool 9th June, with 392 passengers; of these, 45 have died and 40 were found ill. I am convinced that six days after the healthy passengers of these last three vessels are landed at the tents, and when they have eaten of fresh bread and meat, from 25 to 30 will die, and from 150 to 180 require to be admitted to hospital.

"The exposure to atmospheric changes in the tents is very trying to weak and debilitated people, especially young children and aged people.

"Since writing the above, another plague-ship has just dropped in, the 'Naomi,' from Liverpool; this vessel sailed on the 15th June with 334 passengers, 78 have died on the voyage, and 104 are now sick. The filth and dirt in this vessel's hold creates such an effluvium as to make it difficult to breathe.

(Signed) "G. M. Douglas,
"Medical Superintendent."

The following statements received from authentic sources establish the true character of the year's emigration, and the consequent necessity for incurring an immediate expenditure which could not be refused to the call of humanity, but which the Provincial Revenue could not afford, and should not be required to bear:—

Of the whole number of British emigrants embarked	89,738
Died on the passage	5,293
Leaving for arrival here	84,445

Of these there died,

At the Quarantine	3,452
At the Quebec Emigrant Hospital	1,041
At the Montreal Emigrant Hospital	3,579
At other places in the two Canadas, at which Boards of Health have been formed, and of which no less than twenty-six were established in Upper Canada, from two of which alone, the cities of Kingston and Toronto, the number of deaths amount to	1,965
	10,037
Leaving	74,408

The numbers admitted into hospital for medical treatment,

At Quarantine	8,563
At Quebec	2,500
At Montreal	11,000
At Toronto	3,876
At Kingston	4,326
Total of sick	30,265

The returns from the other 24 Boards not having been received.

It will thus be seen that more than one-seventh of the total embarkations have died; more than one-eighth of the total arrivals have died; and more than one-third of those arrivals have been received into hospital.

The authentic returns also show that, up to the 12th November last, the number of destitute emigrants forwarded from the agency at Montreal to Upper Canada was,

Male adults	12,932
Female adults	12,153
Children under 12	10,616
Infants	3,080
Total forwarded	38,781

CANADA.

It must be also borne in mind that the expenditure necessarily incurred for medical and hospital attendance upon the sick, and for the burial of the dead, was considerably enhanced by the necessity of providing for numerous individuals, and even of entire families, during the sickness or convalescence of their parents or friends, and of maintaining numbers of orphans, of whom upwards of 1135 have become chargeable upon the public funds, but for many of whom suitable arrangements have been made with charitable institutions and individuals who will provide for them during the coming winter.

It will, therefore, be apparent that the ordinary means of former years for assisting those who had arrived in such a state as to preclude them from speedily providing for themselves, and even with the addition of a liberal appropriation by the provincial revenue, have, in this year, been found to be wholly inadequate for the purpose; and to prevent the starvation and death of thousands who had been landed in the colony in that condition, and at the same time to prevent the spread of the malignant disease which the emigrants have introduced, the Provincial Government have been compelled to apply for the relief and mitigation of that necessity, a large amount of general revenue, as will be shown in the subjoined statements, and to divert that expenditure from legitimate purposes of great public utility and necessity, an expenditure moreover which it cannot be concealed must be continued for the support and maintenance of numbers of convalescents who will be discharged during the winter from the fever hospitals.

The expenditure incurred is as follows:—

"Abstract of payments and receipts on account of expenses of emigration in Canada, East, from the opening of the navigation of 1847 up to this date."

			£.	s.	d.
Total payments made by warrants on the provincial chest to this day inclusive			106,001	15	3
Received on account of emigration tax	18,366	5 0			
From the military chest, on account of 1847	30,000	0 0			
Less retained by the Commissary-General for expenses incurred by him	9,500	0 0			
Sterling	20,500	0 0			
	24,941	13 4			
			43,307	18	4
Excess of payments over receipts			£62,693	16	11

The comparison of the expenditure with that incurred by the Emigration Committee appointed under an Act of the Legislature of the State of New York during a portion of this year is interesting as exhibiting the prudent economy with which the provincial expenditure has been incurred.

In the Province of Canada.

For the entire season the number of deaths is	9,572
For the entire season the number of sick is	27,163
At an expense of	£ 106,001. 15*s.* 3*d.*

In the State of New York.

From the 5th of May to the 30th of September the number of sick was	6,761
From the 5th of May to the 30th of September the number of deaths was	703
At an expenditure of nearly	£23,000 currency.

It may be observed that the New York expenditure has been limited to the hospital treatment almost exclusively, whereas the provincial outlay embraces not only a similar expense but also that of the transportation of destitute emigrants from and to various parts of the province, and further the numbers of sick and dead may be assumed as greatly within the correct number.

It will thus be seen that the emigration of this year has been characterized by peculiar features entirely different from that of former years; that the ordinary health establishments in the province were altogether insufficient for the accommodation and treatment of the numerous emigrants subject to disease, or for enabling convalescents to recover health and strength, and affording shelter to women and children and others suffering only from debility and destitution; and that these extraordinary wants required an extraordinary amount of outlay of public money.

The principal causes which have occasioned so large an influx of emigrants into the province originated in the misery and distress of the Irish population, and their very natural anxiety to escape from famine and misery at home; a desire which has been encouraged by public bodies and private individuals for their own relief, and secondly in the stringent measures adopted by the Government of the United States and the State Legislature of New York for regulating the transportation of indigent emigrants to their ports, and the precautionary measures taken to prevent the dependence of the emigrants upon public or private charity. The price of passage became so much increased in consequence of these regulations that the poorer classes in Ireland were thereupon driven to the more tedious but less expensive route of the St. Lawrence, by the effect of which a large mass of indolence, pauperism, and destitution, and disease has been thrown into the province.

The Committee are at a loss to discover what advantages, either direct or indirect, has accrued to the province from the emigration of this year, which has left traces of death and misery along its course, from the quarantine establishment at Grosse Isle to the most distant portion of Upper Canada, cutting down in its progress numbers of our most estimable citizens, diverting from the province into other channels the usual summer American travel, causing a most depressing influence upon the trade and commerce of our principal cities, and creating the utmost alarm and apprehension throughout the province.

In conclusion, the Committee respectfully refer your Excellency to the numerous presentments of grand juries from various portions of the province, and more particularly to the following representations on this deeply interesting subject, transmitted by the Honourable Mr. Justice Macaulay, to the Provincial Secretary, for the information of your Excellency.

"As respects emigration, I beg leave to state that the lamentable sickness which it has brought into the country during the last season, to the great detriment of public health, was but very slightly adverted to by me in the charges, except at Cobourg. I was not aware that the inhabitants of the districts in my circuit had suffered to a degree that rendered it proper for the Court to make it a prominent topic, and the representations of the grand juries must therefore be regarded as quite spontaneous, and as proceeding from their sense of public duty. The evils they deplore have been so sorely and generally felt as to induce an universal concurrence in much that have said.

"These remonstrances, if I may so call them, may I think therefore be looked upon as expressing very generally the sentiments and feelings of their respective districts, and my attention having been thus drawn more closely to the subject, I deem it only right that I should add how deeply I am impressed with its importance, regarded in relation to the criminal law of the province. An object of great solicitude and care in our system of criminal jurisprudence is the preservation of the public health, and this consideration, irrespective of others of great moment, convinces me how desirable it is that emigration from Great Britain and Ireland to Canada should not only be regulated by the Imperial Government as respects the passage out, but that the forwarding of the emigrants through the province should be regulated by the Provincial Legislature, defining under what circumstances, and subject to what medical inspection it shall be lawful to convey them from place to place in large numbers in steamboats and other vessels. I mention this because I foresee great difficulties likely to arise if the system pursued during the last season shall be repeated, for it must, if persevered in, become a question how far shipmasters and others carrying large bodies of persons known to be in an unhealthy state, or actually suffering under malignant or infectious diseases from port to port, to the great endangering of the health and lives of Her Majesty's subjects in this country, are liable to be made responsible to the criminal justice for being thus instrumental in spreading such diseases among the healthy inhabitants. The case of the King *v.* Vantanville, 4 Maule & Selaryn, 73, is not inapplicable to such a question; as also Rex *v.* Barnett in the same report, page 272. If the conduct of the parties prosecuted in those cases was indictable as public nuisances, similar conduct on a much larger scale cannot be the less so, and it may be found that those cases suggest one mode of protection to which resort may be compelled, unless the transmission of sickly emigrants shall be legalized under such salutary safeguards as may be deemed expedient."

It only remains for the Committee, from the experience and admonition of the year, to recommend the adoption of precautionary measures against a recurrence of the same calamity, and which, if unfortunately renewed, will not fail to be highly detrimental to the energies, and tend to demoralize the country generally.

Of these measures none seem to the Committee to possess greater claims than the following:—

1. An addition to the emigrant tax of currency per head, to be paid, or secured by the ship.
2. Increased accommodation for emigrants in the same proportion as regulated for American vessels, that is to say, in the lower deck or platform, one passenger for every 14 clear superficial feet of deck; and in the orlop deck, if any, one passenger for every 30 such superficial feet.
3. No more than two tiers of berths of 6 feet in length by 18 inches in width, with an interval of at least 6 inches between the floor and the deck on platform beneath.
4. The compelling of each vessel carrying more than 100 passengers to be provided with a medical attendant, who should be charged with the supervision of adopting effective means for ventilation and cleanliness between decks, and for securing to the passengers sufficient stores and necessaries, in quality as well as quantity.

(Certified.)

(Signed) J. Joseph, C.E.C.

(No. 165.) No. 4. No. 4.

Copy of a DESPATCH from Earl Grey to Governor-General the Earl of Elgin.

My Lord, Downing-street, February 2, 1848.

I shall take an early opportunity of again addressing your Lordship upon the general subject of the minute of the Executive Council, dated the 8th of

December, respecting the distress caused by the emigration of last year. In the mean time, having called upon the Commissioners of Emigration for any remarks which they might have to offer in the case of the ship "Virginius," which is alluded to in the Minute of Council, I enclose, for your Lordship's information, an extract from a report of the Commissioners, containing such information as they had obtained on this case.

I have, &c.,
(Signed) GREY.

Governor-General the Earl of Elgin,
&c. &c.

Encl. in No. 4.

(Extract.)

Enclosure in No. 4.

WE have stated that, as far as we know, the emigration officers at the outports, acting on instructions from this Board, insisted on the re-landing of all passengers, who, after embarkation, were found to be suffering under infectious or contagious disease. We observe, however, that the Executive Council quote, from a report by Dr. Douglas, the case of the ship "Virginius," which is said to have had fever and dysentery on board when she left the Mersey. This was the first intimation we had received of such a case, and we immediately called upon the Emigration Agent at Liverpool to report whether the statement were correct, and, if so, upon what ground he had allowed the "Virginius" to proceed under such circumstances. We enclose, for Lord Grey's information, a copy of the answer received from him, by which it seems clear that Dr. Douglas had been misinformed as to the circumstances under which this vessel sailed.

Government Emigration Office, Liverpool,
January 12, 1848.

SIR,

I HAVE the honour to acknowledge the receipt of your letter of yesterday, with an extract of a report of the resident physician at Grosse Isle, relative to the sickness and mortality of the passengers on board the "Virginius;" and, in answer thereto, beg to state that she was cleared by me on the 28th May last, and sailed at 9 A.M. the following day.

I was on board the "Virginius" on the 27th May, as well as on the 28th; the passengers, 476 souls, equal to 397 adults, were, generally speaking, a less robust, as well as a poorer class, than usual, but had no appearance of disease whatever amongst them that I am aware of, after a most minute inspection; and no death took place, as stated, prior to her sailing.

Many of her passengers were sent out by the late Major Mahon, who caused them to be supplied with a moderate supply of tea, coffee, sugar, rice, oatmeal, dried fish, and vinegar, in addition to the usual bread stuffs of the ship.

Upon my mentioning the subject to J. and W. Robinson, the passenger brokers, they distinctly deny the truth of the allegation as to sickness and deaths taking place on board the vessel in this port; but as the fever was very rife in Liverpool at the time, it does not appear to me very extraordinary that the "Virginius" shared the fate of other vessels similarly circumstanced as to sickness and mortality.

I have, &c.,
(Signed) T. H. PRIOR, R.N.,
Assistant Emigration Officer.

S. Walcott, Esq.

No. 5.

(No. 111.)

No. 5.

COPY of a DESPATCH from Governor-General the Earl of ELGIN to Earl GREY.

Government House, Montreal,
December 8, 1847.
(Received January 1, 1848.)

MY LORD,

I HAVE the honour to enclose, for your Lordship's information, copies of five presentments, made by the grand juries in different districts in this province, on the emigration of the past season.

I have, &c.,
(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c.

Encl. in No. 5.

Enclosure in No. 5.

District of Victoria, } The Grand Jury, in taking into consideration that portion of the charge
to wit. } delivered to them which referred to the emigration of this year and its disastrous consequences, are of opinion that the regulation and adoption of a system of whole-

some immigration is a subject of vital importance to the whole province, and regret that so little attention and consideration appear to have been paid either to the comfort of the emigrants or to the probable result of such an influx of destitute persons upon the colony, inasmuch as the Home Government must certainly have been aware of the great extent of emigration that was preparing for the colonies, and it does not appear that any provision was made to defray the expenses after they landed on the shores of this continent.

The inhabitants of this colony freely admit that a wholesome well-directed and well-organized emigration, no greater in extent than the wants and abilities of the province could at once absorb, would be regarded as advantageous; but they can never be brought to admit, that to ship thousands of their fellow creatures in a most destitute condition to a country like Canada can be beneficial either to the emigrants or to the colony. So far as receiving the required and necessary amount of the redundant labouring population of the parent-state into Canada, where, under such circumstances, a field of prosperity is open to any one that will work, there can be no objection; but to couple such an immigration with an influx of the destitute and the famished, must and will be repudiated by every inhabitant of the province: for, while at all times the people of Canada will feel most happy to receive their fellow subjects from the parent-state, under a well-devised and regulated system of emigration, and while it will at all times afford them pleasure in the hour of necessity to co-operate with the imperial authorities in relieving the wants of the destitute, they can never recognize any system that will entail on the inhabitants of this colony evils by which death and misery have been spread in every direction throughout all classes of the community.

Did this grand jury consider that with the approach of winter all difficulties would disappear, they would forbear bringing their opinions forward on the occasion, but they feel that after the summer pestilence has passed away it has left in the province tens of thousands of sickly and unacclimated persons to endure the bitterness of a Canadian winter; and unless the people of the province are taxed beyond their means, many of these unfortunate creatures must perish for want, to all of which they would submit without a murmur did the cause of this affliction originate in the colony: but it is evident beyond a doubt that the misery which the people of this province have endured has been brought upon them for the relief of the landlords at home, and if the landlords are the parties relieved, then upon them should fall the burden of meeting the present exigencies and wants. The grand jury do not desire to impute to the Imperial or Colonial authorities a disregard for human life; but it is hoped that in the due consideration of this subject, the welfare of the inhabitants of this province may engage a portion of the attention of Her Majesty's advisers. It is certainly beyond the power of this province to maintain so large an emigrant population, being destitute, as has this year flooded its shores; and yet the famished must have food, and they will not perish for the want of it. The grand jury will not venture to speculate upon the consequences that may ensue at the outset, but merely desire to bring the subject under the notice of the Court and country, under the hope that their opinions may reach both the Colonial and Imperial authorities in time to avert all future similar evils, and in time to enable both authorities to guard against the evil consequences which may ensue from the present destitution of those already amongst us. The grand jury cannot but feel that means to defray the necessary charges of these expenses should be furnished by the Imperial Government, and they cannot but confidently hope that the Government, finding that the evil which has been brought upon us, and seeing the relief which the departure of so much misery from their own shores has been to the remaining population of the parent-state, will at once admit the justice of our position, and without delay forward the means to obtain the relief of which the province stands so much in need. It would be wrong to maintain these people in idleness, and the grand jury suggest whether it would not be far better that stations should be erected along the line of a contemplated road, and, by the aid of overseers, relief should be furnished to the destitute, and they may be required to do some labour to aid in paying for their maintenance; and as the Colonial Government contemplates improving the road in the rear of this county through to the Madawaska settlement, would it not be well and wisely done if stations were to be established along the line of said road, by which means the destitute would find labour and relief, and the means appropriated would not be entirely thrown away.

All of which is most respectfully submitted.

(Signed) GEORGE BENJAMIN, Foreman.

Grand Jury Room, Belleville,
October 14, 1847.

PRESENTMENT.

Niagara District, *to wit.* } The jurors of our Lady the Queen upon their oaths present, that they have visited the gaol, and found it in a condition reflecting the highest credit on the officers in charge thereof, and the prisoners well satisfied with the treatment they receive. From the small number of prisoners in confinement, the jurors are happy to believe that throughout the district crime is of less frequent occurrence than was the case in former years.

The jurors deeply deplore the evils which have attended the immigration of the past season. Not only has it been attended by an unparalleled extent of suffering and death amongst the immigrants themselves, but many valuable inhabitants of the province have been sacrificed to the pestilence introduced by them; others are still suffering, and must in their turn become victims, whilst the vast number of destitute, crippled, and diseased paupers thrown upon the country will be felt during the ensuing winter as an intolerable burden to the inhabitants.

CANADA.

With reference to this subject, the Jurors can only express their hope that the Government and Parliament will take all necessary steps to prevent the recurrence of similar evils.

(Signed) Jonas Steele, Foreman.

Benjamin Wood,	Samuel Taylor,
C. Heron,	James Stringer,
Thomas Jacques,	Jacob Tice,
George Schram,	John Miller,
Thomas Bate,	B. F. Post,
Samuel J. Beckett,	David Fisher.

(Certified.)

(Signed) Charles Richardson, Clerk of the Peace.

Grand Jury Room, November 18, 1847. November 18, 1847.

Newcastle District.

The Jurors of our Lady the Queen upon oath present, that they have examined the gaol of the said district, and find everything in a comfortable and cleanly state; the prisoners confined therein appear perfectly satisfied with the conduct of those to whose care they are intrusted.

The Jurors, however, consider it an absolute duty to express their regret in finding a person charged (for the third time) with a detestable and not-to-be-named crime, confined with and mingled with other prisoners, among whom is an infant committed for a juvenile offence. That such must tend to lessen any inclination toward reformation on the part of other prisoners there can be no doubt, and must entail further mischief and evil both to prisoners and country.

The Grand Jury is unwilling to close the foregoing presentment without stating that it has not been inattentive to his Lordship's charge; and, although, it deplores the whole circumstances attending the late emigration, yet it is unprepared to pass censure upon any particular party. That the measures adopted have been attended with a lamentable result—the loss of many of the most valuable members of this district cut off in the prime of life—and while in the execution of sacred and charitable duties, is a melancholy proof.

(Signed) James G. Rogers, Foreman.

Grand Jury Room, October 23, 1847.

Province of Canada, District of Colborne.

The Jurors of our Lady the Queen upon oath present, that being impressed with the painful importance which the subject of emigration from the mother-country has lately assumed, they cannot but feel that they would be omitting an imperative duty were they to separate without expressing their sense of the serious evils inflicted upon this province by the unrestricted introduction into it, during the present year, of vast numbers of sick and destitute emigrants.

The Grand Jury desire to add to the remonstrances of their fellow subjects in other districts this expression of their disapproval of a system by which many landlords have disencumbered themselves of the burden of supporting impoverished and helpless multitudes by transferring them to our shores, destitute of every resource, and sinking under contagious diseases.

The Grand Jury have reason to believe that they act in accordance with the universal sentiment of the inhabitants of this district, in giving utterance to a strong desire that a reference of this subject to the proper authorities will call forth such restrictive regulations as will prevent a recurrence of the frightful scenes of the present season, the recollection of which is rendered so painfully vivid by the remembrance of the loss this community has sustained in the death, by disease introduced by poor emigrants, of two valued members usually associated with the presiding judge of former Courts of Assize.

(Signed) James Wallis, Foreman.

Grand Jury Room, October 28, 1847.

Prince Edward District.

The Grand Jury, aware of the great injury the commercial interests of this province have sustained in consequence of the policy the British Government has lately deemed it prudent to pursue by the deprivation of those advantages which as colonists we possessed in the British market, cannot but express their regret that so great an additional injury should have been inflicted upon the people of Canada as the unchecked translation to this province of thousands of the pauper population of the mother-country, many of whom, on their embarkation, exhibited symptoms of that fatal disease which has swept away such vast numbers, not of the emigrants alone, but also of the settled inhabitants of this province. It is a fact which the Grand Jury believe cannot be controverted, that thousands of the emigrants of this year have been sent from the most distressed and starving districts of Ireland, and that every facility has been afforded by many of the landlords to assist the most helpless of their tenantry to emigrate, to avoid the burdens which a year of famine and a new Poor Law might be expected to cast upon them as owners of the soil; and although there can be no doubt that the vast expenses which their arrival in this country in a diseased and often dying condition has entailed upon this province will be defrayed by the Imperial Government, yet the Grand Jury feel that for

months to come thousands of them must be sustained by the contributions of the charitable, and a system of relief be provided among the settled inhabitants here which ought to have fallen on the landed proprietors at home.

The Grand Jury at the same time feel anxious to express their belief that a cordial welcome will be given by the inhabitants of this district to a sound healthy emigration to this province of any of their fellow subjects from the mother-country who may feel desirous of settling among us.

All which is respectfully submitted.

(Signed) JOHN P. ROBLIN, Foreman.

Grand Jury Room, October 9, 1847.

(No. 153.) No. 6. No. 6.

COPY of a DESPATCH from Earl GREY to Governor-General the Earl of ELGIN.

MY LORD, Downing-street, January 11, 1848.

I HAVE to acknowledge the receipt of your Lordship's Despatch, No. 111, of 8th December, enclosing copies of presentments made by the Grand Juries in different districts in Canada, on the emigration of the past year. I am, as you are aware, very sensible of the evils of the sickness and distress by which that emigration has been accompanied; but having entered into the subject so fully in my Despatch, No. 142, of the 1st December, it is unnecessary that I should do more than refer you to that Despatch for the views of Her Majesty's Government on this important question.

Page 8.

For Lord Grey's Despatch, 1st Dec., 1847, No. 142, *vide* Sessional Paper, House of Lords, No. 19, of 1847–48, Part I., page 27. Ditto, House of Commons, No. 50, of 1847–48, Part I., page 27.

I have, &c.,

The Right Hon. the Earl of Elgin, (Signed) GREY.
&c. &c. &c.

(No. 112.) No. 7. No. 7.

COPY of a DESPATCH from Governor-General the Earl of ELGIN to Earl GREY.

Government House, Montreal, December 8, 1847.

MY LORD, (*Received January* 1, 1848.)

I HAVE the honour to report to your Lordship that, in conformity with your Lordship's instructions, I lost no time in bringing under the consideration of my Executive Council your Despatch, No. 135, of the 3rd November, requiring that I should, in concert with them, take the necessary measures without delay for meeting the payment of interest on the debt of the province. I now transmit the copy of a minute showing the circumstances which have put it out of the power of the Council to provide for these engagements in full. I think it my duty further to state to your Lordship, that the disbursements made by the Provincial Government on account of immigration have not only absorbed a portion of the funds appropriated to the payment of interest on the provincial debt, but have materially crippled the means at the disposal of the Government for carrying on the public works, at a time when the condition of the money market rendered it impossible to meet the deficiency by the issue of debentures.

For Lord Grey's Despatch, 3rd Nov., 1847, No. 135, *vide* Sessional Paper, House of Lords, No. 19, of 1847–48, Part I., page 18. Ditto, House of Commons, No. 50, of 1847–48, Part I., page 18.

I have, &c.,

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Enclosure in No. 7. Encl. in No. 7.

EXTRACT from a Report of a Committee of the Honourable the Executive Council on matters of State, dated 7th December, 1847, approved by his Excellency the Governor-General in Council, on the 8th December, 1848.

On the Despatch of the Right Hon. the Secretary of State for the Colonies, dated 3rd November ult., recommending that measures be taken for meeting the payment of interest on the debt of the province—

In reference to that part of Earl Grey's Despatch of the 3rd November which suggests that your Lordship should, in concert with your Executive Council, take, without delay, the necessary measures for meeting the payment of interest on the debt of the province, the Committee

CANADA.

feel assured that the statements prepared in the Inspector-General's Office, showing the disbursements made from the Provincial Chest, and transmitted by your Lordship to England by the preceding mail, will satisfy the Right Hon. the Secretary for the Colonies that your Lordship's Council have made every exertion to provide for the engagement of the province which the means placed at their disposal would permit. It is true that it has not been in their power to make remittances sufficiently large to cover the half-yearly interest on the guaranteed loan payable in January, but having, on the other hand, made disbursements to provide for the emigration from Great Britain for nearly three times the amount of the deficiency in the remittances, they cannot but believe that they have taken the true course to sustain the provincial credit. The limited revenues of the colony placed it out of their power from that source to provide for both services, and the universal depression of the money market has rendered it equally impossible to supply the deficiency by the issue of debentures. The application made last year for an extension of the guaranteed loan (which would have relieved the revenue of the province, and permitted its application to the present emergency) was negatived, and the efforts made early this season to supply the requisite means on provincial were wholly unavailing.

The financial difficulties do not end here; each week brings its demands upon our limited resources for the support of the orphan emigrant children and emigrant hospitals. To the latter admissions of patients continue to take place daily; and the apprehension throughout the province is general that the accommodation provided for the sick emigrants by your Excellency's directions will prove inadequate to the demand during the winter season.

Your Lordship is well aware that the province is not prepared to admit that it can with justice be called upon to bear any portion of this burden of the expenditure occasioned by the emigration of the year.

The Committee have endeavoured, in the accompanying report, to show that, apart from the question of sickness and contagious fever, a destitute population, too enfeebled to gain its livelihood by labour, is a serious burden on the inhabitants of the province; but when, in addition to these disabilities, the emigration has been found to embrace idiots and cripples, widows and orphan children, we know not in what terms a demand can be made on the province for pecuniary aid, or by what arguments such a demand could be justified.

(Certified) J. JOSEPH.

No. 8.

(No. 163.) No. 8.

COPY of a DESPATCH from Earl GREY to Governor-General the Earl of ELGIN.

MY LORD, Downing-street, January 27, 1848.

I HAVE the honour of forwarding to your Lordship a copy of a letter on the subject of the emigration to Canada of last year, to which I have to direct the special attention of yourself and of your Executive Council. Mr. Elliot, who was at that time Chairman of the Board of Colonial Land and Emigration Commissioners, but who has since become Assistant Under Secretary of State in this department, requested Mr. de Vere, when on the eve of proceeding to Canada last year, to have the goodness to communicate to him any information on the subject of emigration, of which it might appear desirable that the Commissioners should be in possession. In compliance with this request, the letter, of which I enclose a copy, has been written, and although it is a private one, the information which it contains is so important, that I have obtained the permission of Mr. de Vere's uncle, Lord Monteagle (which he has felt himself fully authorized to give), to transmit a copy of it officially to your Lordship. In doing so, it is only just to observe, that I am convinced it was not the intention of Mr. de Vere, in writing this letter, nor is it mine in forwarding to you a copy of it, to attribute any blame to the Government of Canada, for the defects which are described in the arrangements which were made last year for the reception of emigrants arriving in the province. I am quite aware that the unprecedented extent of the emigration of last year, and the circumstances under which it took place, rendered it scarcely possible to make arrangements upon so large a scale, and with so much promptitude, as would have been necessary in order adequately to meet the exigencies of the case. But as there are already symptoms that, notwithstanding the calamities of last season, there is likely in the present year to be almost as large an emigration from Ireland to Canada, it is the duty, both of the home and of the provincial Governments, to lose no time in adopting all those measures of precaution which the experience of past difficulties can suggest.

I have already, with this view, called your Lordship's attention to those securities which I am of opinion that provincial legislation may provide against the recurrence of the evils complained of in last year's emigration; and I am now anxiously considering what additional regulations it may be proper to enforce, by the authority of Parliament, with the view of proposing such an amendment of the

Passengers Act as may appear to be required. But, in addition to the changes in the law which may be called for, your Lordship will perceive that the letter I now forward to you recommends various improvements in the arrangements now made under the authority of the Executive Government of Canada for the reception of emigrants. These suggestions appear to me to be highly important, and to require the most prompt and serious attention, more particularly as regards the providing of better accommodation for the emigrants in the quarantine establishment, and in the steamers by which they are forwarded to the western districts, whither they chiefly proceed as their ultimate destination.

The local knowledge which your Lordship must now have acquired, and the assistance you will derive from your Council, will enable you to judge better than I could hope to do, of the measures which it will be expedient to adopt. I shall, therefore, abstain from offering any suggestions with regard to them, thinking it sufficient to have called your attention to those evils which have been noticed by an observer so able, and, at the same time, having enjoyed such means of detecting what is amiss, as Mr. de Vere. I have, however, thought it expedient to point out, by marginal notes, one or two slight errors into which he has fallen.

In conclusion, I have only to remark that the observations of Mr. de Vere strongly confirm the opinion I have more than once pressed upon your Lordship and the Canadian Legislature, that the regular settlement of the province, and the development of its abundant natural resources, would be greatly promoted, if either by imposing a small tax upon land, or by raising the price at which land is sold, the expense of improving the existing means of communication were provided for, and the present irregular and desultory system of occupying the soil at the same time discouraged.

I have, &c.

The Right Hon. the Earl of Elgin, &c. &c. &c.

(Signed) GREY.

Enclosure in No. 8.

Encl. in No. 8.

London, Canada West,
November 30, 1847.

My dear Sir,

I have to thank you for sending me the Report of the Colonization Committee of last year, the evidence contained in which (though I have not yet had time fully to go through it) proves to one the value of emigration at home, and confirms the opinions I had already formed of the benefit likely to result to the colonies from it.

The emigration of the past year was enormous, though deriving no assistance from Government until its arrival here. The mortality also was very great. During the next year, the number of emigrants will probably be still larger; and I fear we shall have a repetition of the mortality if the errors which experience has detected be not promptly and liberally corrected. I shall not regret the disasters of the last two years if their warning voice shall have stimulated and enabled us to effect a system of emigration *leading to future colonization*, which shall gradually heal the diseased and otherwise incurable state of society at home, and, at the same time, infuse a spirit into the colonies, which shall render them the ornament, the wealth, and the bulwark of the parent country.

We have no right to cure the evil of over-population by a process of decimation, nor can emigration be serviceable in Canada unless the emigrants arrive in a sound state, both of body and mind. I say "both of body and mind," because clamour in Canada has been equally directed against the diseased condition and the listless indolence of this year's emigrants; but, while I admit the justice of that clamour to a certain extent, I must protest against the injustice of those here who complain that the young and vigorous should be accompanied by the more helpless members of their families whom they are bound to protect; and I cannot but remember that famine and fever were a divine dispensation inflicted last year upon nearly the whole world, and that the colony could not reasonably expect to be wholly exempt from the misfortunes of the parent state.

The fearful state of disease and debility in which the Irish emigrants have reached Canada, must undoubtedly be attributed in a great degree to the destitution and consequent sickness prevailing in Ireland; but has been much aggravated by the neglect of cleanliness, ventilation, and a generally good state of social economy during the passage, and has been afterwards increased, and disseminated throughout the whole country by the mal-arrangements of the Government system of emigrant relief. Having myself submitted to the privations of a steerage passage in an emigrant ship for nearly two months, in order to make myself acquainted with the condition of the emigrant from the beginning, I can state from experience that the present regulations for ensuring health and comparative comfort to passengers are wholly insufficient, and that they are not, and cannot be enforced, notwithstanding the great zeal and high abilities of the Government agents.

Before the emigrant has been a week at sea he is an altered man. How can it be otherwise? Hundreds of poor people, men, women, and children, of all ages from the drivelling idiot of 90 to the babe just born, huddled together, without light, without air, wallowing in filth, and breathing a fetid atmosphere, sick in body, dispirited in heart; the fevered patients

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lying between the sound, in sleeping places so narrow as almost to deny them the power of indulging, by a change of position, the natural restlessness of the disease; by their agonized ravings disturbing those around and pre-disposing them, through the effects of the imagination, to imbibe the contagion; living without food or medicine except as administered by the hand of casual charity; dying without the voice of spiritual consolation, and buried in the deep without the rites of the Church. The food is generally ill-selected, and seldom *sufficiently cooked*, in consequence of the insufficiency and bad construction of the cooking places. The supply of water, hardly enough for cooking and drinking, does not allow washing. In many ships the filthy beds, teeming with all abominations, are never required to be brought on deck and aired; the narrow space between the sleeping berths and the piles of boxes is never washed or scraped, but breathes up a damp and fetid stench, until the day before arrival at quarantine, when all hands are required to "scrub up," and put on a fair face for the doctor and Government inspector. No moral restraint is attempted; the voice of prayer is never heard; drunkenness, with its consequent train of ruffianly debasement, is not discouraged, because it is profitable to the captain who traffics in the grog.

In the ship which brought me out from London last April, the passengers were found in provisions by the owners, according to a contract, and a furnished scale of dietary. The meat was of the worst quality. The supply of water shipped on board was abundant, but the quantity served out to the passengers was so scanty* that they were frequently obliged to throw overboard their salt provisions and rice (a most important article of their food), because they had not water enough both for the necessary cooking, and the satisfying of their raging thirst afterwards.

They could only afford water for washing by withdrawing it from the cooking of their food. I have known persons to remain for days together in their dark close berths, because they thus suffered less from hunger, though compelled, at the same time, by want of water to heave overboard their salt provisions and rice. No cleanliness was enforced; the beds never aired; the master during the whole voyage never entered the steerage, and would listen to no complaints; the dietary contracted for was, with some exceptions, nominally supplied, though at irregular periods; but false measures were used (in which the water and several articles of dry food were served), the gallon measure containing but three quarts, which fact I proved in Quebec, and had the captain fined for; once or twice a week ardent spirits were sold indiscriminately to the passengers,† producing scenes of unchecked blackguardism beyond description; and lights were prohibited, because the ship, with her open fire-grates upon deck, with lucifer matches and lighted pipes used secretly in the sleeping berths, was freighted with Government powder for the garrison of Quebec.

The case of this ship was not one of peculiar misconduct, on the contrary, I have the strongest reason to know from information which I have received from very many emigrants well-known to me who came over this year in different vessels, that this ship was better regulated and more comfortable than many that reached Canada.

Some of these evils might be prevented by a more careful inspection of the ship and her stores, before leaving port; but the provisions of the Passenger Act are insufficient to procure cleanliness and ventilation, and the machinery of the emigration agencies at the landing ports is insufficient to enforce those provisions, and to detect frauds. It is true that a clerk sometimes comes on board at the ship's arrival in port; questions the captain or mate, and ends by asking whether any passenger means to make a complaint; but this is a mere farce, for the captain takes care to "keep away the crowd from the gentleman." Even were all to hear the question, few would venture to commence a prosecution; ignorant, friendless, pennyless, disheartened, and anxious to proceed to the place of their ultimate destination.

Disease and death among the emigrants; nay, the propagation of infection throughout Canada, are not the worst consequences of this atrocious system of neglect and ill-usage. A result far worse is to be found in the utter demoralization of the passengers, both male and female, by the filth, debasement, and disease of two or three months so passed. The emigrant, enfeebled in body, and degraded in mind, even though he should have the physical power, has not the *heart*, has not the *will* to exert himself. He has lost his self-respect, his elasticity of spirit—he no longer stands erect—he throws himself listlessly upon the daily dole of Government, and, in order to earn it, carelessly lies for weeks upon the contaminated straw of a fever lazaretto.

I am aware that the Passengers' Act has been amended during the last Session, but I have not been yet able to see the amendments. They are probably of a nature calculated to meet the cases I have detailed; but I would earnestly suggest the arrangement of every passenger ship into separate divisions for the married, for single men, and for single women; and the appointment, from amongst themselves, of "monitors" for each ward; the appropriation of an hospital ward for the sick; the providing of commodious cooking stoves and utensils, and the erection of decent privies; and the appointment, to each ship carrying more than 50 passengers, of a surgeon paid by Government, who should be invested during the voyage with the authority of a Government emigration agent, with power to investigate all complaints at sea on the spot, and at the time of their occurrence to direct and enforce temporary redress, and to institute proceedings on arrival in port, in concert with the resident emigration agent. He ought, for this purpose to have authority to detain witnesses, and to support them during the prosecution at Government expense. I would also suggest the payment of a chaplain of the religion professed by the majority of the passengers.

* The law, however, declares heavy penalties if the water is not regularly served out, as well as put on board.

† For this there is a penalty, not exceeding 100*l*.

The sale of spirituous liquors should be prohibited except for medicinal purposes,* &c., the minimum supply of water enlarged from three to four quarts.

I believe that if these precautions were adopted, the human cargoes would be landed in a moral and physical condition far superior to what they now exhibit, and that the additional expense incurred would be more than compensated by the saving effected in hospital expenses and emigrant relief.

The arrangements adopted by the Government during the past season, for the assistance of pauper emigrants after their arrival in Canada, were of three sorts, hospitals, temporary sheds, and transmission. These measures were undertaken in a spirit of liberality deserving our best gratitude; and much allowance ought to be made for imperfections of detail, which it was not easy to avoid under the peculiar and unexpected exigencies of the case; but I think I can demonstrate that much of the mortality which has desolated as well the old residents as the emigrants, may be attributed to the errors of those arrangements.

In the quarantine establishment at Grosse Isle, when I was there in June, the medical attendance and hospital accommodations were quite inadequate. The medical inspections on board were slight and hasty; hardly any questions were asked; but as the doctor walked down the file on deck, he selected those for hospital who did not look well, and, after a very slight examination, ordered them on shore. The ill-effect of this haste was two-fold:—some were detained in danger who were not ill, and many were allowed to proceed who were actually in fever. Of the management of the hospitals in general I do not feel myself qualified to speak; and I have no doubt that you are in possession of reports which will enable you to draw your own conclusions.

The sheds were very miserable; so slightly built as to exclude neither the heat nor the cold. No sufficient care was taken to remove the sick from the sound, or to disinfect and clean the building after the removal of the sick to hospital. The very straw upon which they had lain was often allowed to become a bed for their successors; and I have known many poor families prefer to burrow under heaps of loose stones which happened to be piled up near the shore, rather than accept the shelter of the infected sheds.

It would, I am aware, have been difficult to have provided a more substantial shelter for the amount of destitution produced by the peculiar circumstances of the past year; but I hope that, in future, even though the number of emigrants should greatly exceed that of last year, so large an extent of pauper temporary accommodation may not be necessary, and that a better built, and better regulated house of refuge, may be provided.

Of the administration of temporary relief by food to the inmates of the sheds, I must speak in terms of the highest praise. It was a harassing and dangerous duty, and one requiring much judgment on the part of the agent, and it was performed with zeal, humanity, and good sense.

I must now advert to what has been the great blot upon the Government arrangements—the steam transmission up the country. The great principle, that the due regulation of passenger ships is a duty of the State, is admitted by the Passengers' Act. The Government itself enforces the heaviest penalties for the infringement of its provisions; but yet, when the Government itself undertakes to transmit emigrants from Quebec to Montreal, Kingston, and Toronto, how has it acted? I state, upon the authority of Mr. Mc Elderry, the able and indefatigable emigrant agent at Toronto, who has fallen a victim to his zeal and humanity, that the Government made an exclusive contract with one individual for the steam transmission of all emigrants forwarded by the State, at a certain price per head, without any restrictive regulations. The consequences were frightful. I have seen small, incommodious, and ill-ventilated steamers arriving at the quay in Toronto, after a 48 hours' passage from Montreal, freighted with fetid cargoes of 1100 and 1200 "Government emigrants," of all ages and sexes. The healthy, who had just arrived from Europe, mixed with the half recovered convalescents of the hospitals, unable, during that time, to lie down, almost to sit. In almost every boat, were clearly marked cases of actual fever—in some were deaths—the dead and the living huddled together. Sometimes the crowds were stowed in open barges, and towed after the steamer, standing like pigs upon the deck of a Cork and Bristol packet. A poor woman died in the hospital here, in consequence of having been trodden down when weak and fainting, in one of those barges. I have, myself, when accompanying the emigrant agent on his visit of duty to inspect the steamer on her arrival, seen him stagger back, like one struck, when first meeting the current of fetid infection, exhaled from between her decks. It is the unhesitating opinion of every man I have spoken to, including Government officers and medical men, that a large proportion of the fever throughout the country has been actually generated in the river steamers. Surely—surely this may be avoided for the future. If the entire steam navigation should be, as I am informed it was this year, in the hands of one unopposed individual, and that he should refuse to accept a contract upon *reasonable* terms, and with the conditions necessary for securing ventilation, comfort, and health, the Government might easily take the transmission into their own hands, put on steamers, and forward the emigrants at half of this year's charges, not to mention the saving which would certainly be effected in hospital expenses.

The causes which produced the immense emigration of the past year still exist, and the numbers next year will probably be still larger, and we shall have a repetition of the same scenes of misery, if prompt measures be not taken for their prevention. But Government must not stop there; something must be done for the profitable employment of the emigrants. To support them is but a temporary shift; they must be enabled to become valuable citizens to the colony.

The progress of Canadian improvement is slow, as compared with the natural capabilities of

* It is prohibited under heavy penalties; and the printed notices circulated by the Commissioners specially quotes the clause. I deeply regret that it escaped Mr. De Vere's notice, as he would doubtless have made an example of this ship.

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the Province. This I attribute, in the first instance, to the miserably defective state of its internal communications. The best and largest portion of the land lies idly unprofitable, contributing nothing to commerce, the spread of civilization, or the support of man.

At the interior markets, the prices of all articles of agricultural produce are so low, in consequence of the difficulty of transmission to the ports, that a professional farmer cannot afford to employ his capital in developing the productiveness of the soil.

The inland settlers, therefore, who have been enabled, by the high rate of wages which they have earned as labourers, to purchase small freeholds, are mere squatters, employing no hired labour, consuming what they produce, amassing no capital, and contributing but little to the resources or improvement of the country, cultivating only so much of the land as they require for their support.

Let a few leading lines of railroads be constructed, with planked or macadamised roads connecting the main lines with the surrounding country; let small piers be erected at the little straggling ports along the navigable waters—and a new era will have dawned upon Canada. The emigrants will be employed until they have acquired capital and skill enough to become good settlers.

Having become settlers, they will soon become capitalists by the increased facilities of transit, and the enhanced value of produce which will result from the great works at which they have themselves assisted. Having become capitalists, they will soon become employers of other men's labour; because they will find that that labour can be profitably employed. Their produce having found its way to the ports, will stimulate commerce, and generate that commercial character, which will again, by its reaction, become the mainspring of social improvement and extended civilization; and Canada will open her eager arms to embrace the thousands whom she would now reject, who, from being the drones of the old world, will become the honey-bees of the new.

A remarkable example of what I have here ventured to anticipate, may be found in the railway terminating at Buffalo, United States. When it was commenced, many people conceived that it would ruin the Erie canal; but since its completion, the traffic of the canal has been doubled. It is now literally choked with the produce of the industry of those men whom that railroad has transported to the Western wilds; and the cultivation of the reclaimed lands through which the railroad runs employs a much larger number of labourers than the construction of the railway.

These are simple and self-evident truths, and consequently many railway projects have been started in Canada, which, for the most part, have either failed, or are languishing without spirit. I do not attribute this altogether to the want of capital (although capital is scarce), but in some degree to an indisposition on the part of the capitalists to invest their money in an undertaking, the profits of which, though ultimately certain, may be deferred, whilst they may make from 12 to 20 per cent. upon their capital by usurious loans, and 6 or 7 per cent. in safer investments. I am, therefore, inclined to believe that, should the pressure of the money market, and the financial difficulties of the year, render the Government unwilling to undertake many of the schemes I have alluded to, the necessary capital could be found at this side of the water, if Government, following the example of the New Brunswick Legislature, were to guarantee a minimum dividend of 5 per cent. upon the stock of particular railways for a certain number of years; reserving a power, for a second period of years, of reimbursing to itself, out of any excess of profits over 5 per cent., any deficiency which it had been obliged to make good during the first period.

With regard to the Halifax and Quebec railroad, I may remark, that the necessity (that now exists in consequence of the rupture of the Post-office arrangement with the United States) of posting a letter here on the 1st to sail from Halifax on the 18th, is a strong argument in its favour, in addition to those already advanced on political and commercial grounds.

Another mode of giving employment, and at the same time removing a bar to the colonization of the country, would be by granting sums in aid of the building of houses of worship, on the principle of the school building grants of the National Board of Education in Ireland.

There is a demand for labour in Canada even now, exceeding any supply yet brought into the country; and should measures for additional employment be introduced, the immediate consequence of an increase of the supply will be a reproductive augmentation of the demand.

The late Mr. Mc Elderry, one of the best authorities in Canada on this point, stated to me emphatically, "that the demand for labourers, on the part of the farmers, would have absorbed "the entire of the year's immigration into Upper Canada, unexampled as it was in numbers, "if the infectious disease among them had not most naturally disinclined the employers from "taking them into their families."

Should the effect of an increased emigration be a diminution of the rate of wages to a certain extent, that will, I think, operate favourably, by enabling landholders to cultivate more extensively and employ more hands, and by tending to create a class of proprietors who will contribute more to the commercial and financial improvement of Canada; but no considerable diminution can be expected, in consequence of the competing labour market of the United States.

If prompt and sufficient measures be adopted for the regulation of passage economy—if the arrangements for emigrants' relief be liberally improved—and if an impetus be given to extensive and valuable works in Canada,—I have no doubt that the Government may safely give a direct assistance to emigration; and that the consequence will be a present and growing relief to the distresses of the parent State; the foundation in Canada of an extensive social reform, and the rapid increase of her commercial wealth and agricultural activity, ensuring to England large importations of provisions at a period of the year when they would be most valuable.

I do not make you any apologies for troubling you at such length, because you requested me

to write to you upon the subjects, and because I am conscious that my observations have, at least, been patiently made, without prejudice or motives of self interest, and under circumstances which have enabled me to see, with my own eyes, facts which have probably never been detailed to you by a wholly disinterested witness.

Believe me, &c.,

F. Elliott, Esq. (Signed) Stephen E. De Vere.
&c. &c.

Would it be possible to give a small pension to the widow of poor Mc Elderry, who, I believe, is in great distress? I never saw greater zeal or intelligence than his; and to his utter recklessness of danger in discharge of duty he owes his early death.

Will you have the goodness to let my uncle, Lord Monteagle, see this letter, which may interest him, as he is so fully aware of the value of emigration.

(No. 15.) No. 9. No. 9.

Copy of a DESPATCH from Governor-General the Earl of Elgin to Earl Grey.

Montreal, February 17, 1848.

My Lord, (*Received March* 13, 1848.)

I have the honour to transmit herewith the copy of a Minute of the Executive Council of this Province, and of documents furnished by the Inspector-General, showing the state of the provincial chest as affected by the expenditure incurred on account of immigration during the past year.

It is with much regret that I again call your Lordship's attention to this subject, but the accompanying statements exhibit the amount of the advances already made by the province in this service, and the embarrassment which is likely to ensue unless further aid be promptly administered from imperial funds.

I have, &c.,

The Right Hon. Earl Grey, ELGIN AND KINCARDINE.
&c. &c. &c.

Enclosure in No. 9. Encl. in No. 9.

Inspector-General's Office,
Montreal, 17th February, 1848.

Report of the Committee of Council on the following Report of the Honourable the Inspector-General and the subjoined Statements.

The Inspector-General has the honour to place before the Committee returns showing the present state of the provincial chest, the disbursements on account of emigration since April last, and a comparative view of the receipts and expenditure for the public service for the years 1846 and 1847.

The near approach of the period when the public accounts are customarily laid before Parliament may not inappropriately be selected for presenting the committee a short review of the financial affairs of the province during the last 18 months.

In the session of 1846 a Bill was passed to authorize the issue of debentures for 520,000*l.*, to carry on the public works of the province; and in July of the same year the Inspector-General was directed to proceed to England to bring the subject more immediately under the notice of the British Government, and to ascertain how far Imperial aid could be obtained to further the objects which the provincial Legislature had in view.

The sanction of the British Government was given to an extension of the guaranteed loan of 140,000*l.* sterling, equal in currency to 168,865*l.* 14*s.* 5*d.*, forming part of the sum of 520,000*l.* authorized by the Act of 1846, and provincial debentures have been negociated, under the same authority, for the sum of 240,083*l.* 6*s.* 8*d.*, making in all a total of 408,949*l.* 1*s.* 1*d.*

The expenditure by the Commissioners of Public Works, during the same period, has been 540,492*l.* 6*s.* 8*d.* currrency.

By comparing this outlay with the amount raised, it will be perceived that the consolidated fund has been largely drawn upon, first, to defray the cost of works chargeable on the revenues, but for which no distinct provision was made; and, secondly, to supply the means proposed to be raised by debenture, but which, owing to the depressed state of the money market, and the general depreciation of such securities, have not been negociated.

From the commencement of the year 1847 it became apparent that the province would have to depend mainly on its own resources to meet the several exigencies of the public service, and timely notice of this impression was given to the Commissioners of Public Works prior to the issuing of the summer contracts; and such limits to the monthly expenditure imposed, as prudence and the state of the times appeared to dictate; and it is worthy of remark that, while these operations have been steadily continued through the season, the St. Lawrence Canals

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completed, and little comparatively of the great chain of provincial improvements remains to be finished, the state of the funds, as affected by these demands, by disbursements on account of the ordinary service of the year, and other outgoings falling within the usual range and charge of the provincial government, will bear a very satisfactory comparison with the condition of the provincial chest at the corresponding period of the preceding year, exhibiting a surplus balance more than sufficient to meet casual and unforeseen demands of an ordinary character.

Referring, however, to the actual state of the cash, the committee are aware of the operation of another cause which has frequently and anxiously engaged their attention, and which has been productive of much immediate inconvenience to the financial arrangements of the province, namely, the expenditure occasioned by the late emigration from Great Britain. To say that that expenditure has been large, is to convey no idea of its character or effect. As a legitimate charge upon the revenues of the province, incidental to its position as a colony, it has been distinctly repudiated by the colonial Legislature: as a disbursement on behalf of Great Britain, it has been in a very great measure unexpected and unprovided for; while such has been the pressing character of the emergency, that none on whom the duty has devolved to grapple with the difficulty have hesitated to acknowledge the obligations it imposed, or shrunk from the task of making provision for its relief. It has not been a question of discriminative charity between the industrious and the idle, the deserving and the dissolute; the whole mass of the imported population, involved in one common calamity, has pressed its one resistless claim—the right to be succoured.

While it might be inferred that the Legislature, by the vote of 20,000*l.*, did not contemplate the necessity of a larger advance, the general sympathy expressed by that body for the sufferings of the emigrants, and the readiness evinced to make the immediate advance demanded for their relief, justify the belief that the purposes to which so large a portion of the public revenues have been temporarily applied will be sanctioned by the Parliament as an advance until the time shall arrive when the full extent of these disbursements having been made known to the colonial department, it will be in the power of the British Government to relieve the province of all pecuniary responsibility in reference to the charge which has unexpectedly been imposed upon it.

The system lately adopted by the Lords Commissioners of the Treasury of depositing funds at the Bank of England to defray the expenses of the emigration, is, in every way, the most eligible course; ensuring economy of time and means, and enabling the province to fulfil its engagements with the English creditor, and, at the same time, meet the continuing demands of the emigrant agents.

The amount now at the credit of the province with the Bank of England is insufficient to cover the dividends on the provincial loan, payable 1st April proximo; and the state of the provincial chest, as now exhibited, will not permit the purchase of exchange to cover the deficiency.

The importance of bringing these subjects at an early date under the notice of his Excellency the Governor-General is respectfully submitted by the Inspector-General.

(Signed) Wm. Cayley, I. G.

Detailed statements of the emigration expenditure to this date are momentarily expected from the agents; but the heavy and multifarious duties which have devolved upon these officers is assigned by them as the reason for the delay which has taken place.

(Signed) W. C.

The Committee of Council beg respectfully to observe that, from these documents, it is shown that the very large sum of 130,607*l.* has already been paid by warrants on the provincial chest for the service of emigration; and that, after deducting the amount of the emigration tax, 19,000*l.* 9*s.* 2*d.*, and advances made by Her Majesty's Government in aid of the colonial funds applicable to that object, 55,358*l.* 6*s.* 8*d.*, the consolidated revenue fund is still in advance 56,248*l.* 5*s.*, and subject daily to be drawn on for the discharge of the current expenses at the emigrant hospitals at Quebec, Montreal, Kingston, and Toronto; and for the maintenance of a large number of orphan children who could not be provided with situations before the winter set in, and who cannot now be removed to the country during the severity of the weather.

The actual state of the public funds, as exhibited in the statements submitted to your Excellency by the Inspector-General, shows that the exertions of the provincial government to meet those charges from the local revenues have reached their limits; and that immediate steps are necessary to procure funds from England, if further advances are to be made, and, indeed, to provide for the current expenses and actual service of the province. In this view, and until further imperial aid can be afforded, the Committee respectfully recommend that the Receiver-General be instructed to inform Messrs. Glynn and Halifax, the Bank Agents of the Government, that drafts on them to an amount not exceeding 20,000*l.* sterling, in accordance with the terms of their letter of the 18th September last, will be forwarded by the next packet. Messrs. Glynn and Halifax hold Government debentures for sale more than sufficient in amount to cover this advance; but the Committee, with confidence, rely upon the Home Government not permitting the province to sustain any pecuniary sacrifice in this matter from the depreciation of her securities by a forced sale; or to suffer any discredit to be thrown on her engagements through her efforts to provide against the pressure of an emigration of so alarming and so unprecedented a character.

The Committee beg to submit, for the consideration of your Excellency, that to the unfore-

seen and unavoidable expenditure of so large a sum of money, is to be attributed the difficulty which has been experienced in meeting all demands on the Government, and that the revenues of the province, in other respects during the past year, were amply sufficient to meet the ordinary charges on the public chest.

The Committee are impressed with the belief that the sanitary regulations submitted by the Council for the approval of your Excellency on the 8th of December last, modified as far as practicable according to the suggestions made by the Right Honourable Earl Grey, will not only protect the province from a recurrence of the calamity of the past season, by the establishment of a more stringent and wholesome system of control, but furnish sufficient means to relieve the provincial revenues from an expenditure which they could not justly be required or expected to support.

The Committee take this opportunity of laying before your Excellency the draft of a bill drawn up to meet these several objects, with the humble request that, should its provisions meet the approval of your Lordship, it may be transmitted home, and made known to the emigrant agents at the sea-ports, and to the shipping interests connected with the colony, in order that they may be prepared for the legislative measures which will probably be adopted with reference to it, and enforced during the ensuing season of emigration.

Executive Council Chamber,
February 17, 1848.

Receiver-General's Office,
February 7, 1848.

SIR,

I HAVE the honour to state, for your information, that the public balances remaining at the Receiver-General's credit, at the close of this day, amount to 3731*l.* 13*s.* 8*d.*

I have, &c.,
(Signed) B. SINQUAND.

The Hon. William Cayley,
Inspector-General,
&c. &c.

No. 1.

ABSTRACT of PAYMENTS and RECEIPTS on account of Expenses of Emigration in Canada from the opening of the Navigation of 1847, up to this day.

Total payments made by warrant on the Provincial Chest to this day inclusive				£130,607 0 10
Received on account of emigration tax		£19,000 9 2		
From the Military Chest, on account of 1847	£30,000 0 0			
Amount placed at the credit of the province in the Bank of England, 31 December, 1847	25,000 0 0			
	55,000 0 0			
Less retained by the Commissary-General for expenses incurred by him	9,500 0 0			
Sterling at 24/4 currency to the	£45,500 0 0	55,358 6 8		74,358 15 10
Excess of payments over receipts currency				£56,248 5 0

Inspector-General's Office, Montreal,
February 7, 1848.

(Signed) J. CURY,
Deputy Inspector-General.

STATEMENT exhibiting the NET REVENUE of the Province of Canada for the Year 1846; also an Abstract of the Expenditure during the same period, and the State of the Consolidated Revenue Fund, on the 31st January, 1847.

Dr. *Cr.*

1847	EXPENDITURE.	Currency. £. s. d.	Currency. £. s. d.	1847	REVENUE.	Currency. £. s. d.	Currency. £. s. d.
Jan. 31	To Interest on the Public Debt	145,249 9 3		Jan. 31	By Balance on 31 January, 1846	..	44,240 17 4
	Amount of Schedule A.	50,000 0 0			Net Customs in Cash £302,878 7 11		
	Do. Schedule B.	33,333 6 8			Do. in Bonds 88,292 13 4		
	Acts Canada East	6,613 5 8				391,171 1 3	
	Acts Canada West	9,839 9 4			Net Excise	18,640 8 0	
	Acts Province of Canada	75,024 1 9			Net Territorial	23,526 0 1	
	Charges under Estimate 1845	62,857 0 5			Tonnage Duty West	819 12 11	
	Do. Estimate 1846 £343,454 15 5				Bank Imposts	15,899 1 1	
	Less Public Works charged to Loan 238,896 18 9				Interest on Public Deposits	2,525 16 5	
		104,557 16 8			Revenue from Public Works	48,480 7 4	
	Indispensable Expenses for 1846	17,754 2 8			Militia Commissions, Fines, &c.	48 10 0	
			505,228 12 5		Fines and Forfeitures, including Seizures	3,330 4 10	
	To Balance at credit of Consolidated Revenue Fund, 31 January, 1847	..	52,006 3 7		Casual Revenue	8,552 16 9	
							512,993 18 8
		£	557,234 16 0			£	557,234 16 0

STATEMENT exhibiting the NET REVENUE of the Province of Canada for the Year 1847; also an Abstract of the Expenditure during the same period, and the State of the Consolidated Revenue Fund, on the 31st January, 1848.

Dr. *Cr.*

1848	EXPENDITURE.	Currency. £. s. d.	Currency. £. s. d.	1848	REVENUE.	Currency. £. s. d.	Currency. £. s. d.
Jan. 31	To Interst on Public Debt (including 7,714*l.* sterling, payable in April next)	166,223 7 2		Jan. 31	By Balance on 31 January, 1847	..	52,006 3 7
	Amount of Schedule A. (Civil List)	50,955 9 10			Net Customs in Cash £284,604 17 2		
	Do. Schedule B. (Civil List)	29,629 4 8			Do. in Bonds 104,298 5 7		
	Acts Canada East	6,338 13 5				388,903 2 9	
	Acts Canada West	8,137 16 11			Net Excise	28,214 6 8	
	Acts Province of Canada	80,177 8 10			Net Territorial	16,848 9 6	
	Charges under Estimate 1843	346 15 11			Tonnage Duty West	843 13 9	
	Do. Estimate 1845	26,176 4 6			Bank Imposts	16,006 7 2	
	Do. Estimate 1846	7,023 10 10			Interest on Public Deposits	1,008 14 10	
	Do. Estimate 1847	95,387 18 5			Revenue for Public Works £42,399 17 5		
	Indispensable Expenses	11,311 19 1			Do. Welland Canal 29,311 5 2		
	Do. (formerly in Civil List)	2,831 4 0				71,711 2 7	
	Do. (repairs to Public Works)	27,022 1 3			Militia Commissions, &c.	43 8 3	
			511,561 14 10		Fines and Forfeitures, including Seizures	2,332 8 7	
	To Balance at Credit of Consolidated Revenue Fund, 31 January, 1848	..	74,811 12 9		Casual Revenue	8,455 10 2	
							534,367 4 3
		£	586,373 7 7			£	586,373 7 7

Advanced on account of Emigration, 56,248*l.* 5*s.*, to 7th February, 1848.

(No. 16.) No. 10. CANADA.

No. 10.

COPY of a DESPATCH from Governor-General the Earl of ELGIN to Earl GREY.

Government House, Montreal, February 19, 1848.

MY LORD, (*Received March* 27, 1848.)

ON the recommendation of the Executive Council, I have the honour to transmit to your Lordship a copy of an address adopted by the inhabitants of the city of Toronto at a public meeting, on the subject of the emigration of the past year, together with certain statistical details relative to the disposal of the emigrants who were landed at the port of Toronto.

I have, &c.

The Right Hon. Earl Grey, &c. &c. &c. (Signed) ELGIN AND KINCARDINE.

Enclosure 1 in No. 10. Encl. 1 in No. 10.

To his Excellency the Right Honourable the Earl of Elgin and Kincardine, K.T., Governor-General of British North America, &c.

MAY IT PLEASE YOUR EXCELLENCY,

WE, the inhabitants of the city of Toronto, in public meeting assembled, respectfully invite the attention of your Excellency to the consideration of a subject, the urgency and importance of which will warrant our pressing it most earnestly on your Excellency's earliest notice.

During the past season the city of Toronto, in common with several other parts of Canada, has been the recipient of a very large body of emigrants from the British Isles, landed on our shores in a state, beyond all description, of lamentable and almost hopeless destitution, and bearing with them a pestilence of the most virulent and destructive character.

Out of the 100,000 emigrants landed in Quebec, nearly 40,000 were forwarded to this city; and from the month of June to the present time, the city has exhibited an amount of pauperism, suffering and disease unparalleled in her annals, and tolerable only from the belief of its having been utterly unforeseen, and from a trust in the mercy of Providence that it will not be suffered again to occur.

During the same period the hospitals appropriated to the suffering emigrants have, including the sick and convalescent divisions, been generally filled to overflowing with a number of patients often nearly reaching 1000 souls.

In addition to this mass of sickness and wretchedness, the number of persons, men, women, and children, begging from street to street for relief, has been fearfully on the increase; and a large mendicant population, once unknown to our Canadian towns, has rapidly sprung into existence.

Your Excellency must be already familiar with the terrible statistics of death, sorrow, and destitution consequent on the reckless and unguided emigration of 1847. Our object at the present time is not to dwell upon the past, further than may be necessary to suggest such a different course for the future, as may save us from a possible repetition of horrors which, if they can be or could have been averted by human precautions, would reflect deep and lasting disgrace on those who neglect the means of prevention or alleviation.

If the wide-spread suffering of the past year were a dispensation from the chastening hand of Providence, unaffected and uncaused by human agency, the city of Toronto would willingly or at least silently bear their portion of the general loss and misery.

Sincerely believing it to have arisen in a very serious degree from neglect, indifference, and mismanagement, we respectfully venture to press on your Excellency the absolute necessity that exists for the adoption of prompt remedial measures.

The dreadful sufferings from want of wholesome food, ventilation room, and decent clothing on board the emigrant vessels—the startling fact of many thousands having found a grave in the ocean, that they thought was to bear them to a land of peace and plenty—the apparently total disregard of any inspection of the vessels, at the British ports—the neglect of salutary regulations as to the number of passengers proportioned to the size of the vessels, or the providing of a sufficient supply of food—the manner in which the healthy and the sick were shipped up the river and the lakes, and the catalogue of deaths at the numerous hospitals from Grosse Isle to Sandwich—all these are now matters of history, and are, doubtless, fresh in your Excellency's recollection.

We now most earnestly request your Excellency, without waiting for any action on the part of the Provincial Legislature, to aid the inhabitants of Canada in procuring from Her Majesty's Home Government such a vigorous interposition in the conduct of the anticipated emigration of 1848 as may ensure, so far as human precautions may extend, the nonrecurrence of the melancholy and revolting sufferings of the past season. A watchful and complete system of inspection of every emigrant vessel previous to its being allowed to leave port—due attention to the clothing and provisions of the passengers—strict rules as to the number allowed to be carried—all these can avail much to diminish the risk of pestilence. Above all, the fact cannot be too widely promulgated in Great Britain and Ireland, that the throwing of a half-clad and penniless emigrant on the shores of the St. Lawrence, may be the means of ridding an estate

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of a burdensome tenant; but it is an almost hopeless method of providing for a fellow-Christian.

This city has already lost some of her best and most valued citizens by the malignant fever introduced by the emigrants last season. Universal alarm has pervaded the community, and considerable interruption to business and travelling has been caused by the general state of the great thoroughfares of the province, from the prevalence of disease.

Most respectfully, but firmly, do the citizens of Toronto protest, through your Excellency, against their hitherto healthy and prosperous country being made the receptacle for the cast-off pauperism and disease of another hemisphere. To those already among us, without reference to national origin or other distinction, we trust we shall ever be ready to extend a helping hand and an active charity; but we look upon it as unjust and intolerable that the neglect and misconduct of others are to be the means of impoverishing and infecting our young country.

A well regulated emigration from the British Isles will confer inestimable advantages on the North American provinces, and on this city and its environs in particular. An emigration, such as has made memorable the season of 1847, must ever prove the opposite of a blessing to all concerned in it.

We feel persuaded that Her Majesty's Government will take such necessary precautions as to relieve the province at large, and its municipalities in particular, from the most painful, but most imperative duty of adopting such stringent measures as the exigency of the crisis may require for their own preservation.

Again most earnestly and respectfully entreating your Excellency's earliest attention to this all-important subject, we beg to renew to your Excellency our assurance of respect for your Excellency's person and government.

In behalf of the meeting,

(Signed) W. H. Boulton,
Mayor and Chairman.

Encl. 2 in No. 10.

Enclosure 2 in No. 10.

Clerk's Office, Board of Health, Toronto,
February 2, 1848.

Gentlemen,

The number of emigrants arrived in this city during the past season, up to February 1, 1848, and the manner of their disposal (as far as I have been able to ascertain) is as follows:—

Arrived		38,560
Sent to Niagara, Hamilton, and other places by water conveyance	26,700	
To various parts of the country by land	8,950	
Died in emigrant hospital and lodgings in towns	1,124	
Remaining in emigrant hospital	413	
„ convalescent house	210	
„ emigrant sheds	293	
„ Widow and Orphan Asylum	89	
„ lodgings in the city	781	
		38,560

I would beg to observe, that of the number landed in this city, 4355 were admitted into hospital; many of them were in a dying state, and several did actually die while being conveyed from the wharfs to hospital. Several others were landed dead from the steamers, and others died on the wharf immediately on landing, being too ill to remove. The number received into hospital has been disposed of as follows:—

Discharged	2869
Died	863
Remaining in emigrant hospital	413
„ convalescent hospital.	210
Total	4355

I would also beg leave to call attention to the fact, that more or less emigrants arrive daily from various parts of the country to which they had been sent by the emigrant agent, and through want and other causes, have become sick, and are obliged to come to Toronto for the purpose of being admitted into hospital; and it is greatly to be feared it will be the case all the winter.

I would also mention, that out of the 1074 persons at present in emigrant sheds and lodging houses in this city, *two thirds* at least are wholly dependent on charity for support, and are in the last state of wretchedness—many of them without even shoes to their feet, and nearly destitute of clothing.

I would also state, that since the opening of the Widow and Orphan Asylum, 423 widows and children of those who died in the different hospitals and on sea have been received there, and 334 of the number disposed of; the majority of whom have been provided with situations in or near the city, leaving still in that institution 89.

(Signed) Jon. B. Towsend,
Ck. B. Health.

The Managing Committee.

(No. 189.) No. 11. CANADA.

No. 11.

COPY of a DESPATCH from Earl GREY to Governor-General the Earl of ELGIN.

SIR, Downing-street, April 5, 1848.

I HAVE the honour to acknowledge your Despatch, No. 16, of the 19th of February last, accompanied by an address of the inhabitants of the city of Toronto, containing some statistical details on the emigration of last year; and expressing their earnest hope that means will be adopted for averting the recurrence of the disasters by which it was characterized.

You will assure the inhabitants of Toronto, that the sickness and distress which attended upon the emigration of last year, have not escaped the serious attention of Her Majesty's Government, and you will explain to them our views upon this subject, and the various measures we have adopted, of which you have been placed fully in possession by the numerous despatches I have addressed to you with reference to it.

It will remain for the executive Government of Canada, and the different local authorities of the province, to adopt such further precautions as may be requisite in the exercise of the powers entrusted to them by the law.

I have, &c.

Governor-General the Earl of Elgin, (Signed) GREY.
&c. &c. &c.

(No. 24.) No. 12. No. 12.

COPY of a DESPATCH from Governor-General the Earl of ELGIN to Earl GREY.

Government House, Montreal, March 2, 1848.

MY LORD, (*Received March* 27, 1848.)

I HAVE the honour to transmit the copy of a Bill to amend the Indigent Immigrant Act, which has passed the Legislative Assembly of this province, and which will, I have every reason to believe, within a few days, be brought up to me for my assent in its present shape.

2. Every effort has been used to induce the Legislature to adhere, in this measure, as closely as possible to the suggestions contained in your Lordship's Despatch, No. 142, of the 1st December last. But the sufferings by which last year's immigration was attended have produced, it is manifest, a very deep and painful impression, and during the discussion to which this Act has given rise, provisions of a much more stringent character than those which have been actually adopted, were pressed and reluctantly abandoned.

For Lord Grey's Despatch, 1st Dec., 1847, No. 142, *vide* Sessional Paper, House of Lords, Part I., 1847–48, No. 19, page 27. Ditto, House of Commons, No. 50, of 1847–48, Part I., page 27.

I have, &c.

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c.

Enclosure in No. 12. Encl. in No. 12.

AN ACT to make better provision with respect to emigrants, and for defraying the expenses of supporting indigent emigrants, and of forwarding them to their place of destination, and to amend the Act therein mentioned.

1. Whereas the amount of the rate or duty now levied under the provisions of the provincial Act passed in the session held in the fourth and fifth years of Her Majesty's reign, and intituled, "An Act to create a fund for defraying the expense of enabling indigent emigrants to proceed to their place of destination, and of supporting them until they can procure employment," hath been found to be inadequate for the purposes contemplated by the said Act; and whereas it is necessary to increase the said amount, and to make such further provisions generally in reference to emigration, as will tend to prevent the introduction into the province of a pauper class of emigrants labouring under disease and incapable of supporting themselves; and it is expedient to amend the said Act accordingly. Be it therefore enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and of the Legislative Assembly of the province of Canada, constituted and assembled by virtue of and under the authority of an Act passed in the Parliament of the United Kingdom of Great Britain and Ireland, and intituled, "An Act to reunite the provinces of Upper and Lower Canada, and for the government of Canada;" and it is hereby enacted by the authority of the same, that instead of the rate or duty of five shillings currency, payable for each passenger by any ship arriving in the port of Quebec, or in the port of Montreal, from any port in the United

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Kingdom, or in any other part of Europe, directed to be levied under the provisions of the said Act, there shall be raised, levied, collected, and paid, the rate or duty of ten shillings currency for every passenger, irrespective of age, who shall have been embarked in such ship; and such rate or duty, and any increase thereof under the provisions hereinafter made, shall be paid and collected in the manner provided in and by the said Act; the provisions whereof, as hereby amended, shall apply in all respects to the rate or duty hereby imposed, as if the same had been imposed by the said Act, except in so far as it is herein otherwise provided.

2. And whereas it is expedient to hold out inducements to masters of ships carrying passengers to maintain proper cleanliness, ventilation, and regularity on board during the voyage; be it therefore enacted, That the rate or duty payable for passengers embarked on board of any such ship as aforesaid, shall be increased in proportion to the time during which such ship shall be detained in quarantine, subject to the limitation hereinafter made; and such increase shall be two shillings and sixpence currency for every passenger embarked on board of such ship for each full period of three days during which the ship shall be detained in quarantine after her arrival at the quarantine station; but such increase payable for each passenger shall not, in the whole, exceed the sum of twenty shillings currency, except in the case of ships arriving after certain periods of the year as hereinafter mentioned; provided always that such increase shall not apply to the passengers by any ship having had no disease or mortality from disease on board during the voyage, and having no disease on board on her arrival, and detained at the quarantine station only for observation or the proper cleansing of the ship, or of the passengers thereby.

3. And whereas it is necessary to prevent, if possible, the arrival of passengers at so late a period of the year as to render it almost impossible that they should be able, during the winter season, to provide for their own subsistence; be it therefore enacted, That the said rate or duty of ten shillings shall be doubled for every passenger in any ship arriving in either of the said ports of Quebec or Montreal, between the tenth day of September and the first day of October in any year; and shall be trebled for every passenger in any ship so arriving on or after the first day of October in any year.

4. And whereas masters of ships are in the practice of embarking passengers after the ship has been cleared and examined by the proper officer at the port of departure, and without delivering lists of such additional passengers to some officer to whom by law the same ought to be delivered; for the prevention and punishment of such practice, be it enacted, That for every passenger not included in the list of passengers delivered to the collector or officer of Her Majesty's customs at the port of departure, or at the port where such additional passenger may have been embarked, or at the port at which such ship may have touched after the embarkation of such passenger, the master shall, in addition to the rate or duty payable as aforesaid, and at the same time, and under the same penalties, pay to the collector or chief officer of the customs at the port of Quebec or Montreal, at whichsoever the said ship shall be first entered, the sum of forty shillings currency for each passenger so embarked as aforesaid, and not included in one of the said lists.

5. And be it enacted, That in addition to the particulars heretofore required in the list of passengers to be delivered on each voyage, by the master of any ship carrying passengers, and arriving in either of the ports of Quebec or Montreal, to the collector or chief officer of Her Majesty's Customs at such port, the master shall report in writing to the said collector or chief officer, the name and age of every passenger embarked on board of such ship on such voyage, and shall designate all such passengers as shall be lunatic, idiotic, deaf and dumb, blind or infirm, stating also whether they are accompanied by relatives likely to be able to support them; and shall also designate all such passengers as shall be children, not members of any emigrant family on board, or widows having families, or women without their husbands having families, with the names and ages of their children; and in case any master shall omit or neglect to report the particulars herein specified, or shall make any false report in any of such particulars, he shall incur a penalty of five pounds currency for every passenger in respect of whom such omission or neglect or such false statement shall have been made as aforesaid.

6. And be it enacted, That it shall be the duty of the medical superintendent at the quarantine establishment in this province, forthwith after the arrival thereat of any ship carrying passengers, to examine into their condition; and for that purpose the said medical superintendent, or such other competent person or persons as may be thereunto appointed, shall have authority to go on board and through any such ship, and to inspect the said list of passengers, and the bill of health, manifest, log book, or otherwise of the said ship, and if necessary to take extracts from the same; and if on examination there shall be found among such passengers any child not being a member of any emigrating family on board, or lunatic, idiotic, deaf and dumb, blind or infirm person, or any person above the age of 60 years, or any widow with a child or children, or any woman with a child or children and without her husband, and any such person or child shall, in the opinion of such medical superintendent, be likely to become permanently a public charge, the said medical superintendent shall forthwith report the same officially to the collector or other chief officer of the Customs, at the port of Quebec or of Montreal, at whichsoever the ship is first to be entered, who shall require the master of such ship, in addition to the rate or duty payable for the passengers generally, to execute jointly and severally, with two sufficient sureties, a bond to Her Majesty in the sum of twenty pounds currency for every such passenger so specially reported, conditioned to indemnify and save harmless this province, or any municipality, village, city, town, or county, or charitable institution within the same, from any expense or charge which shall or may be incurred within the space of one year from the execution of the said bond, for the maintenance and support of any such passenger; and the said sureties shall justify before and to the satisfaction of the said collector or chief officer, and by

their oath or affirmation (which such collector or officer is hereby authorized to administer) shall satisfy him that they are respectfully residents in this province, and worth double the amount of the penalty of such bond over and above all their debts and liabilities, personal and real; Provided always, that every such master may relieve himself from making and executing such bond, by the payment to the said collector or chief officer of the sum of twenty shillings currency for each such passenger so specially reported.

7. And be it enacted, That in case any passenger for whom any bond shall have been given as aforesaid, shall at any time within one year from the execution thereof, become chargeable upon this province, or upon any municipality, village, city, town, or county, or upon any charitable institution within this province, the payment of such charge or expense incurred for the maintenance and support of such passenger, shall be provided for out of the moneys collected on and under such bond, to the extent of the penalty therein contained, or such portion thereof as shall be required for the payment of such charges or expenses.

8. And be it enacted, That if the master of any ship on board of which such passengers specially reported as aforesaid shall have been carried, shall neglect or refuse to execute the said bond, or to pay the commutation money in lieu thereof, forthwith after the said ship shall have been reported to the said collector or chief officer, such master shall incur a penalty of one hundred pounds currency; and the said ship shall not be cleared on her return voyage until the said bond shall have been executed, or the commutation money in lieu thereof paid, nor until the said penalty shall have been paid, with all costs which shall have been incurred on any prosecution for the recovery thereof.

9. And be it enacted, That after the said bond shall have been executed as aforesaid, the said collector or chief officer shall transmit the same to the Receiver-General of this province, to be by him kept and held during the said period of one year from the execution of the said bond, or until the payment of the penalty therein mentioned (if incurred) shall be enforced; and for the purpose of ascertaining the necessity of such enforcement, it shall be the duty of the chief emigrant agents in Upper and Lower Canada, upon representation made to either of them, as the case may be, in their respective portions of the said province, to ascertain the right and claim to indemnity, for the maintenance and support of any such specially reported passenger, and to report the same to the Executive Government of this province; and the said report shall be final and conclusive in the matter, and shall be evidence of the facts therein stated, and the said penalty, or so much thereof as shall be from time to time sufficient to defray the expense incurred for the maintenance and support of any passenger for whom the said bond was given as aforesaid, shall be prosecuted for and recovered by suit or information, in Her Majesty's name, in any court in this province having jurisdiction in civil cases to the amount for which such suit or information shall be brought.

10. And be it enacted, That no person being medical superintendent at the said quarantine establishment, nor any person thereat employed under him, and remunerated for his services from the public moneys of the province, shall directly or indirectly, by himself or others, be concerned or have any interest in the said quarantine establishment whatever, nor in any public works thereat, nor in any contracts relating thereto, nor in vending or furnishing supplies or necessaries of any kind therefore, nor to any emigrant or emigrants arriving thereat, nor trade in any respect, as such superintendent or as such other officer thereat, either directly or indirectly for his or their benefit, under the penalty, in case of contravention hereof, of dismissal from his office or employ at the said quarantine establishment, and of being for ever thereafter incapable of being again employed and of serving thereat; and that each and every person herein offending shall moreover be held and taken to be guilty of a misdemeanour, and on conviction thereof be, in the discretion of the Court, liable to punishment by fine not exceeding twenty-five pounds currency, or imprisonment for any period not exceeding six calendar months.

11. And whereas it is expedient that a discretionary power should exist for reducing the penalty of twenty-five pounds currency provided in the third Section of the Act hereinbefore cited, for the purpose of more effectually securing the enforcement of the same for the contravention of the law in the case to which the said penalty applies, be it enacted, That in the adjudication of the said penalty of twenty-five pounds currency, the same may, in the discretion of the Court of Justices adjudging the same, be reduced to any sum not less than five pounds currency.

12. And whereas inconvenience and expense are occasioned by the practice of masters of ships carrying passengers anchoring at great distances from the usual landing-places in the port of Quebec, and landing their passengers at unreasonable hours, be it therefore enacted, That all masters of ships having passengers on board shall be held, and they are hereby required to land their passengers and their baggage, free of expense to the said passengers, at the usual public landing-places in the said port of Quebec, and at reasonable hours, not earlier than six of the clock in the morning, and not later than four of the clock in the afternoon; and such ships shall, for the purpose of landing their passengers and baggage, be anchored within the following limits in the said port, to wit:—The whole space of the River St. Lawrence, from the mouth of the River St. Charles to a line drawn across the said River St. Lawrence, from the flag-staff on the citadel on Cape Diamond, at right angles to the course of the said river, under a penalty of ten pounds currency for any offence against the provisions of this Section.

13. And be it enacted, That all and every the provisions of the Provincial Act aforesaid, for the raising, levying, and paying of the rate and duty directed to be levied by the said Act, and for the application of the same, and for enforcing the payment of the same; and of the penalties by the said Act imposed, by summary proceedings and imprisonment, and for requiring detailed statements of the expenditure of the said moneys, and of the due application thereof, to be accounted for through the Lords Commissioners of Her Majesty's Treasury, shall apply, in

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every particular, to the rates and duties, and to the moneys under this Act, required to be levied and paid; and to the penalties imposed for any offence against this Act; and all and every the said moneys so directed to be levied as aforesaid, and all rates or duties hereby imposed, may also be recovered by the collector or officer, to whom they ought to be paid, in the manner provided by the said Act, for the recovery of the penalties thereby imposed; and all and every the penalties or forfeitures under the provisions hereof, and of the said provincial Act, shall be a lien upon the ship, by reason whereof such moneys shall have become payable, and the master whereof shall have become liable in such penalty, and may be enforced and collected by the seizure and sale of the ship, her tackle, or furniture, under the warrant or process of the justices or Court before whom the same may have been sued for and recovered; and shall be preferred to all other liens or hypothecations, except mariners' wages.

14. And be it enacted, That in case any ship, having passengers on board, shall at any time hereafter be wrecked on the coasts of this province, and such passengers be liable to become chargeable on the said province, and any part of the said ship, or her furniture, or appurtenances, be saved, and the owner, master, or other person in charge, shall not provide for the sustenance of the said passengers, and their transport to their place of destination, it shall be lawful for the collector or other principal officer of Customs, at the port nearest to the place where such wreck shall take place, or such other person as the Governor shall appoint for such purposes, to take charge of the said wreck, and the furniture and appurtenances thereof, and sell the same, and out of the proceeds of such sale, after paying any amount that may be due for salvage, and the wages of the seamen, to deduct such sum as may be required to defray the necessary sustenance of the said passengers, and their expenses to their place of destination; and to pay over the balance (if any) to the owner, if present, and in his absence to the master or commander of such ship.

15. And be it enacted, that upon complaint being made in any case over which two justices have jurisdiction as aforesaid, before any one justice of the peace, he shall issue a summons requiring the party offending or complained against, to appear on a day, and at an hour and place to be named in such summons, and every such summons shall be served on the party offending or complained against, or shall be left at his last place of residence or business, or on board any ship to which he may belong; and either upon the appearance or default to appear, by the party offending or complained against, it shall be lawful for any two or more justices to proceed summarily upon the case, and either with or without any written information, and upon proof of the offence or of the complainant's claim, either by confession of the party offending or complained against, or upon the oath of one or more credible witness, (which oath such justices are hereby authorized to administer,) it shall be lawful for such justices to convict the offender, and upon such conviction, to order the offender or party complained against to pay such penalty as is imposed by this Act, or by the said Provincial Act, as the case may be, according to the nature of the offence, and also to pay the costs attending the information or complaint; and if forthwith, upon any such order, the moneys thereby ordered to be paid, be not paid, the same may be levied, together with the costs of the distress and sale, by distress and sale of the goods and chattels of the party ordered to pay such moneys, the surplus, if any, to be returned to him upon demand; and any such justices may issue their warrant accordingly, and may also order such party to be detained and kept in safe custody until return can be conveniently made to such warrant of distress, unless such party give security to the satisfaction of such justices for his appearance before them on the day appointed for such return, such day or days not being more than three days from the time of taking such security; but if it shall appear to such justices by the admission of such party, or otherwise, that no sufficient distress can be had whereon to levy the moneys so adjudged to be paid, they may, if they think fit, refrain from issuing such warrant of distress in such case, or if such warrant shall have been issued, and upon the return thereof, such insufficiency as aforesaid shall be made to appear to the justices, or to any two or more of such justices as aforesaid, then such justices shall, by warrant, cause the party ordered to pay such moneys and costs as aforesaid, to be committed to gaol, there to remain without bail, for any term not exceeding three months; unless such moneys and costs ordered to be paid. and such costs of distress and sale as aforesaid, be sooner paid and satisfied; provided always, that such imprisonment, in the case of a master of any ship, shall not discharge the said ship from the lien or liability attached thereto by the provisions of this Act.

16. And be it enacted, That no conviction or proceeding under this Act, or the said Provincial Act, shall be quashed for want of form, or be removed by appeal or certiorari, or otherwise, into any of Her Majesty's Superior Courts of Record within this province, and no warrant of commitment shall be held void by reason of any defect therein, provided it be thereby alleged that the party has been convicted, and there be a good and valid conviction to sustain the same.

17. And be it enacted, That the word "Master" whenever used in this Act, shall be held to apply to any person in command of a ship; the word "Ship" shall include all ships or vessels carrying passengers; the word "Passengers" shall apply to emigrants usually and commonly known and understood as such, and not to cabin passengers, who pay for and are provided with cabin fare and accommodation, nor to troops or military pensioners and their families, who are carried in transports or at the expense of the Imperial Government; the term "Disease" shall apply to plague, small-pox, bilious, pestilential, infectious, or contagious disease or fever; and the word "Quarantine" shall apply to "Grosse Isle," or other place at which such quarantine shall be directed to be performed; and the word "Child" apply to any person under the age of ten years; and any word importing the singular number shall include a plurality of persons or things, unless there be something in the context inconsistent with such interpretation.

18. And be it enacted, That this Act shall continue to be in force until the First day of

December, One thousand eight hundred and forty-nine, and thence until the end of the then next Session of the Provincial Parliament, and no longer.

I do hereby certify the above to be a true copy of a Bill passed on Thursday, the Second day of March, One thousand eight hundred and forty-eight, by the Legislative Council and Legislative Assembly of the province of Canada, in the first Session of the third provincial Parliament.

(Attest) CHARLES DE LERY,
Clerk of the Legislative Council.

(No. 193). No. 13. No. 13.

COPY of a DESPATCH from Earl GREY to Governor-General the Earl of ELGIN.

MY LORD, Downing-street, April 6, 1848.

I HAVE the honour to acknowledge your Despatch, No. 24, of the 2nd ultimo, accompanied by a Bill to amend the Indigent Immigrant Act, which has passed the Assembly, and which there is every reason to believe will soon have passed the Council, and be brought up to your Lordship for your assent.

Until the Bill now transmitted is received in the form of an Act, and can in the ordinary course be communicated to the other departments of the Government, no final decision can be come to on the question whether Her Majesty can properly be advised to leave this law to its operation. This will be a question not free from difficulty, since I cannot disguise from myself that the Bill, as it stands, is open to very serious objections; while on the other hand Her Majesty's servants would be exceedingly unwilling to advise the Queen, by the exercise of Her Prerogative of disallowance, to prevent the Legislature of Canada from passing such laws as it may consider to be necessary, in order to guard the province against a recurrence of the frightful calamities which attended the emigration of last season, and of which, within a very short time, I have received from you, in the address you transmitted from the inhabitants of Toronto, further details of the most painful kind.

In No. 16, 19th February, 1848. Page 21.

It is the desire of Her Majesty's Government to leave the duty of deciding how far legislative precautions on this subject ought to be carried almost exclusively to the Provincial Parliament, and they trust that the Canadian Legislature will render it more easy for them to do so without neglecting their duty of watching over the general interests of the Empire, by showing its readiness to listen to suggestions for the amendment of the law in those respects, in which it is calculated to operate with especial severity or with injustice; and as it seems probable that the Session will not have closed when this despatch reaches the colony, I have to point out to you some amendments in the proposed law, which seem to me to be urgently required.

The first of these relates to the 5th clause, which requires the master not only to report on arrival the names and age of every passenger, (which object would be more regularly attained by delivering the official customs' list with the addition of the names of any passengers afterwards embarked,) but also to designate each one who may be lunatic, idiotic, deaf or dumb, blind or infirm, stating whether any such passengers are accompanied by relatives able to take care of them, and to designate all children without relatives on board, and all widows or other women who have children on board and no husband; the master being subjected to a penalty of 5*l.* for each such case which he omits to report.

I cannot too strongly impress upon you the hardship which appears to me to be involved in making the master of a ship answerable for discovering every body on board who may be helpless or infirm, and for ascertaining all the relationships amongst several hundred passengers. It is contrary to all usage in legislation to impose upon a private person duties entirely foreign to his proper business or calling. Nor is the function here required of the commander of a vessel one which there is any possibility that he should effectually discharge. Responsible for the navigation of the vessel, and for the multifarious duties which belong to his arduous profession, he has abundance of other matters to attend to, without inquiring into the constitution, habits, and family connections of a body of passengers whose number, as I have said, not unfrequently amounts to 500 or 600. For these reasons, the clause appears to me to be of so unsual and oppressive a character, that if the Act, when it has passed in Canada, be allowed to remain in operation, it must be in the reliance that this enactment will be carried into effect by the executive Government, with such discretion and forbearance as shall mitigate the consequences, which would be most justly open to complaint. I trust, however, that the Legis-

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lature, so soon as their attention is drawn to the objections to which this clause is open, will be willing to remove it from the Act, especially as the same purpose is provided for by the duty which in the following clause is quite legitimately imposed upon the proper officers of the Provincial Government, of seeking for and declaring any of the cases of helplessness which it is wished to detect.

Passing from the 5th clause, I think that the amount to be paid, under the 7th clause, in respect of emigrants thought likely to become chargeable, also deserves consideration. You are aware that in my despatch throwing out the idea of some such law as the present, I suggested that, assuming the Emigrant Tax to remain at its previous rate of 5*s*., an additional sum of the same amount might be paid for any emigrants who appeared unable to provide for themselves. The Provincial Parliament has, however, thought it advisable to raise the tax indiscriminately, and in all cases, to 10*s*. a-head; nor considering the vast amount of funds which were found requisite to meet the burthens arising out of last year's emigration, am I prepared to say that there may not be sufficient grounds for the decision thus adopted by the Legislature. But seeing that there has been this general increase of the tax, without even allowing of any distinction for children, it does appear to me that if the master is to be called upon at all to give security in respect of such of the emigrants as are deemed objectionable (which seems very doubtful, as it is always unadvisable to render trade liable to the payment of uncertain sums depending upon contingencies which they are unable to foresee with exactness), he should at any rate be allowed to commute the obligation for a much smaller payment than 20*s*. In the United States, where, as you are doubtless aware, similar provisions exist, the highest commutation which I can learn to be demanded at any of the ports is only a dollar, and at New York the Hospital money appears to be only half a dollar, which, in addition to a tax of one dollar, constitutes the whole sum payable for each emigrant. I should be glad if in consideration of the general increase of the tax, the Provincial Parliament should feel at liberty to dispense altogether with the enactments about giving security for those emigrants whose power of providing for themselves is judged most doubtful; but if they deem this indispensable for the protection of the province, I should hope, at any rate, there will be no objection to reducing the commutation to not more than one dollar, or 5*s*. currency.

I would also suggest that this security should not be required in the case of persons who though not able to earn their own subsistence are proceeding to join relatives already settled in the province, and capable of maintaining them. You are aware that many industrious emigrants most laudably apply a portion of their earliest earnings to assist their relations who have been left behind to join them in Canada, and that the practice of the most able-bodied members of families emigrating by themselves in the first instance, and thus preparing for the reception of the remainder, is one highly advantageous both to the Province and to the parties themselves, and which ought therefore on no account to be discouraged.

There is another clause to which I am compelled unwillingly to call your attention, for in the motives with which it must have been inserted, and in sympathy with the persons for whose welfare it is designed, I entirely agree; but, unfortunately, the provision would appear on examination to be inconsistent with general principles of law, and with the rights of other parties. I allude to the 14th clause, which provides that in case a vessel be lost on the coast of Canada, the wreck shall be liable for the maintenance of the passengers, and for their conveyance to their destination. On this subject I enclose for your information the extract of a report

11th October, 1843.

in 1843, from the Lords of the Commitiee of Privy Council for Trade and Plantations, containing their Lordships' observations on a similar enactment which was passed that year in the province of Nova Scotia. You will perceive that it would conflict with the just claims of the insurers, and would cast the burthen of provision for the passengers upon other parties than those who ought properly to be liable for it, and it is my duty therefore to suggest that the clause inserted on this subject in the present law should not be retained.

There is one other part of the subject which I must also bring under your notice. You will doubtless remember that in my despatches dated in December last, I adverted to the expediency of uniformity of legislation, as far as possible, on this subject in British North America, although I am aware that in case of any very considerable deviation from the suggestions in those despatches, there was hardly time for much concert on the subject. But I must point out to you, that if the Canadian-law is rendered much more stringent than that of the other British provinces and of the United States, its tendency will be to divert the stream of pas-

sengers to those destinations and to stop emigration into Canada, and thus materially to check the general trade of the province, which is so closely connected with that of carrying out emigrants.

I have in the preceding remarks noticed those parts of the Bill, which if it should pass into a law in its present shape, appear to me most to require re-consideration. I have performed this task with the candour and freedom which I think due to that spirit of co-operation between the Provincial Legislature and Her Majesty's Government in which the proposal of this measure originated, and I feel confident that these remarks will be received by the Council and Assembly in the same spirit, and with every disposition to remove any provisions which, without being essential to the welfare of the provinces, may appear likely to act oppressively upon particular classes, or unduly to discourage the free access of Her Majesty's subjects to Canada.

I am, &c.,

The Right Hon. the Earl of Elgin. (Signed) GREY.
&c. &c. &c.

Enclosure in No. 13. Encl. in No. 13.

EXTRACT from a Minute of the President of the Board of Trade, dated 11 October, 1843, on Nova Scotia Act, No. 2400.

THE 12th section enacts, "That if any vessel having passengers on board shall be wrecked on the coasts of the province, and such passengers are likely to become chargeable, and and part of the vessel, or her furniture or appurtenances be saved, and the owner or master shall not provide for the maintenance of such passsengers, and their transport to the place of destination, the Collector of Customs at the port nearest to the wreck, or other person appointed by the Governor, is to take charge of the wreck, furniture, and appurtenances, to sell the same, to pay moneys due for salvage, and wages of seamen; to deduct sums necessary to defray the sustenance and transport of the passengers, and to pay the balance to the owner or the master."

I think that this clause is open to objection, inasmuch as it might, in cases where it is enforced, operate, not on the owner or master, but upon the insurer. It appears, that in such a case of wreck as that contemplated, the master or owner might abandon the vessel to the insurers, and would thus not be affected by the sale of the wreck and appurtenances; on the contrary, it would be to the advantage of the owner, and probably to the convenience of the master, if the proceeds of the wreck and appurtenances could be so applied through the intervention of the local authorities of the colony, whilst the loss sustained by the owners would be compensated by the insurance.

It is probable that the courts of law or equity would find some mode of preventing this unjust and anomalous result; but I conceive that it is not advisable to sanction an enactment which would produce it.

Moreover, if the ship be uninsured, it appears by no means just towards the ship owner, who may not have entered into any engagement with the emigrants, but who may merely have let his ship to hire, that his property in the wreck should be confiscated for the payment of the maintenance and conveyance of the emigrants for which he is in no respect liable.

(No. 33.) No. 14. No. 14.

COPY of a DESPATCH from Governor-General the Earl of ELGIN to Earl GREY.

Montreal, March 17, 1848.

MY LORD, (*Received April* 10, 1848.)

I HAVE the honour to transmit herewith a statement of the expenditure incurred on account of last year's immigration to this province, furnished by the Inspector-General of Public Accounts, and I beg to call your Lordship's especial attention to the remarks by which it is accompanied.

2. Your Lordship will observe with satisfaction the indications which this document affords of a disposition on the part of the provincial administration to take energetic measures to render the waste lands of the Crown more readily available for the settlement of immigrants. It is most desirable that this disposition should be encouraged, and I trust that with this view your Lordship will see fit to acquiesce in the suggestions of the Inspector-General, with respect to the application of the sums which the government of this province is prepared to undertake the responsibility of contributing towards immigration purposes.

3. I have so frequently had occasion to call your Lordship's attention to the financial embarrassment, which, in addition to other serious evils, last year's immigration had entailed on the province, that I can hardly add to the force of

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the representations which I have already made on this subject. The funds in the provincial chest are exhausted. Warrants on the Treasury remain unpaid, and the Government are forced to authorize the sale of provincial debentures in England at a heavy discount. But it is further my duty to submit to your Lordship that these embarassments are occasioned by an expenditure which the people of this province do not conceive that they can in equity be required to bear. In previous years, the expenses incurred on account of immigration have been defrayed out of the proceeds of the immigrant tax, eked out by a grant from Great Britain. The instructions which I received from your Lordship at the commencement of the late season, and which, in order to allay the excitement existing at the time, I deemed it expedient to communicate to the local Parliament, confirmed the impression that Her Majesty's Government would act with the same liberality in meeting the expenditure which might be rendered necessary by the unusual sickness and destitution of the year. Under these circumstances, I trust that your Lordship will discover in the propositions, which I have the honour to submit herewith, evidence of a desire to promote the general interests of the empire, and of a sincere sympathy with that portion which is especially afflicted.

I have, &c..

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Encl. in No. 14.

Enclosure in No. 14.

The Inspector-General has the honour to transmit to His Excellency the Governor-General, a memorandum exhibiting the expenditure up to the 15th instant, on account of the immigration of the year 1847, amounting to 138,781*l.* 6*s.* 1*d.* currency, exclusive of the sum of 9500*l.* sterling, or 11,558*l.* 6*s.* 8*d.* currency, which was detained by the Commissariat Department from the sum allowed by the Imperial Government, to cover expenses incurred under its authority; and also an estimate of the amount still due by the Government, for which there is a pressing demand, but which the provincial treasury is wholly unable to meet. From the addresses of the Legislature during the last session, and the despatches of the Governor-General, one of which was accompanied by Mr. Inspector-General Cayley's letter of November 20, addressed to his Excellency, Her Majesty's Government must be aware of the very serious incovenience which has been experienced by the Canadian government, owing to the immigration of the past year.

The Inspector-General begs to assure his Excellency that the earnest consideration of his colleagues and himself has been given to the entire subject, with an anxious desire to meet what appears, from Earl Grey's despatches, to be the expectations of Her Majesty's Government. If the state of the consolidated fund of the province was such that it would bear an appropriation to aid in defraying the expenses attending the immigration of the past season, the peculiar circumstances of the case might justify an application to the provincial parliament for aid; but, unfortunately, that fund is not in a condition to meet such a demand.

His Excellency is aware that the late administration was under the necessity of authorising bills of exchange to be drawn on Messrs. Glyn, Halifax, and Co., to the extent of 20,000*l.* sterling, for which there is no provision, unless by the sale of debentures in the hands of that firm, the proceeds of which have been appropriated for the public works of the province, and which debentures, there is reason to fear, may be thrown into the market and sacrificed, unless Her Majesty's Government interfere to protect the drafts referred to.

The Inspector-General would most respectfully submit, for the consideration of his Excellency and the Imperial Government, that the immigrants of last year have been a very serious charge upon the private resources of the people of Canada, as well as upon the Government, and that the public have placed the fullest reliance that the necessary expenditure of the latter would be repaid by Her Majesty's Government.

Anxious as his Excellency's present advisers are to evince a disposition to meet the expectations of Her Majesty's Government, they feel that the sum of 20,000*l.* currency is the largest amount that, under existing circumstances, they would be warranted in engaging to pay.

In considering the subject of immigration, its effects upon the finances of the province, and as connected with the settlement of the now vacant territory and the future condition of the new comers, as well as of the resident population who might occupy the rear country, all which subjects are at this period forced upon the attention of the present advisers of his Excellency, it appears very plainly that the expenditure of money in the first reception of immigrants can have little beneficial result to the country, unless means are provided for the ready diffusion of the population over the lands at present unoccupied and unproductive. The attention of the Government and the Legislature of the Province has been hitherto engrossed by the construction of great public works on the frontier lines of communication; these involved heavy expenditure, almost to the utmost extent of the provincial resources and credit; and the consequence is, that but very limited sums can be spared for objects of scarcely less importance, though of less im-

posing appearance. If the very limited means at the disposal of the provincial government are to be further exhausted by providing for the first reception of immigrants, and the rescuing them from disease and starvation, it is to be apprehended that those who are thus relieved, instead of becoming resident inhabitants of the country, and thereby adding to its strength and resources, will only make this province a part of their route from their native country to the territories of the United States. That the people of this province should thus be burdened by providing for a mere transitory population, is a proposition so unjust and indefensible as only to require to be stated; and yet such must be the consequence of the absence of a system involving considerable expenditure for the purpose of opening for settlement what are called the waste lands of the Crown.

To this evil may be added one of as great magnitude, arising from the same cause, that is to say, the yearly emigration of the resident population of Eastern Canada, from the want of due facilities for settlement upon land within their native country. The reasons for both evils are believed to be precisely similar, and the same remedy may, it is hoped, be applied to both with success.

It is humbly conceived that if Her Majesty's Government would be pleased to consider these suggestions, and to give due weight to a fact of as much importance to the mother country as to the province, namely, that it is necessary to provide, as far as practicable, for the permanent comfort and prosperity of Her Majesty's subjects coming to this country; that they will be reluctant to take from the limited means of the province any part of the sum which might be so beneficially employed in forwarding settlement and occupation of its vacant lands. It is not practicable at present to communicate, for the information of Her Majesty's Government, any digested plan of settlement. Experiments have been tried in Western Canada, and, with comparatively small expenditure, have been found very successful; and if, by continuing those experiments and extending them to Eastern Canada—by facilitating in every practicable mode actual settlement of the native and in-coming population upon the vacant territories, the result should be found of an easy and successful reception of extended immigation and the increased prosperity of the native population, it is conceived that this would be considered as desirable and important to Her Majesty's Government, as to the provincial advisers of the Crown.

While, therefore, his Excellency's advisers are prepared, in respectful compliance with the expectations of Her Majesty's Government, to contribute, to the utmost extent of the available financial resources of the province, to the extraordinary expenses of the immigration of last year, it is hoped by them that the contribution will not be insisted upon. And, for the purpose of making these suggestions more acceptable to Her Majesty's Government, they are prepared to undertake that, if the whole or any part of the amount which is offered to be contributed to emigration expenses should be relinquished, the sum given up shall be appropriated to the extension of settlement, the making the vacant lands of the Crown more easy of access and more ready for occupation, and in providing for the future comfort and prosperity of those who shall occupy them.

His Excellency's knowledge of the peculiar condition and capabilities of this extensive and important province will, it is humbly hoped, enable his Excellency to state to Her Majesty's Government that the views above expressed are not unjust or illusory; and, therefore, it is with great confidence that they are now most respectfully submitted for his Excellency's consideration.

The total amount of provincial expenditure, exclusive of that defrayed by the commissariat, and including the outstanding claims for which the faith of the provincial government is pledged, is 157,283*l.* 10*s.* 6*d* currency. The total amount received from all sources is 74,358*l.* 15*s.* 10*d.* currency, leaving a balance due of 82,924*l.* 14*s.* 8*d.* currency. To cover this, it would require an additional grant from Her Majesty's Government of 68,157*l.* 6*s*, 3*d.* sterling, and in case the province should be required to contribute, 20,000*l.* currency, or 16438*l.* 7*s.* 1*d.* sterling, might be deducted.

All which is humbly submitted.

P. Hincks, Inspector-General.

Montreal, March 17, 1848.

Abstract Statement of Payments on Account of the Expenditure attending Emigration in the Province of Canada in the season of 1847, and up to March 15th, 1848, and of further sums required to meet the remaining expense consequent thereon.

Amount paid for the erection of Sheds and Fittings.

	£.	s.	d.	
At Montreal	15,914	17	5	
,, Quebec	1,120	0	0	
,, Grosse Isle	10,609	11	7	
				£ 27,644 9 0

Transport of Emigrants inland, and Provisions.

	£.	s.	d.	
To A. C. Buchanan, Chief Emigrant Agent at Quebec	21,000	0	0	
,, A. B. Hawke, ditto, Upper Canada . .	14,450	0	0	
				£ 35,450 0 0

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					£.	s.	d.
Expenses of various Boards of Health.							
Canada, East and West					60,220	19	7
Expenses of Quarantine					15,465	17	6
By the Emigrant Agent to defray expenses of transport incurred	£. 10,502	s. 4	d. 5				
For expenses of Boards of Health, and Emigrant Hospital at Quebec	8,000	0	0				
					18,502	4	5
Total Expense					£157,283	10	6
Received for Emigration Tax	£19,000	9	2				
From the Military Chest	£30,000						
Less, retained by the Commissary-General for expenses defrayed by him	9,500						
	£20,500						
Amount placed at the credit of the province, in the Bank of England, on 31 Dec., 1847	25,000						
Sterling	£45,000						
Currency	55,358	6	8				
					74,358	15	10
Excess of Payments over Receipts,—Currency					£ 82,924	14	8

Inspector-General's Office, Montreal,
17th March, 1848.

J. HINCKS, Inspector-General.

No. 15.

No. 15.

EXTRACT of a LETTER from H. MERIVALE, Esq. to C. E. TREVELYAN, Esq., dated Downing-street, April 13, 1848.

No. 33, March 17. *Vide* page 29.

I AM directed by Earl Grey to transmit to you the accompanying copy of a despatch, with its enclosures, which his Lordship has received form Lord Elgin on the subject of the expenses attending the emigration of the past year.

In laying these papers before the Lords of the Treasury, I am to request that you will state to their Lordships, that Lord Grey is of opinion that, upon the whole, the best course will be that this country should undertake the entire charge of last year's emigration, at the same time leaving it to the colony to provide for that of the present year, with the exception of the salaries of the emigration agents, amounting, as their Lordships are aware, to the sum of 1500*l.* The increase of the emigration tax by the local Legislature must greatly augment the receipts in proportion to the numbers, and at the same time diminish the expenses, and, as the home Government can exercise no practical controul over the expenditure of the provincial authorities in assisting the emigrants, it seems highly expedient that the charge should be provided for by them, and the entire management of this service should be entrusted to their authority.

For these reasons, and looking to the liberal spirit with which the provincial administration appears disposed to act, Lord Grey trusts that the Lords of the Treasury will approve of the course now recommended.

The Lords Commissioners will no doubt observe that it appears from the enclosure of Lord Elgin's despatch, that the provincial administration would be prepared, if required, to provide the amount of 20,000*l.* currency towards the expenditure of last year; but if called upon to do so, they would expect the continuance of the ordinary Parliamentary grant for emigration expenses, and would also be deprived of the means of taking those active measures which they contemplate for the settlement of the unoccupied territory of the province. Considering therefore the importance of the latter object in promoting the success of emigrants from this country, and that it is desirable for the reasons already stated, that Parliament would cease to be called upon for any part of the expense incurred on account of emigrants after they have landed in Canada, Lord Grey would strongly recommend the adoption of the course he has already suggested.

I am to add, that if this principle is adopted as regards Canada, it must of course, be considered as equally applicable to the province of New Brunswick.

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No. 16.

No. 16.

Copy of a LETTER from C. E. Trevelyan, Esq. to H. Merivale, Esq.

Sir, Treasury Chambers, April 14, 1848.

With reference to your communication of the 13th instant, I am commanded by the Lords Commissioners of Her Majesty's Treasury to acquaint you, for the information of Earl Grey, that my Lords, having taken into consideration all the peculiar circumstances attending the emigration from the United Kingdom to Canada, during the past year, are prepared to assent to the arrangement proposed by Lord Grey, with reference to the expenditure that has been unavoidably incurred for the reception and relief of the emigrants on their arrival in Canada, and to sanction the repayment to the Canadian Government, in addition to the payments already made on this account, of such further balance of that expenditure, up to the date of the report of the Inspector-General of Accounts submitted for the consideration of Her Majesty's Government, in the Earl of Elgin's despatch of 17th ultimo, as has not been covered by the proceeds of the Emigration Tax, and would therefore be chargeable on the general revenue of the province.

But this part of the arrangement is acceded to by my Lords, with the distinct understanding, that from henceforward, whatever expenditure it may be necessary to incur from public funds in respect of emigrants after they reach the port of Quebec, either for maintenance, medical treatment, forwarding and location, or otherwise, is to be wholly provided for by the Canadian Government, either by means of an immigrant tax, or in such other mode as may seem most expedient to the Legislature of the province.

Upon receiving the acquiescence of the Canadian Government on this point, my Lords will be prepared to cause the requisite steps to be taken for the reimbursement to the Canadian Treasury, of the balance beforementioned of the past expenditure in respect of emigrants, relying at the same time on the Canadian Government acting without delay on the suggestion in the report of the Inspector-General, in regard to the adoption of efficient measures for the opening and preparation of lands for future settlement.

I am further to request you will suggest to Lord Grey, that a communication to the foregoing purport should be made to the Canadian Government; but you will also state, that if his Lordship be aware that the means of meeting any portion of the bills drawn on Messrs. Glyn and Co., to which the Inspector-General has adverted in his report, have not been duly provided, or that such poovision cannot be made by the sale of the Canadian debentures which have apparently been remitted for the purpose without such pecuniary sacrifice, as it would be desirable toprevent, my Lords will be prepared to give directions for such advance on this account, to Messrs. Glynn and Co., as the agents of the Canadian Government, as Lord Grey may think advisable.

You will likewise state, with reference to the concluding remark in your letter, that my Lords defer the consideration of the measures it may be proper to adopt in regard to expenditure for the relief of emigrants landed in New Brunswick, until they shall have before them further particulars of that expenditure, and of the circumstances under which it was incurred.

I have, &c.

H. Merivale, Esq. (Signed) C. E. TREVELYAN.

(No. 197.)

No. 17.

No. 17.

Copy of a DESPATCH from Earl Grey to Governor-General the Earl of Elgin.

My Lord, Downing-street, April 14, 1848.

I have the honour to acknowledge your Lordship's Despatch, No. 33 of the 17th March, which contains a statement by the Inspector-General of Accounts, showing all expenditure incurred in Canada on account of last year's immigration. Page 29.

I have also referred to your former Despatches, No. 110 of the 8th December, and No. 15 of the 17th February last, accompanied by minutes of the Executive Council on the same subject. Pages 3 and 17.

The whole of these important documents have not failed to receive the anxious attention of Her Majesty's Government. We have witnessed with extreme regret

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(which I have already more than once expressed) the sickness which attended the emigration of last year, and seeing that it was the result of a calamity in the united kingdom, which may be viewed as of an exceptional character, and as not likely, it may be hoped, to recur, we are anxious that on this occasion the Province should not suffer pecuniary loss in consequence of the distress which reached it from this kingdom. We are, therefore, prepared to recommend that Parliament should make provision for the expense which has been incurred, so as to relieve the Province entirely from any charge on account of the peculiar misfortunes of the year 1847.

But in taking this course with regard to the past, we are of opinion that in future all the expenses incurred on account of immigrants arriving in Canada should be provided for by the Provincial Government, to which the entire management of this service should be entrusted. It is only by an authority on the spot that the adoption of measures, at once efficient and economical for affording the necessary assistance to immigrants, can be secured, and it would be manifestly inconvenient that an expenditure, over which it can exercise no effective control, should be provided for by the Home Government. It seems to be the more proper that this course should be adopted, in consequence of the law recently passed by the Provincial Legislature, by which such regulations as have appeared to it to be necessary have been enforced, and the tax levied upon all immigrants has been augmented in a manner calculated both materially to increase the receipts, and also to diminish the probable expenditure, in proportion to the whole nnmbers that may arrive. As even under the former state of the law there was not, in ordinary years, much excess of expenditure on relief beyond the proceeds of the emigrant tax, there seems every reason to suppose that, with the more stringent precautions now adopted, the Province will not be subjected to any burden by being left to defray this charge from its own resources.

Such are the general considerations which have led Her Majesty's servants to the conclusion that, looking to the liberal spirit in which the Provincial Government appears disposed to act hereafter, the Province may properly be relieved from so much of the expenditure incurred last year on account of emigration as has not been covered by the emigrant tax, or by payments already made from the British Treasury. But I have to report, that this arrangement will be adopted only on the distinct understanding that from henceforward, with the single exception of the usual grant of 1500*l.* per annum for the salaries of emigration agents, all expenditure which it may be necessary to incur from public funds in respect of emigrants after they reach the port of Quebec, either for maintenance, medical treatment, forwarding and location, or otherwise, is to be wholly provided for by the Canadian Government, either by means of an immigrant tax, or in such other mode as may seem most expedient to the Legislature of the Province, for raising the requisite funds for this purpose.

Upon receiving an assurance of the assent of the Canadian Government to this arrangement, Her Majesty's advisers will be prepared to cause the necessary steps to be taken for the reimbursement to the Canadian Treasury of the balance before mentioned of the past expenditure in respect of emigrants, feeling confident at the same time that the Canadian Government will, in the spirit of the suggestion thrown out by the Inspector-General of Accounts, be willing to make such expenditure on the improvement of land, or opening of roads, as may, on deliberation, appear best calculated to conduce both to the advantage of the Province, and to the prosperity of the emigrants who arrive in search of employment, and of the means of settlement.

The Inspector-General, I observe, expresses an apprehension that heavy sacrifices may be occasioned by the sale of Canadian debentures, to provide for two drafts which have been drawn upon Messrs. Glyn, Halifax, and Co., for the sum of 20,000*l.* The remark thrown out on that subject has not escaped my attention, and I have caused a letter to be addressed to Messrs. Glyn and Co., to ascertain what is the present state of the case, and whether any loss is threatened which can be averted by the interposition of Her Majesty's Government.

I have, &c.

The Right Hon. the Earl of Elgin, &c. &c. &c.

(Signed) GREY.

(No. 194.) No. 18. CANADA.

No. 18.

COPY of a DESPATCH from Earl GREY to Governor-General the Earl of ELGIN.*

MY LORD, Downing-street, April 7, 1848.

I HAVE the honour to transmit to you, for your Lordship's information, the enclosed copies of an Act of Parliament which has been passed to make further provision respecting the carriage of passengers to North America. You will find that various provisions have been introduced into it with the view of affording greater security for the health and comfort of the passengers. An Order in Council will be passed at the earliest opportunity to establish the regulations which this Act empowers Her Majesty to lay down for the promotion of cleanliness, ventilation, and good order.

11 Victoria, cap. 6.

I have, &c.,

The Right Hon. the Earl of Elgin, (Signed) GREY.
&c. &c. &c.

(No. 198.) No. 19.

No. 19.

COPY of a DESPATCH from Earl GREY to Governor-General the Earl of ELGIN.

MY LORD, Downing-street, April 15, 1848.

A PAMPHLET which was published at Montreal, by Mr. Adam Ferrie, Member of the Legislative Council, having been received in this country, I beg leave to forward it to you, together with the copy of a letter which has been addressed to me on the subject by Mr. Kincaid, whose proceedings are strongly impugned in that pamphlet, and a report on that letter by the Colonial Land and Emigration Commissioners.

1st March, 1848.

I think it obvious that in a large portion of Mr. Ferrie's statements he has been greatly misled, although doubtless only from feelings of humanity and of interest in the emigrants with whom his exertions brought him in contact.

3rd April, 1848.

With regard to the intimation which Mr. Ferrie appears to have received, that for days before the passengers were admitted, the vessels destined to receive them were anchored in the stream, and workmen actually employed in erecting additional berths, in order to ship an excessive number of emigrants, Mr. Ferrie does not specify the particular places to which he may allude; but I am assured that at all the great ports of this kingdom such facts as have been alleged to him would be inconsistent with the notorious practice of the trade and the general course of business. It is necessary that ships should load in the docks or at the quays of the great ports from which they sail; and when once they are laden, it is obviously necessary for the interest of all parties concerned in them that they should be despatched without delay. On this point, therefore, in addition to those on which fuller explanations are furnished by the Commissioners, there would appear reason to apprehend that Mr. Ferrie must have been deceived.

I have, &c.,

The Right Hon. the Earl of Elgin, (Signed) GREY.
&c. &c. &c.

Enclosure 1 in No. 19.

MY LORD, Montreal, December 1, 1847. Encl. 1 in No. 19.

IN bringing to your notice any communication connected with the honour and interests of Her Majesty's Government, and the wholesome administration of those colonial enactments which have been ordained for the happiness and prosperity of the people of this province, I am sure I but anticipate the anxious desire of your Lordship on this, as on all occasions, to give to such subjects your ready attention and your favourable considerations. But when to such inducements is superadded the fact that the subject of this letter involves the claims of a common humanity, and the exercise of that "even-handed justice" which metes out alike to every man the measure of its requirements, I am encouraged to hope that it will not only awaken your sympathies, but invoke the speedy interposition of that clemency and patriotism which are the prominent attributes of your Lordship's enlarged and liberal mind.

The subject of emigration, as connected with this province, and the transfer of a large portion of the destitute population of the British Isles to these colonial shores, is doubtless familiar to your Lordship; and the dangers and difficulties which have attended such an enterprise cannot have escaped the penetration and discernment of your active and inquiring mind. In the rapid introduction, during the present year, of so large a portion of impoverished and helpless beings

* A similar despatch addressed to the Lieut.-Governors of the other North American Provinces.

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as were brought to our ports in crowded ships, and under circumstances in every way so unfavourable, fearful apprehensions were entertained that in such an assemblage of wretchedness and misery, disease and death would speedily acquire an ample field for their work of suffering and devastation. In the sad realization of these apprehensions, Canada, my Lord, has furnished a "bill of mortality" which, in her future history, will constitute an unwelcome and melancholy record of her wrongs, and furnish just cause of reproach to the names and memory of those at whose instance the inhuman sacrifice was accomplished. Fully sensible of the alarm which such a state of things had unavoidably created, and desirous that some suitable expression embodying the general views of the people of this province should be made known to the Imperial Government, I had the honour, in my seat in the Legislative Council, on two occasions, to move an address to Her Most Gracious Majesty, which, having been voted, was forthwith addressed and forwarded.

I do not desire to offer your Lordship, in the present communication, any views or opinions which I may have formed as to the policy of those measures which have been adopted by Her Majesty's Government in relation to those emigrants who have been sent to Canada; nor is it my intention to impugn the motives of those landed proprietors of the mother country who have sought, through the great stream of emigration, to rid themselves of the burden of a worn out and unprofitable population, wholly destitute of that mental and physical exertion indispensable to useful labour and the success of honest industry.

I am, my Lord, wholly averse to any vain and useless exhibition before the public eye which might bring me forward as a prominent actor in those scenes of human wretchedness and degradation which, in the performance of my official duties, it has been my misfortune to witness. Nothing short of that imperious sense of duty which all faithful and loyal subjects owe to the honour and interests of their Sovereign, and to the weightier responsibilities of an enlightened humanity, could have induced the present appeal to the justice and clemency of your Lordship.

The public positions in which, by the favour of the Executive Government here, I have been placed, as chairman of their Lay Commission, and, by the partiality of my fellow-citizens, as chairman of the annually chosen Emigrant Committee, have enabled me, through an experience of nearly twenty years, to understand something of the plan of emigration, as adopted by the Home Government and carried out by the regulations and provisions of our colonial policy. A large portion of that time has been devoted to the interests and comforts of those who have, through untoward events, sought, in this land of their adoption, to improve their worldly means and to elevate their civil and political condition. Such, however, was the utter destitution and misery of a large portion of these misguided and ill-fated people on their arrival, that the unwearied ministrations of public charity and the resources of private benevolence fell far short of that alleviation which their immediate necessities so urgently demanded. Of the 100,000 men, women, and children who sailed from the various ports of England, Ireland, and Scotland, to Canada, the greater part were sent off by the extensive landed proprietors of Ireland and their agents. I beg leave most respectfully to state to your Lordship that, in the frequent intercourse had with the emigrants, I took occasion to question the adult portion of them, particularly the heads of families, as to the individuals under whose authority and direction they had been permitted to embark in such a defenceless and unprotected condition. The answer invariably was, that it had been done by one or the other of the parties above mentioned. When blamed for going on board those vessels, in which they sailed in such a state of debility and want, they gave for answer that they were starving at home, and were induced to that step by being promised many advantages, which they had never realized. For instance, there have been this year about 1000 persons shipped off by the agents of Lord Palmerston, who not only promised them clothes, but they were assured that his Lordship had agents at Quebec, to whom instructions had been sent to pay them all from 2*l.* to 5*l.* each family, according to their numbers. On their arrival, however, no agents of his Lordship were to be found; and they were then thrown upon the bounty of the Government here, and the charitable donations of private individuals. If his Lordship was aware of this most horrible and heartless conduct on the part of his Irish agents, and he one of the Ministers of the Crown, I dare not say what he would deserve. But that charity, my Lord, which "thinketh no evil," would teach me to hope that a nobleman of England, high in the confidence of Her Most Gracious Majesty, and sharing in the honourable administrations of her Government, could not so far forget that duty which he owed to God, his Sovereign, and his country, but that it was the wanton and unauthorized act of worthless and unprincipled hirelings, in whose bosoms every principle of humanity and every germ of mercy had become totally extinct.

Many thousands of these unhappy beings have fallen victims to that cruel system of marine imprisonment, which, in crowded vessels and the impure atmosphere of twixt decks, induces contagion and produces that endemial disease which so rapidly spreads over the mass of its congregated victims. Vast multitudes have died on the passage out, while a still greater proportion of them have reached our shores in such a sickly and debilitated state as to defy the penetration of medical skill, and to find wholly unavailing all the attentions and nursing care of their humane and faithful attendants. They landed on our shores only to find an early grave—the only asylum for that hopeless sorrow which too often embitters a blighted and miserable existence. Hundreds of them most solemnly declared that their food consisted entirely of bad biscuit and oatmeal, and that in many cases both of these articles were in a state not fit to feed swine, having become saturated with sea-water, and reduced to a mouldy and putrid condition. The quantity of both food and water was much too small for the multitudes on board. In many instances from 600 to 800 were huddled together in one indiscriminate mass, being double the number which the vessels were capable of accommodating with any degree of comfort or safety. I must here, my Lord, express my deep regret that men pretending to be Christians, and especially that Britons could be guilty of such barbarity, evidently

for the paltry purpose of freeing themselves from the natural and just burden of assisting to support and provide for their own poor. Such an outrage on the claims of humanity, my Lord, might have been committed in the vile and heartless traffic of the slave trade, on which England has set the seal of her just reprobation, and against whose inhuman warfare she has pointed the cannon of her gallant navy; but that such horrible and disgusting scenes as just described should have been enacted under the very flag which should be a protection to her unfortunate and defenceless subjects, is unworthy of England, and throws a dark shade over the bright escutcheon of her well-earned fame and glory. It would in my opinion have been more humane to have deprived them at once of life, than to have thus subjected them to those extreme sufferings and privations which served only to increase the fears and magnify the terrors of a painful dissolution.

I cannot here refrain from enumerating to your Lordship a few among the many instances where, in the shipment of these unfortunate beings, an utter disregard was had, not only to every principle of humanity, but even to those common decencies of life which nature in the lowest depths of degradation and misfortune so scrupulously seeks to preserve. Those emigrants from Kilkenny, Queen's County, Wicklow, and the estates of Virginia and Avon, of which Lords De Vesci and Fitzwilliam, and Major Mahon, and Captain Wandersford are the several proprietors, were in a state of fearful destitution, as well as those from the estate of Lord Palmerston.

In confirmation of this fact, I beg leave to state to your Lordship, that a public meeting of the citizens of St. John, New Brunswick, has been recently held, at which it was resolved "to ship back to Ireland the decrepit, aged, and naked children and women brought to that port." These unfortunate beings constitute a part of the two shipments from Lord Palmerston's estate at Sligo.

A copy of this resolution has been transmitted to his Excellency the Governor-General, to be forwarded to Her Majesty's Government. Comment, my Lord, is here unnecessary; and language would be wholly inadequate to express the measure of that just indignation which such a development is calculated to inspire.

The last cargo of human beings which was received from Lord Palmerston's estate was by the "Lord Ashburton," the captain of which but a few days since died of the prevailing fever, and consisted in all of 174 men, women, and youths; of which 87 were almost in a state of nudity. No time was lost in collecting from the military, who have on this occasion, and throughout the season, been most kind and liberal, and from other sources, sufficient articles of clothing for the males; while apparel for the females was purchased from pawnbrokers and other places. Fortunately, they were generally in good health, so that the Emigrant Commissioners were enabled to have them sent off without delay to their different places of destination.

I feel gratified to be able to state to your Lordship that the people of the province generally are disposed to welcome to the country all who may feel inclined to emigrate. They are willing to lend a helping hand to those incipient efforts of emigration which by industry and probity eventually lead to affluence and honour. They desire to see among them a vigorous and healthy population industriously employed in developing those great resources so amply possessed by Canada, in the several departments of Agriculture, Commerce, and the mechanical arts; and they confidently believe that the honest view, the moral improvement, and the immediate comfort of thousands of their fellow-countrymen at home, who now pine in want and indigence, might be eminently promoted by a removal to this portion of British North America. While, however, they would afford every facility to the Imperial Government in carrying into successful operation a well-digested system of emigration, they at the same time must earnestly remonstrate, nay, protest, against the introduction of such hordes of beggars and vagrants as have been so unceremoniously thrust upon this young and thinly-populated country. They confidently trust, my Lord, that the known humanity of Her Most Gracious Majesty, and that of Her advisers, will induce them without delay to take all necessary steps within their power to prevent a recurrence of the evils so justly complained of, and which form the subject of this appeal.

The fatality which has attended the course of emigration since the month of May last cannot, my Lord, but be present to your mind: it presents a picture from which the eye of the statesman, the patriot, and the Christian turns with affright, disgust and horror. Of the 100,000 human beings who left the land of their nativity to find a home in Canada, it is estimated that 50,000 were common paupers from the bye-lanes, poor-houses, and purlieus of large and populous cities. Of the original 100,000, 5,000 and upwards died on their passage to this country, and of those who landed on our shores (so far as the returns have been collected) upwards of 20,000 have fallen victims to an insidious and fatal disease. The remnant now scattered over various portions of the province have become dispirited in mind, and in many instances utterly reckless of their future condition and fortunes. Those orphans who have survived the memorable visitation, remain to be provided for and educated under the fostering care of those charitable associations already filled by the indigent children of the resident poor of the several towns and cities of Canada. A large number of our humane, wealthy, and distinguished citizens both of the clergy and laity, in various sections of the province, have sacrificed their useful and valuable lives in their efforts to relieve the distresses, and comfort the last hours of the sick and the dying. Such, my Lord, has been the result of emigration during the present year; and viewing the disastrous consequences which have followed in its train, I would respectfully demand of your Lordship, to what cause are we to attribute those evils which have been here so feebly depicted? How has it happened that whilst in former years when no extraordinary distress existed, Parliament felt compelled to lay down regulations for vessels

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engaged in the business of transporting emigrants, and Her Majesty's Government appointed agents at all the emigrant ports; and now, when emigration has ceased to be of a healthy character, and increased vigilance and more active measures are required both on the part of Her Majesty's Government and the provincial Parliament of the province, no such precautions are deemed expedient? The necessary instructions, and the terms for receiving the emigrants on board of those ships which are offered as a conveyance is now left, it would seem, entirely to the cupidity and despotic cruelty of the captains in command, and the ship agents temporarily appointed.

It is a fact which cannot be questioned, my Lord, that the Government agents were in various instances sadly deceived, and grossly imposed on by the mercenery views and artful policy of the ship agents, and those immediately concerned in this inhuman traffic of flesh and blood. For days before the emigrants were admitted on board, the vessels destined to receive them were anchored in the stream, having been previously furnished with a large quantity of materials and workmen actively employed for the express purpose of erecting additional berths. In some vessels two extra tiers from deck to deck were added, into which all ages, sexes and conditions, were indiscriminately forced. The pleadings of humanity were stifled by the cannibal cravings of that rapacity which rejoiced in the anticipation that it was about to receive two pounds per head for every additional victim.

From this overcrowding of the ships, and the absence of proper accommodation, it is easy to perceive that not only great inconvenience, but much severe suffering must have ensued to those who were compelled by poverty and destitution to place themselves in the hands of rapacious and unprincipled sharpers.

To whatever causes the present defects in the plan of emigration may be attributed, it is to be hoped, my Lord, that Her Majesty's Govenment will wisely profit by the sad consequences which have resulted from the injudicious and arbitrary measures pursued both by the landed proprietors and their mercenary agents; and that they will avail themselves of those facilities which may be offered by the people of Canada and other portions of Her Majesty's North American colonies to secure a more humane, liberal and beneficial plan of emigration than that which has heretofore been attempted. I confidently entertain the hope, my Lord, that the subject will receive at your hands that favourable and earnest consideration which its high importance demands; and that the same ability, wisdom and firmness which have been displayed by your Lordship on other subjects not less important to the interests and prosperity of this infant province, will be attracted to the subject of this communication.

The Right Hon. Earl Grey,
&c. &c.

I have, &c.,
(Signed) Adam Ferrie.

Encl. 2 in No. 19.

Enclosure 2 in No. 19.

My Lord,

Leinster-street, Dublin, March 1, 1848.

My attention having been called to a letter addressed to your Lordship by Adam Ferrie, Esq., of Montreal, Upper Canada, on the subject of emigration to the British colonies in North America, which is dated in December last, and which has lately appeared in the public prints, I request permission to offer a few observations upon it. It is not my intention to discuss the general question of emigration, or to occupy your Lordship's time by entering upon any theoretical controversy of the relative bearings of the subject upon the interests either of this country or the colonies; but there being some statements in Mr. Ferrie's letter reflecting upon the conduct of the Right Hon. Lord Viscount Palmerston, as well as other Irish landed proprietors and their agents, with reference to the emigrants sent out last year to Canada from their Irish estates, I hope to be excused, as the land agent of his Lordship's Irish estates, for submitting to your Lordship a few observations in justification of the conduct of his Lordship's agents, and in opposition to the unfounded accusations contained in Mr. Ferrie's letter.

The substance of the charges contained in this letter, are the following, viz :—

That the greater part of the emigrants who arrived in Canada last season were sent from this country by the landed proprietors of Ireland.

That they arrived in a state of great debility and destitution, and stated that they were induced to emigrate by promises of obtaining many advantages which they had never realized.

That about 1000 persons had been shipped by the agents of Viscount Palmerston, who not only promised them clothes, but they were assured that his Lordship had agents at Quebec to whom instructions had been sent to pay them from 2*l.* to 5*l.* per family, according to their numbers.

That these promises were not fulfilled, and that this "most horrible and heartless conduct on the part of his Lordship's agents," was, as he described it "the wanton and unauthorized act of worthless and unprincipled hirelings, in whose bosom every principle of humanity, and every germ of mercy had become totally extinct."

That many thousands fell victims to that cruel system.

That there was not a sufficient quantity of food and water provided for the multitudes on board ship, and that the food consisted entirely of bad biscuit and oatmeal, both of these articles being in many cases unfit to feed swine, having become saturated with sea water and reduced to a mouldy and putrid condition.

That in the shipment of these unfortunate beings, an utter disregard was had to every principle of humanity and the common decencies of life; and at length he expresses deep regret, that men pretending to be Christians, and especially that Britons should be guilty of such barbarity, evidently for the paltry purpose of freeing themselves from the natural and just burden of assisting to support and provide for their own poor.

These and other such statements contained in the letter, reflect so much upon all the parties concerned in emigration last year, the landlords and their agents, the shipowners and their agents, and the Government emigration agents at all the ports from which these unfortunate emigrants sailed, that I may be excused as one of the parties concerned for endeavouring to disabuse your Lordship's mind of the impressions which these statements are calculated to make, and to justify my own conduct and those connected with me from the accusations to which we have been exposed. Statements put forth as these have been, under the countenance of your Lordship's name and of Mr. Ferrie's official position at Montreal, should, I submit, have been supported by the most convincing proofs of their unqualified truth, but so far from Mr. Ferrie having any proof of the truth of the allegations and charges contained in the letter, he has not even taken the most ordinary means of satisfying himself of the real facts of the case, or of the correctness of his statements and charges, most of which are without the least shadow of foundation.

I do not doubt that the persons with whom he says he conversed on the subject, gave as exaggerated statements of their destitution and poverty as they could, in order to call forth the sympathy and liberality of their new friends; but I confess I do not believe that Mr. Ferrie had even the sanction of the "heads of families," and other adults alluded to in his letter, for the assertion, that the 1000 persons shipped off by the agents of Lord Palmerston were promised clothes and were to be paid by agents of his Lordship in Quebec 2*l.* to 5*l.* per family on landing. There is something in the manner in which this allegation is made, as well as in the very words themselves, which tend to throw a doubt upon the veracity of the statement. Mr. Ferrie informs your Lordship that he took occasion to put certain questions to the adult portion of the emigrants, particularly the heads of families, and he was informed by them, among other things, that they were induced to emigrate by being promised many advantages which were never realized; and then he adds, "For instance, there have been this year about 1000 persons shipped off by the agents of Lord Palmerston who not only promised them clothes, &c."

The connexion between this and the previous paragraph is not such as to lead to the conclusion that Mr. Ferrie intended it to be understood, that the adults and heads of families before alluded to, furnished him with this instance of a breach of faith on the part of the agents of Lord Palmerston, nor does he state that he was informed by any one.

He puts it forward as a dictum of his own which he expects the public to receive as undeniable, though he carefully conceals the evidence on which it is founded.

From the wording of the paragraph it is impossible to understand whether this "instance" was furnished to him by the adults and heads of families before alluded to, or by other parties of more questionable veracity, or whether it was the invention of his own imagination, as you will find other statements in the letter to be. But the allegation is that the agents of Lord Palmerston "promised them *clothes*." Now this I think is so puerile and absurd, that it carries with it its own contradiction: why should these poor people be promised clothes in Canada and not get them in Ireland, where they could be purchased cheaper than in Canada and might be useful to them on the passage. The promise of *money* on their arrival is an intelligible promise and the people could themselves understand the reason of its being payable in Canada, and not in Ireland, but why they should allow themselves to be cajoled by a promise of *clothes* on their arrival does not appear so clear, and I think Mr. Ferrie, if he heard such an allegation and believed it, must have been easily imposed upon; but I confess, I think it is one of those loose and flippant assertions with which the letter abounds, founded not upon particular statements, but upon general conversation with the mass of the 100,000 emigrants with whom he alleges he was in communication, and picked up from stray expressions which fell from these multitudes, without analysing with any precision the particular expression or the party from whom it proceeded.

It only remains for me to contradict the statement, and to assure your Lordship, that as agent to Lord Palmerston, I never made any promise to any of the persons who emigrated last year from his Lordship's estate, that they were to get clothes or money on their arrival in Canada, and I have the positive assurance of the gentlemen by whom the shipment of these emigrants was conducted, that he never made any such promise, and does not believe that any such promise was made by any one. A large proportion of them got clothes and blankets before sailing, but no promise was made of any further supply on landing, and nothing was said about his Lordship having any agents in Quebec, who would attend to their wants, or from whom they were to expect assistance on landing; the fact is that no inducement was necessary to persuade the people to emigrate; they were themselves most anxious to go, and the applications for free passages were so numerous and pressing, that we were unable to supply the demand; there was no necessity for our promising them advantages which they could not realize, for our promising them clothes, or money, or anything else to persuade them to go, and it can scarcely be believed, that we should voluntarily enter into such engagements, which were not demanded and not expected by the emigrants, and which, on our part, we never intended to fulfil.

Mr. Ferrie states, that the charity which "thinketh no evil" teaches him to acquit Lord Palmerston of any criminal participation in the most horrible and heartless conduct on the part of his Irish agents. But he does not state what the character of that charity is, which leads him to condemn the guiltless, and to depict in language unworthy of a Christian or of a gentleman, the character of parties with whom he is entirely unacquainted, as "mercenary agents and worthless and unprincipled hirelings in whose bosom every principle of humanity, and every germ of mercy had become extinct;" and this, without any sufficient evidence to attach to these parties the crimes of which he accuses them.

His charge is founded upon inferences drawn from suppositions of his own, the foundation for

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which rests upon loose conversations with parties seeking for charitable aid on the plea of distress and broken promises.

With respect to the charge, that the food with which the emigrants were provided on board ship was bad, and that there was not a sufficient quantity of food and water for the multitudes on board, I have only to say, that this does not apply to any of the emigrants from the estate of Lord Palmerston, nor does it appear from the context that it was intended to apply to them, neither can it apply to any of the numerous emigrants from the estates of other landed proprietors, to whom I and my partners are agents, sent out last season from the ports of Sligo, Limerick and Dublin. Besides the usual allowance of food and water required by Act of Parliament, the emigrants were, in every case, provided with biscuit of the very best quality, some of it bought at the enormous price of 30*l.* per ton, with tea, sugar, meat, rice, vinegar and other articles suited for the voyage. The greatest care was taken to procure the very best quality of food, and the quantity of each was determined upon after consultation with the most experienced ship agents and captains of vessels, and I have reason to know that there was no deficiency in any case, nor any complaint either as to the quality or quantity of the food.

As an evidence of the careless and flippant manner in which Mr. Ferrie's statements are put before the public, I beg to refer to the paragraph in which he states that the last cargo of human beings which was received from Lord Palmerston's estate, was by the "Lord Ashburton," the captain of which but a few days since died of the prevailing fever, and consisted in all of 174 men, women and youths, of which 87 were almost in a state of nudity.

It is not stated from what port this vessel sailed, nor do I know any thing of the circumstances, but this I know, that none of Lord Palmerston's tenants were sent out by the "Lord Ashburton," nor have I heard that the captain of any of the vessels, which conveyed his Lordship's tenants, died of fever.

There is the same flippancy and want of caution in another paragraph, in which he proposes to enumerate a few among the many instances where, in the shipment of these unfortunate beings, an utter disregard was had not only to every principle of humanity, but even to those common decencies of life, which nature in the lowest depths of degradation and misfortune, so scrupulously seeks to preserve. "Those emigrants (he says) from Kilkenny, Queen's County, Wicklow, and the estate of Virginia and Avon, of which Lord De Vesci, Lord Fitzwilliam, Major Mahon and Captain Wandesford, are the several proprietors, were in a state of fearful destitution." I have no knowledge of the condition in which the emigrants from the estates of Lord Fitzwilliam and Captain Wandesford sailed, but it is well known in this country that there are not a more comfortable or respectable body of tenantry in any part of Ireland, than those on the estate of Lord Fitzwilliam, in the county of Wicklow, and it is utterly incredible that they could have arrived in a state of fearful destitution, or in a condition affording any evidence of a disregard to the common decencies of life or the principles of humanity, on the part of those who provided them with a passage to Canada; but I do know, that in the case of the numerous emigrants from Lord De Vesci's estates in the Queen's County, which sailed from the ports of Waterford and Dublin, no expense was spared to provide them with suitable clothing, and an ample supply of provisions of the best kind, and the utmost attention was paid to the convenience and comfort of these emigrants. The late Major Mahon sent no emigrants from the counties of Kilkenny, Queen's County or Wicklow, or from the estates of Virginia and Avon, having no estates in those parts, and the introduction of his name in the paragraph is confirmatory of what is stated in a previous part of this letter, that some of Mr. Ferrie's assertions are founded not upon particular facts or statements, but upon general conversations with a variety of emigrants from different places and different ports, with whom it appears he communicated, and whose varied statements are put together into a confused mass, without any order or precision.

I cannot conclude, without referring to the gratifying fact, that already considerable sums of money have been sent home by the emigrants of last season, to their friends in this country, and promises of further assistance as the season advances, to enable their friends and relatives to follow them; and several most pleasing letters have been received by tenants of Lord Palmerston encouraging them to proceed without delay, and assuring them of success and prosperity on their arrival, and great as was the stream of emigration last year, it was not greater than present prospects would lead us to expect this year will produce, especially to the United States. The demand by tenants for free passages from their landlords is fully as great as it was at any period of last season.

Apologizing for the length to which my communication has extended,

I have, &c.,

The Right Hon. Earl Grey, &c. &c. &c.

(Signed) J. KINCAID.

Encl. 3 in No. 19.

Enclosure 3 in No. 19.

Colonial Land and Emigration Office,
April 3, 1848.

SIR,

WE have to acknowledge the receipt of your letter of the 13th ultimo, enclosing the printed copy of a pamphlet on last year's emigration to Canada, by Mr. Adam Ferrie, of Montreal, together with an answer to certain statements in that pamphlet, by Mr. Kincaid, of Dublin.

Mr. Ferrie is a member of the Legislative Council of Canada, and was, during last season "Chairman of the Lay Commission," and "Chairman of the Emigrant Committee" of Montreal. Mr. Kincaid is agent to Lord Palmerston, and to several other large landed proprietors in Ireland.

Mr. Ferrie's statements are to the effect that the great bulk of the Irish emigrants of last year were sent out by their landlords, in a state of "utter destitution and misery," and were induced to emigrate by promises which had not been fulfilled; that, for instance, 1000 persons had been shipped off by Lord Palmerston's agents, who promised them clothes, and from 2*l.* to 5*l.* a family on their arrival at Quebec: that the emigrants from certain estates of Lords de Vesci and Fitzwilliam, and Major Mahon and Captain Wandesford, "were in a state of fearful destitution, as well as those from the estate of Lord Palmerston;" that "the last cargo of human beings which was received from Lord Palmerston's estate was by the 'Lord Ashburton,'" and that of these emigrants "87 were almost in a state of nudity;" that the food of many of the vessels was of the worst description; that the vessels were excessively overcrowded; that no sufficient vigilance was exercised in this respect by the agents at the outports; and that the whole mortality, up to the time of his writing, had been upwards of 25 per cent of the number embarked.

Mr. Kincaid's letter is in answer to so much of this pamphlet as relates to the emigration from the estates of Lord Palmerston and the other Irish proprietors denounced by Mr. Ferrie. Mr. Kincaid denies that any such promises as are alleged were held out to Lord Palmerston's emigrants, and gives reasons why the alleged promise of clothes would have been unreasonable. He asserts that there is not in Ireland a more comfortable and respectable body of tenantry than on Lord Fitzwilliam's estates, and that, therefore, the account of their destitution and misery is incredible; that every pains was taken to supply Lord de Vesci's tenantry with ample clothes and food; and that Major Mahon had no estates in the counties indicated by Mr. Ferrie, and could not, therefore have sent emigrants from them. And lastly, he states that none of Lord Palmerston's tenants were sent out by the "Lord Ashburton," and that, accordingly, the charge against his Lordship or his agent, as connected with that vessel, is unfounded. Mr. Kincaid enters so fully into all these points, that it would be superfluous for us to add anything to his observations. He appears to us to give a conclusive answer to this portion of Mr. Ferrie's statements. He writes, indeed, in a tone of strong indignation, and comments in severe terms on the exaggerations into which Mr. Ferrie has been betrayed. We cannot, however, be surprised at this, when we consider that Mr. Kincaid is one of those whose conduct had been characterized by Mr. Ferrie as "most horrible and heartless," and himself denounced as a "worthless and unprincipled hireling, in whose bosom every principle of humanity and every germ of mercy had become totally extinct." But before we dismiss Mr. Kincaid's letter, we beg to call attention to the gratifying statement with which it closes, and which alone would, to a great extent, refute Mr. Ferrie's assertions, that considerable sums of money have already been sent home, and more promised, by the emigrants who proceeded from Lord Palmerston's estate last year, to enable their remaining friends and relations to join them in Canada.

Passing, then, from the portion of Mr. Ferrie's pamphlet which relates to Irish landlords, we proceed to notice those general statements by which the conduct of the Government or its officers is more particularly impugned.

1st. On the subject of food—Mr. Ferrie states that "hundreds of them (the emigrants) most solemnly declared that their food consisted entirely of bad biscuit and oatmeal, and that, in many cases, both of these articles were in a state not fit to feed swine, having become saturated with sea water, and reduced to a mouldy and putrid condition." As Mr. Ferrie has specified none of the vessels to which this description applies, it is impossible for us to procure any specific answer to the charge. But we have negative proof of its inaccuracy in an observation in a letter, dated 7th January last, from Dr. Douglas to our secretary, that he had "found the bread stuffs generally better this season than in former years," and in the silence of Mr. Buchanan, who, being at Quebec, would have an opportunity, which Mr. Ferrie could not have, of testing such a statement, and who would have been bound, had such a statement been made to him, to have ascertained its accuracy, and, if accurate, to have prosecuted the offending parties. Mr. Ferrie has added, that "the quantity of both food and water was much too small for the multitudes on board;" and as regards quantity of food, we fear he is in many cases correct. But it never was contemplated, nor had it happened before last year, that the passengers should throw themselves exclusively on the ship's provisions, and should altogether neglect to take any stores of their own. That there was not enough water on board is not borne out by any of the reports which we have received from Canada.

2nd. In regard to numbers—Mr. Ferrie states, that "in many instances from 600 to 800 were huddled together in one indiscriminate mass, being double the number which the vessels were capable of accommodating with any degree of comfort or safety." On examining the returns of ships that sailed for Canada from ports in the United Kingdom, where our officers are stationed, we find that one vessel of 1307 tons sailed with 816 passengers; three vessels, of 988, 1280, and 1163 tons respectively, sailed with 600, 602, and 646 passengers; and two vessels of 1163 and 1109 tons respectively, sailed with 590 and 599 passengers. We annex a memorandum showing the names of these vessels, the number of statute adults which, as the law then stood, each was competent to carry, and the number actually carried. It will be seen that none of them carried more passengers than the law permitted, and that in two instances (the "Sobraon" and "Argo") the number of passengers was considerably within the legal number.

3rd. Mr. Ferrie demands why the measures which Parliament and the Government had adopted to regulate emigration at a time when emigration was healthy should have been abandoned when most needed; and he assumes that the arrangements on board passenger ships were, during last year, "left entirely to the cupidity and despotic cruelty" of the masters and agents of emigrant ships. He adds, "It is a fact which cannot be questioned, that the

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Government agents were in various instances sadly deceived, and grossly imposed on by the mercenary views and artful policy of the ship agents, and those immediately concerned in this inhuman traffic of flesh and blood. For days before the emigrants were admitted on board, the vessels destined to receive them were anchored in the stream, having been previously furnished with a large quantity of materials and workmen actively employed for the express purpose of erecting additional berths. In some vessels two extra tiers from deck to deck were added, into which all ages, sexes, and conditions were indiscriminately forced. The pleadings of humanity were stifled by the cannibal cravings of that rapacity which rejoiced in the anticipation that it was about to receive 2*l.* per head for every additional victim." Mr. Ferrie is evidently but imperfectly acquainted with the state of the law, or the regulations of the Government, in this country, on the subject of emigration. We have every reason to believe that the law was last year faithfully and efficiently administered by the emigration officers at the outports, and that such occurrences as Mr. Ferrie describes could not have taken place without their knowledge and interference. Here, again, we are unable to obtain any specific evidence, because the charge does not point out any specific cases; but we may appeal, as before, to the silence of Mr. Buchanan, and to the evidence of Dr. Douglas in the letter from which we have before quoted. In announcing that he had sent in his general report (which we have not yet received) he says, "I have endeavoured to show that the sickness and mortality which prevailed so extensively on the voyage, and which has been attributed by the newspapers, both in this country and in England, to insufficiency of food and over-crowding on ship-board, and to a general disregard of the Passenger Act, was not caused by any such thing. I found the bread-stuffs generally better this season than in former years, and I think fewer vessels had an excess of passengers over the number allowed by the Act."

4th. In describing the mortality among the immigrants, Mr. Ferrie says, "Of the original 100,000" (who sailed for Canada) "5,000 and upwards died on their passage to this country, and of those who landed on our shores (so far as the returns have been collected), upwards of 20,000 have fallen victims to an insidious and fatal disease." The Executive Council of Canada, in a report dated 7th December (six days later than the date of Mr. Ferrie's pamphlet) give the number, as far as returns had then been received as follows:—

Total of emigrants embarked for Canada . . .	89,738
Died on the passage	5,293
After arrival in the colony	10,037

These are the more important statements in Mr. Ferrie's pamphlet, and we have gone through them thus at length, because the position as regards emigration, which Mr. Ferrie occupied during the past season, gives to any representation of his almost the weight of official authority. We are bound to say that his representations appear to us highly coloured. That Mr. Ferrie takes a warm interest in the welfare of the emigrants, is proved by the position which he has so long held at the head of the Voluntary Emigration Committee of Montreal, and by the publication now before us; but he appears in the present instance to have allowed this feeling to carry him too far. The bare facts were appalling enough, and it is much to be lamented that when such was the case, Mr. Ferrie should, by such a publication as the present, have run the risk of increasing the excitement and irritation which those facts had naturally produced.

We have, &c.
T. W. C. MURDOCH.
C. ALEXANDER WOOD.

Herman Merivale, Esq.,
&c., &c., &c.

MEMORANDUM.

Ship's Name	No of Statute Adults the Ship could legally carry.	No. of Statute Adults actually Embarked.	No. of Souls Embarked.						
			Adults.		Children. 1 to 14.		Children under 1.		Total.
			M.	F.	M.	F.	M.	F.	
Argo.	474	450	213	161	73	79	40	24	590
Princess Royal . . .	481	476½	235	149	101	84	17	13	599
Sobraon	515	449	184	163	105	99	28	23	602
Goliah.	463	463	204	174	86	84	30	22	600
Greenock	634	633	323	205	106	104	42	36	816
Agamemnon. . . .	490	490	230	173	89	85	36	33	646

No. 20.

(No. 203.) No. 20.

COPY of a DESPATCH from Earl GREY to Governor-General the Earl of ELGIN.*

My LORD, Downing-street, April 20, 1848.

Page 35.

WITH reference to my Despatch No. 194, of the 7th instant, enclosing a copy of the Act of Parliament which had been passed to make further provision

* A similar Despatch addressed to the Lieut-Governors of the other North American Provinces.

for the carriage of passengers by sea to North America, I have the honour to transmit for your information, the copy of an Order in Council, which has been passed by virtue of the provisions contained in that Act, laying down rules for preserving order, and for securing cleanliness and ventilation on board of passenger ships.

I have, &c.,

The Right Hon. Earl of Elgin, &c. &c. &c.

(Signed) GREY.

Encl. in No. 20.

Enclosure in No. 20.

At a Court at Osborne House, Isle of Wight, the 15th day of April, 1848,

Present,

THE QUEEN'S MOST EXCELLENT MAJESTY IN COUNCIL.

WHEREAS by an Act passed in the 11th year of the reign of Her Majesty, intituled "An Act to make further provision for one year, and to the end of the then next Session of Parliament, for the carriage of Passengers by sea to North America," it is enacted that it shall be lawful for Her Majesty by an Order or Orders in Council to be by Her made, with the advice of Her Privy Council, to prescribe any such rules or regulations as to Her Majesty may seem fit for preserving order, and for securing cleanliness and ventilation on board of British ships proceeding from any port or place in the United Kingdom, or in the Islands of Guernsey, Jersey, Alderney, Sark, or Man, to any port or place on the Eastern Coast of North America, or in the islands adjacent thereto, or in the Gulf of Mexico—Now, therefore, Her Majesty doth, by and with the advice of Her Privy Council, and in pursuance and exercise of the authority vested in Her by the said Act, order, and it is hereby ordered, that the following shall be the rules for preserving order and for securing cleanliness and ventilation, to be observed on board of any such ships proceeding on such voyage as aforesaid.

1. All passengers who shall not be prevented by sickness or other sufficient cause, to be determined by the surgeon, or in ships carrying no surgeon, by the master, shall rise not later than 7 o'clock A.M., at which hour the fires shall be lighted.

2. It shall be the duty of the cook appointed under the 3rd clause of the Act 11 Vict., cap. 6, to light the fires and to take care that they be kept alight during the day, and also to take care that each passenger or family of passengers shall have the use of the fire place at the proper hours, in an order to be fixed by the master.

3. When the passengers are dressed their bed shall be rolled up.

4. The decks, including the space under the bottom of the berths, shall be swept before breakfast, and all dirt thrown overboard.

5. The breakfast hour shall be from 8 to 9 o'clock A.M., provided that before the commencement of breakfast all the emigrants, except as hereinbefore excepted, be out of bed and dressed, and that the beds have been rolled up, and the deck on which the emigrants live properly swept.

6. The deck shall further be swept after breakfast, and after every other meal, and as soon as breakfast is concluded shall be dry holystoned or scraped. This duty, as well as that of cleaning the ladders, hospitals, and round-houses, shall be performed by a party taken in rotation from all the adult males above 14, in the proportion of 5 to every 100 emigrants, and who shall be considered as sweepers for the day. But the occupant of each berth shall see that his own berth is well brushed out.

7. Dinner shall commence at 1 o'clock P.M., and supper at 6 P.M.

8. The fires shall be extinguished at 7 P.M., unless otherwise directed by the master, or required for the use of the sick, and the emigrants shall be in their berths at 10 o'clock P.M.

9. Three safety-lamps shall be lit at dusk, and kept burning till 10 o'clock P.M., after which hour two of the lamps may be extinguished; one being nevertheless kept burning at the main-hatchway all night.

10. No naked light shall be allowed at any time or on any account.

11. The scuttles and sternports, if any, shall, weather permitting, be opened at 7 o'clock A.M., and kept open till 10 o'clock P.M., and the hatches shall be kept open whenever the weather permits.

12. The coppers and cooking utensils shall be cleaned every day.

13. The beds shall be well shaken and aired on deck at least twice a-week.

14. The bottom boards of the berths, if not fixtures, shall be removed and dry-scrubbed, and taken on deck at least twice a-week.

15. A space of deck room shall be apportioned for a hospital, not less, for vessels carrying 100 passengers, than 48 superficial feet, with two or four bed-berths erected therein, nor less, for vessels carrying 200 or more passengers, than 120 superficial feet, with six bed-berths therein.

16. Two days in the week shall be appointed by the master as washing-days, but no washing or drying of clothes shall on any account be permitted between decks.

17. On Sunday mornings the passengers shall be mustered at 10 o'clock A.M., and will be expected to appear in clean and decent apparel. The Lord's day shall be observed as religiously as circumstances will admit.

18. No spirits or gunpowder shall be taken on board by any passenger, and if either of

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those articles be discovered in the possession of a passenger, it shall be taken into the custody of the master during the voyage, and not returned to the passenger until he is on the point of disembarking.

19. No loose hay or straw shall be allowed below for any purpose.

20. No smoking shall be allowed between decks.

21. All gambling, fighting, riotous, or quarrelsome behaviour, swearing, and violent language, shall be at once put a stop to. Swords and other offensive weapons shall, as soon as the passengers embark, be placed in the custody of the master.

22. No sailor shall be allowed to remain on the passenger-deck among the passengers, except on duty.

23. No passenger shall go to the ship's cookhouse without special permission from the master, nor remain in the forecastle among the sailors on any account.

24. In vessels not having stern-ports or scuttles in the sides, such other provision shall be made for ventilation as shall be required by the emigration officer at the port of embarkation, or, in his absence, by the officers of customs.

And the Right Honourable Earl Grey, one of Her Majesty's Principal Secretaries of State, is to give the necessary directions herein accordingly.

(Signed) C. C. Greville.

NEW BRUNSWICK.

(No. 105.) No. 21.

COPY of a DESPATCH from Lieut-Governor Sir W. M. G. COLEBROOKE to Earl GREY.

Saint John, New Brunswick,
December 14, 1847.

MY LORD, (*Received January* 1, 1848.)

WITH reference to my Despatch No. 102, dated 25th November, 1847, I have now the honour to transmit to your Lordship copies of a further communication which I have received from the mayor, and common council of Saint John, on the subject of the emigrants landed from the "Æolus." To enable me to arrive at a proper understanding of the measures necessary to be taken in reference to these people, and to the destitute emigrants in general, I determined to revisit the city, and I have the satisfaction of being able to state, that accommodation has been provided in the almshouse for all who are unable to support themselves, and who require at this inclement season to be taken care of. The orphan children of deceased emigrants have been placed in an asylum which was reported by me, in the same despatch, to have been fitted for their reception in the city; the number of these children amount to 170, and there is accommodation for more. This establishment I have placed in the special charge of two Commissioners of the almshouse, and it is visited by several gentlemen and ladies who have taken a humane interest in the welfare of the children.

For Sir W. M. G. Colebrooke's Despatch, No. 102, 25th November, *vide* Sessional Paper, House of Lords, 1847-48, No. 19, Part I., page 155. Ditto, House of Commons, No. 50, Part I., page 155.

There is much vagrancy and mendicity amongst the adult emigrants, and which it has not been found practicable to arrest from the dearth of employment at this season; and the presence of so many idle people in this city has given occasion to much apprehension of disturbances. During the summer, and after the murder of Mr. Briggs, (a young gentleman of great respectability, who was shot while walking peaceably with two other gentlemen in the streets of Portland, adjacent to Saint John), the magistrate at my instance appointed a stipendiary police; the policemen were unarmed, and a premeditated attack was made on them in the evening of the 5 h instant, when three of the policemen were stabbed, one of whom has since died of the wounds he received. Not being able to secure the principal offender Thomas Bowes, who was fully identified by the policemen, I issued a proclamation offering a reward of 250*l.* for his apprehension, and having previously issued a similar reward for the apprehension of the murderer of Mr. Briggs, I regret that all efforts or inducements have been hitherto ineffectual, no disclosures having been made or information given affording the slightest clue by which the offenders can be traced. These atrocities are to be referred to the lamentable spirit of party which has prevailed amongst the Irish population, and also to habits induced by smuggling, in which lawless pursuit a number of desperate men residing at Portland are largely engaged, and it will be indispensable for the security of life and property, that a more efficient police force should be established as well in the city as in Portland; in the mean time I have supplied arms to the police in Portland, for their defence, and also as a measure of security in a community in which two barbarous murders have been so recently committed, and the offenders allowed to escape through the connivance of those who are lawlessly combined to defeat the ends of public justice.

Recurring to the situation of the emigrants, it will be necessary to provide some means of employment during the winter for the numbers who are idle, and also to prepare for the reception and better accommodation of the sick, in the ensuing year. It appears to me to be necessary that the quarantine establishment at Partridge Island, should be placed under the immediate authority of the Government officer, and when authorised, I have proposed to appoint to the charge, Captain Thomas Moses, a half-pay officer, who is an active magistrate in the West Isles of the Bay of Fundy, and who has claims from his long and active services, and general qualifications for such employment. I have taken measures to obtain a preliminary estimate of the sums that would be required to place the

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quarantine establishment on an efficient footing; the expense of which as mainly, required by reason of the number of emigrants usually received there in the summer months, ought not to be allowed to devolve on the province, and if I should receive your Lordship's sanction from the Government to make the necessary disbursements, I should hope that the establishment might be in readiness before the spring arrivals, for the suitable accommodation of the sick, and for the shelter of the passengers of emigrant ships requiring fumigation before they can be allowed to enter the harbour.

In regard to the orphan asylum, when the establishment has been completed, I propose to declare it to be open for the reception of all destitute orphans, for whom a specific allowance will be paid, which in the case of emigrant children will be chargeable against the emigrant fund. As I propose that an infant school, and school of industry should be attached to the asylum, preparations for which have already been made, I feel confident that it will lead to an improvement of the children, and their employment in respectable families throughout the province.

In the rural districts there is a disposition to receive and adopt children, who are brought up as members of the family, and if well conducted are eligibly provided for when of age.

In transmitting the general Report of the emigration office by the next packet, I will reserve the consideration of these measures.

I have, &c.,

The Right Hon. Earl Grey, &c. &c. (Signed) W. M. G. COLEBROOKE.

Enclosure in No. 21.

Encl. in No. 21.

SIR, St. John, November 23, 1847.

I HAVE the honour to acknowledge the receipt of your communication of the 13th instant, wherein you inform me that you had transmitted therewith a copy of a Despatch from the Secretary of State, and of a letter from the emigration officer at this place, relative to the taking of bonds from masters of emigrant ships before allowing them to land passengers; and requesting me to furnish a return of all bonds so taken at the port of St. John, the sums raised upon them, and how appropriated, for the information of the Lieut.-Governor.

This letter, with the papers accompanying it, I have now the honour to report, has been laid before the Common Council, and I am instructed by that body to state that no bonds are on file in the common clerks' office of the description to which you refer; neither has any money been received during the season on account of bonds alleged to be thus taken by the corporation, the common council, or any of their officers. The system I find in operation, and which had been the course pursued in former years, when I had the honour of receiving the appointment in April last I now hold, was to exact from masters of merchant ships arriving with emigrants, through the instrumentality of the health officer stationed at Partridge Island, an obligation or obligations, when the vessels were placed in quarantine on their arrival, for the support of passengers landed on the island, to enable the vessels to be the sooner cleared and purified, and consequently to expedite their discharge from quarantine; but this I understood only had reference to a similar liability to which they were respectively subject if the emigrants remained on board, and it was only transferring to the island the same quantity of provisions for their support when thus landed that the same parties would be entitled to on shipboard.

The passengers until the present year were generally healthy, and few cases I learn occurred where it became necessary thus to land them on the conditions mentioned, and in all such instances the reasonable requisitions thus imposed were cheerfully complied with. In the present year, however, although the form of the order for placing the different vessels in quarantine has been continued, I, at the earliest date, and immediately on the first vessel having been so placed, gave positive orders to the Health Officer not to exact from the masters or consignees of vessels any particle of support for the sick and debilitated emigrants, which instructions I repeated from time to time subsequently; and so rigidly has this been carried out, that I am satisfied no one instance can be named where an exaction of this description has been made. To facilitate, however, and to expedite the discharge of a vessel with disease on board (and the exception was rare when there was none), orders were given that if the respective masters wished to land their well passengers, they would be kept separate and distinct from the sick, but they must be fed as they would have to be on board at the expense of the ship; and instances are many where supplies forwarded from this by the Almshouse Commissioners, for the support of the sick, have in part found their way to the well passengers,—contingencies which, under the peculiar and unparalleled circumstances of the year, could not have been avoided. No money has, however, been received by the corporation, nor any stock of provisions; neither have any bonds been taken, but mere memoranda by the Health Officer as to what was required for the masters and consignees to do.

I hope this explanation will be satisfactory to His Excellency the Lieut.-Governor, and that he will discover that no unnecessary or improper claim has been made in the cases referred to.

As soon as there is a meeting of the Common Council, which is appointed for Monday, the 29th instant, I shall have occasion to address you, for the information of His Excellency, on the subject of the passengers per Æolus, which is not attended to in this communication.

I have, &c.,

Hon. John S. Saunders, Provincial Secretary, &c. &c. &c. (Signed) JNO. R. PARTELOU, Mayor.

SIR, St. John, New Brunswick, December 2, 1847.

AGREEABLY to the desire of His Excellency the Lieutenant-Governor, expressed in your letter of the 27th ultimo, received last evening, I have the honour to enclose herewith a copy of the letter of Dr. William S. Harding, Health Officer, referred to in certain resolutions of the Common Council, passed on the tenth ultimo, relative to pauper emigrants.

I have, &c.,

Hon. John S. Saunders, Provincial Secretary, &c. &c. &c. (Signed) WILLIAM BOYD, Common Clerk.

SIR, St. John, New Brunswick, December 3, 1847.

BY direction of the Common Council of this city, I have the honour to enclose, for the consideration of His Excellency the Lieutenant-Governor, a copy of certain resolutions passed by the Common Council, on the 29th ultimo, with regard to the emigrants landed from the barque "Æolus."

I have, &c.,

Hon. John S. Saunders, Provincial Secretary, &c. &c. &c. (Signed) J. WILLIAM BOYD, Common Clerk.

AT a Common Council holden at the Council Chambers, on the 29th day of November, A.D., 1847.

READ a letter from the Provincial Secretary, dated 20th November, instant, relative to the resolutions passed by the Common Council on the 10th instant, with regard to the emigrants landed from the Barque "Æolus."

And, thereupon, the following resolutions are unanimously passed.

Resolved, that this Board observes with much concern the dissatisfaction expressed by His Excellency the Lieutenant-Governor on the terms of the resolutions relative to the passengers per barque "Æolus."

Resolved, that this Board, in passing the resolutions adverted to, viewed the question merely as a local one; and was mainly influenced by a consideration to devise means for relieving this city and its vicinity from the intolerable burden, which must necessarily result by upwards of 400 wretched emigrants becoming resident confirmed and settled paupers.

Resolved, that the Common Council, now as heretofore, fully appreciate the disposition manifested by His Excellency in relieving the pressure upon the community from the unparallelled influx of Irish paupers in the present year; and that, although they entertain no doubt that the same measure of relief will be extended by His Excellency to the present case, still, that relief, in the opinion of this Board, can only be temporary, and cannot avert the frightful evils entailed upon this community by the taxation that must inevitably be resorted to for the support of such a multitude of fixed paupers upon this parish.

Resolved, that a copy of the foregoing resolutions be transmitted to the Provincial Secretary for the consideration of His Excellency the Lieutenant-Governor.

Extract from the minutes.

(Signed) WILLIAM BOYD,
Common Clerk, &c.

St. John, New Brunswick,
November 29, 1847.

TO HIS WORSHIP THE MAYOR.

SIR,

HAVING been called upon by your Worship, for a report to represent the alleged peculiarities of the passengers of the "Æolus," I beg to state, that I consider any verbal description would but very inadequately convey the true features of the case; but these peculiarities are strikingly apparent by inspection, which will at once inform the beholder that 99 of every 100 must be supported by the charity of this commuity, or otherwise as justice demands; as reasons for this conclusion I can only make the assertion as above, they must be seen to be fully understood; among these reasons, however, I will enumerate one or two. There are many superannuated people, and others of broken down constitution, and subjects of chronic disease, lame, widows with very large helpless families, feeble men (through chronic disease, &c.) with large helpless families; in fact, all those causes which rendered them paupers upon the hands of the

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landlord are now in existence with added force from recent disease, &c., to fasten them upon us. And that nearly 400, so glaringly paupers, are thus sent, who so tame as would not feel indignant at the outrage.

I have, &c.,

St. John, New Brunswick, November 4, 1847. (Signed) W. S. HARDING, Health Officer.

The above is a true copy of the letter referred to in certain resolutions passed by the Common Council of the city of St. John, on the 10th November, 1847.

(Signed) J. W. BOYD, Common Clerk.

COPY of CERTIFICATE granted in the case of the "Æolus."

I, John R. Partelou, Mayor of the city of St. John, do hereby certify, that the ship "Æolus," Captain Driscoll, arrived at this port on or about the last day of October, 1847, with upwards of 400 pauper Irish emigrants from Sligo; That a number of the said emigrants, according to the report of the Health Officer who inspected the said ship, were labouring under fever of an infectious character, and that she was consequently ordered to perform quarantine; That finding, from consultation with the said Health Officer, as well as with the Master of the said vessel, that nearly all, if not all of the said emigrants, would immediately require parochial relief on being landed, and that they must necessarily be sent to the almshouse, there to be supported at the public expense, a Committee of Common Council, duly authorized, did agree with the Master of the said ship to receive from him through his consignees, Messrs. Robert Rankin and Co., the sum of 250*l.* currency, to be applied towards their temporary support in the said alms-house, and to enable the said ship to be relieved from supporting the said emigrants while on board, as well as to expedite her despatch from this port with a return cargo at the then advanced season of the year. And I do further certify, that a great portion of the said emigrants, are now in the said alms-house as permanent paupers, and supported at the public expense; and that the said sum of 250*l.* so received, has been devoted in aid of that service.

Given under my hand at St. John, New Brunswick, this 10th day of December, A.D., 1847.

(Signed) J. R. PARTELOU, Mayor.

No. 22.

(No. 152.) No. 22.

COPY of a DESPATCH from Earl GREY to Lieut.-Governor Sir W. M. G. COLEBROOKE.

SIR, Downing-street, January 19, 1848.

I HAVE the honour to acknowledge your Despatch, No. 105, of the 14th of December last, containing some further correspondence with the mayor and corporation of St John, upon the manner in which the immigrants by the "Æolus," had arrived, and upon the subject of the burdens caused by this year's immigration.

Having already communicated with you so fully on the general question, of the sufferings which attended the emigration of last year, it is unnecessary that I should enter upon it at large on the present occasion.

It is, however, with no common regret, that I have seen the allusion which you make to the murder of a young gentleman, last summer, while walking peaceably in the streets of Portland. And I have read with no less concern, your accounts of the party spirit amongst the Irish population, and of the murder of one policeman, as well as of violent injuries inflicted upon others; which offences you ascribe to that cause. I entirely approve of your intention to arm the police, as well as to consider of the proper means for adding to their numbers. You will not fail to apply to the Legislature for all grants of money or other measures which may be requisite for this purpose; and you will spare no effort to arrest the progress of turbulence and crime, which are at once as new as they are unjustifiable in a country situated like New Brunswick.

With regard to the allusion you make to the great prevalence of smuggling at Portland, and to the lawlessness which arises from that cause, it would seem to me proper, unless you have any reason for entertaining a different opinion, that you should submit to the consideration of the Legislature, the question, whether so great a prevalence of this offence, must not be regarded as affording proof that the existing rates of duties upon the articles principally smuggled, are too high.

I have, &c.

To Sir W. M. G. Colebrooke, &c. &c. (Signed) GREY.

(No. 110.) No. 23.

NEW BRUNSWICK.

No. 23.

Copy of a DESPATCH from Lieut.-Governor Sir W. M. G. Colebrooke to Earl Grey.

Fredericton, New Brunswick,
December 28, 1847.

My Lord, *(Received January* 17, 1848.)

In reference to my Despatch, No. 105, dated the 14th instant, I have now the honour to forward the annual report of Mr. M. H. Perley, the emigration officer at St. John, and it is with much concern that I noticed in the return, so great a mortality amongst the emigrants who have come out; and which, according to his estimate, may be stated at 2 per cent. on the returns, and 14 per cent. including those who may have died in the sheds. It is unnecessary that I should recapitulate the causes to which the mortality has been attributable, and from the review of the subject in your Lordship's Despatch, No. 135, dated the 2nd instant, and the Report of the Land and Emigration Commissioners, I trust that the measures which your Lordship has authorized to be proposed to the provincial Legislature, (in which I will be prepared to be guided by the information I may receive from Lord Elgin, of those submitted to the Canadian Legislature,) will have a salutary effect in the future treatment of emigrants on the passage, to which so much of their sufferings may be ascribed.

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For Lord Grey's Despatch, 2nd Dec., 1847, No. 135, *vide* Sessional Paper, House of Lords, 1847-48, No. 19, Part I., page 159. Ditto, House of Commons, No. 50, page 159.

I anticipate much benefit from the amendment proposed in the Passengers' Act, for diminishing the numbers in proportion to the tonnage of vessels, and also from requiring that an adequate supply of wholesome provisions should be provided for the voyage. Experience has, however shown, that where the constitution has been impaired by starvation and disease, the sudden return to a plentiful diet by persons not subject to hard work, or able to perform it, will, in itself, prove injurious to health, unless regulated by medical advice, and if it should be found impracticable to require that emigrant ships destined to these provinces, should carry a surgeon, it might, at least, be provided that a medical officer should be appointed in each port, from whence they embark, with authority to inspect the emigrants before the clearance of the vessel, and to give such directions in regard to diet, and the use of medicines, as well as to cleanliness and ventilation as would be calculated to guard against the production and spread of disease. If such regulations to which the health of troops on long voyages is so much attributable, do not admit of being enforced by law, it may be apprehended that they will, in many cases, be but imperfectly observed; although a check will be given to the neglect of them by the higher charges to which vessels may be made subject in such cases, and still more by their detention in quarantine. It will afford me much satisfaction to be able to apprize the Mayor and Common Council of St. John, as also the Provincial Assembly, that Her Majesty's Government will be prepared to recommend to the consideration of Parliament, the claims of this province to a fair share of assistance in meeting the burthens that have been thrown on it, and I do not doubt that they will be prepared to co-operate in such measures as will be calculated, as far as possible, to provide against a recurrence of the sufferings of the present year, as well in justice to the emigrants as to the community. As soon as the accounts of the expenditure during the year can be made up, I will lose no time in transmitting an abstract of them. I had already, while at St. John, required such an account to be prepared, as well as of the receipts and disbursements of the Emigrant fund; and I hope to be able to forward these statements by the ensuing mail, together with estimates of the expense that would attend the necessary improvement of the emigrant buildings at Partridge Island.

I am glad to be able to report, that there is every reason to hope, that the Orphan Asylum established at St. John, will prove a great resource to the community, as well as a refuge to the children who have been left destitute; and in regard to the measures taken for the suppression of vagrancy, I had already referred the Act to which your Lordship has adverted, to the law officers, by whom, I am given to understand, that its leading provisions, taken from English laws, have been long in force in the province, and I propose, accordingly, to draw the attention of the magistrates to these enactments.

In reference to your Lordship's despatch, No. 124, of the 18th November, I have the honour to enclose the copy of the reply which the Emigrant officer, at St. Andrews, has transmitted from Mr. Boyd, to the reference made to him, and

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of an instruction which I have given to Mr. Perley to enquire into the case, so far as may be necessary.

I also enclose copy of a Report from the officer appointed to make disbursements at Shippegan, in the county of Gloucester, of the measures taken by him for the relief and settlement of the emigrants arrived in the "Eliza Liddell."

I enclose an account which I have just received from the auditor, of the receipts and disbursements under the Act of 1832, showing the amount of advances made in the present year, under authority of your Lordship's Despatch, No. 99, dated 7th August.

I have, &c.,

The Right Hon. Earl Grey. (Signed) W. M. G. COLEBROOKE.
&c. &c. &c.

Encl. 1 in No. 23.

Enclosure 1 in No. 23.

To His Excellency Sir WILLIAM M. G. COLEBROOKE, K.H., Lieutenant-Governor and Commander-in-Chief of the Province of New Brunswick, &c., &c., &c.

MAY IT PLEASE YOUR EXCELLENCY,

I HAVE the honour to submit, for the information of Her Majesty's Government, the annual report from this office, together with the returns (in duplicate) for the quarter, and for the year, ending 31st December, 1847.

The return for the year shows the total number of emigrants landed in New Brunswick, during the past season, to have been 16,251, being an increase on the previous year's emigration of 6486, equal to 66 per cent. Of the whole number of vessels with emigrants, 99 came direct from Ireland; and although the other seven vessels sailed from Liverpool, yet the passengers were very nearly, without exception, all from Ireland also. The immigration of the season was confined almost solely to the humblest class of Irish peasantry, chiefly from the south and west of Ireland, who, long prior to embarkation, had suffered from every species of privation, and had become enfeebled by disease. Some thousands consisted of those who had been tenants holding less than five acres of land, and of mere cottiers, who had never held land at all, sent out at the expense of the landlords, or proprietors of the soil, on which they had lived, to relieve the estates from the expense of their support. They landed in New Brunswick in the greatest misery and destitution; so broken down and emaciated by starvation, disease, and the fatigues of the voyage, as to be, in a great measure, incapable of performing sufficient labour to earn a subsistence, and they became a heavy burthen upon private charity, as well as upon the public funds.

Of 17,074 who embarked this season for New Brunswick, 823 died on ship-board, 96 in the lazaretto at Miramichi, 601 in the lazaretto at St. John, and 595 in the hospital at the same place, making a total of 2115 deaths officially reported. The whole number of deaths for the season, up to the present date, may be safely estimated at 2400, or one-seventh of those who embarked.

Of the survivors, very nearly one half have found their way into the United States, notwithstanding the exertions used to prevent their entrance there. Of the residue, some were forwarded to the interior of this province at the public expense, and others made their way into the rural districts; but these were too feeble, and so little accustomed to work of any kind, that they were almost useless to the farmer; and I regret to say, that their course through the country was almost invariably marked by disease and death. They introduced fever into the farm-houses where they were employed, and a very general disinclination was soon manifested to receiving them as inmates on any terms.

There are at present 560 in the hospital attached to the almshouse at this place. To provide for the orphan children of deceased emigrants, an establishment has been opened in this city, into which nearly 200 children have already been received and clothed, and those of sufficient age are being instructed in schools of industry within the building. This establishment bids fair to be of a most useful character; it is to be hoped that it will be permanently sustained, and its means of usefulness increased. The sympathy of benevolent individuals has already been excited in behalf of the undertaking, and contributions have been made, to render the establishment more comfortable and beneficial for these helpless orphans. As the institution advances, charitable assistance will, no doubt, be afforded on an enlarged scale; still a very considerable sum will be required from the public funds for this asylum, which it is trusted will be forthcoming for an object so necessary and so laudable.

Among the emigrants of this season there was an unusual proportion of aged and infirm people of both sexes, and of widows, and deserted wives, with large families of children. Several instances came under my notice, where aged grandfathers and grandmothers arrived with a swarm of young and helpless grandchildren, the intermediate generation having remained in Ireland.

The expenses connected with the emigration of this year have already far exceeded the grant of 3000*l.*, made in anticipation by the provincial legislature at its last session, and the head money collected during the season; and as expenses are now being incurred in various parts of the province for the care and support of emigrants, which must be continued for some time, it becomes matter of grave consideration how the amount is to be met.

The expenditure of this port having been made through the Commissioners for the almshouse, no public monies whatever have been placed at my disposal, and I have, therefore, none for which to account.

A statement will be rendered of the sums advanced by me to defray the incidental expenses incurred in performing the duties and conducting the business of this department.

The number of able-bodied labourers, such as were able and willing to work, was this year unusually small; in fact, far less than the business of the country required. While this city was literally crowded with emigrants, and others were daily arriving, the rate of wages for good labourers steadily advanced, and the average for the season was as high as it ever was before. But few employers could be found who would incur the trouble of teaching men who were willing to work, but who were wholly unaccustomed to continuous labour, whose strength was unequal to any but light work; whose diet and management required great attention, or they fell ill directly, and with whom there was the constant risk of infectious fever, the seeds of which appeared to lurk in the constitutions of all, without exception.

It may safely be stated, that labour throughout New Brunswick, such as the business of the country requires, is both scarce and dear; and 1000 good and healthy labourers (with their families equal to 5000 souls) would find employment next season in various parts of the province at fair wages. Should any greater number be introduced into the colony, employment must be provided for them on public works. The St. Andrew's and Woodstock Railway is the only work of a public nature actually in progress in the province, and that has not advanced so vigorously as the directors wished, owing to the scarcity and high price of labour, and the impossibility, under such circumstances, of finding contractors willing to undertake the construction of those sections of the line which were offered at reasonable rates. Should the St. Andrew's company determine to push forward its works next season to any considerable extent, the directors will, in all probability, be obliged to make special arrangements for a supply of competent labourers, not interfering with the labour market in the rest of the province.

The corporation return which is enclosed shows that, in the year 1844, only 2,500 emigrants landed at this port, and that the number has steadily advanced since then, until in the past season it reached 15,000. In former years, also, there was a very small amount of sickness, and the hospital accommodations at the quarantine station on Partridge Island were considered quite sufficient. But they were altogether inadequate to the emergency of the past season, when cargo after cargo of sick, filthy, and miserable wretches, had to be landed in rapid succession, infecting the medical men, the nurses and attendants, and nearly all who in any way had communication with them.

If this species of emigration is to continue, even without the increase which appears probable, other and more ample preparation in every respect must be made without delay.

The quarantine establishment at Partridge Island should be placed under an active and efficient superintendent, the medical officer should be provided with a sufficient number of assistants, stewards and nurses should be engaged, and a proper police organized, as well for the prevention of improper intercourse with the emigrants, as for the care and safe-keeping of their stores and property of every description.

The buildings now on the island may be used for storehouses, and also for convalescents and attendants. The following new buildings are absolutely requisite:—1st. A fever hospital, capable of receiving 300 patients, with apartments for nurses and attendants; and attached thereto a bath and wash-house, cook-house, storerooms, and offices. 2. A small-pox hospital, capable of containing 30 patients, with the necessary officers. 3. A dwelling-house for the medical officer and assistants, with a dispensary and surgery attached. 4. A dwelling-house for the superintendent, with accommodations for boatmen and policemen. 5. A receiving-house for emigrants and their stores, of large size, with temporary sleeping-rooms, and a large wash-house and cook-house attached.

There being a deficiency of water upon the island, a sufficient number of wells must be sunk to furnish the requisite supply.

As great numbers have been buried on the island during the past season, in trenches imperfectly covered with soil, some expense must be incurred in covering these trenches with lime, sea-sand, and soil, to prevent the unpleasantness and injurious effects of the cadaverous exhalations.

No time should be lost in making these preparations, as the brief space until the arrival of emigrants in the spring, will barely admit of the necessary buildings being erected, and other arrangements made in due season.

The following prosecutions were instituted during the past season for violations of the Passengers' Act, in every one of which a conviction was obtained:—Austin Yorke, master of the "Lindon," from Galway, for insufficient issues of provisions and water to passengers, convicted in the penalty of 20*l.* sterling, and costs, which have been paid.

Samuel Fox, master of the Brigantine "Susan Anne," from Beerhaven, for carrying passengers without beams for a lower deck, convicted in the penalty of 20*l.* sterling, and costs, which have been paid.

The same Samuel Fox, master of the "Susan Anne," for an excess of passengers, convicted in the penalty of 5*l.* sterling, and costs, which were paid.

Michael Brown, master of the schooner "Lady Dombrain," from Killybegs, for carrying passengers without permanent beams for a lower deck, convicted in the penalty of 20*l.* sterling, and costs, which were paid.

Patrick Beegan, master of the schooner "Bloomfield," from Galway, for insufficient issues of provisions and water, convicted in the full penalty of 50*l.* sterling, and costs, not yet paid.

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The issues of the "Eliza Liddell," at Shippegan, and of that unfortunate vessel, the "Looshtank," at Miramichi, having been thoroughly investigated, I have only now to refer to my special reports on those cases, dated 18th and 19th October last.

I observed, during the season, that in those ships which had ample height between decks, and sufficient means of ventilation, there was less sickness and a smaller number of deaths than in others not possessing those advantages. In all cases, cleanliness, regular issues of provisions at short intervals, and the encouragement of active exercise on deck were most beneficial. The good effects of air and exercise were always evident in inspecting the emigrants upon their arrival. The use of Sir William Burnett's disinfecting fluid (chloride of zinc) was also highly advantageous. In the case of the brig "St. Lawrence," from Cork to St. Andrews, the passengers embarked with several cases of fever, yet from good management on the voyage, and the free use of this chloride, they landed at St. Andrews in better health than when they embarked.

The provision of the Passengers' Act, in reference to good sound boats, of suitable size, is in many cases shamefully evaded, and more attention to their inspection is absolutely requisite. Some of the boats attached to passenger ships this season were mere baskets, an incumbrance to the ship and nothing more. Anything boat-shaped is deemed sufficient by some masters and owners, if the necessary certificates for clearance can be obtained. After such certificate and safe voyage across the Atlantic, it would be difficult to procure a conviction here for this violation of the Act, more especially as it is easy to allow boats to be stove by a sea.

In one case this season, a large boat belonging to a passenger ship, provided as an extra boat to comply with the Act, was sold for 8*s*. currency, said to be its full value; and in another case, a long-boat was sold at 34*s*. currency, which proved too weak to be hoisted out. The attention of Emigration Officers, and Custom house Officers in the United Kingdom, should be directed to this point, as in cases of wreck or accident, the most fearful consequences may arise from the insufficiency of boats.

The use of biscuit in the Irish passenger trade should be limited as much as possible, as also the issue of "whole meal" made from wheat without any sifting, which is passed as wheat flour. In some cases, biscuit only was furnished to the passengers, to which they were wholly unaccustomed, and they nearly starved in consequence. It is difficult to make the whole meal into palatable bread, even when of the best quality; and with the imperfect means of working on board a passenger vessel at sea, it is quite out of the question. In the absence of potatoes, oatmeal should be strictly insisted upon, as a species of food to which the Irish peasantry are accustomed, and which they can prepare in any weather, and under all circumstances. The destitute emigrants of this season relied almost wholly upon the supply of provisions furnished by the ship, and many suffered greatly in consequence of the food not being such as they could prepare or use.

During the past season no money whatsoever has been remitted to this office by landholders or others in Ireland, to be paid to passengers on their arrival here; and although various noblemen and gentlemen have sent out pauper emigrants this year, no money, to my knowledge, has been paid to them, on or after arrival here. All were left to shift for themselves, or become a burthen upon the revenues of the colony, or else to subsist upon charitable institutions, or the assistance of the benevolent.

The character of the emigration during the past year having been altogether different from any that has preceded it, no comparison can be drawn between it and that of any former year. Heretofore sturdy labourers and farmers have arrived, very often possessed of some means, however small, and all looking forward to becoming settlers and proprietors of the soil by their energy and industry; but a large proportion of the emigrants of this season will require time and training to become even useful labourers.

The quantity of Crown land sold during the year amounts to 64,000 acres, of which 16,000 acres, in the county of Gloucester, were sold early in the year to an English gentleman on speculation, but no movement has yet been made toward opening it for settlement. I have so often alluded to the slow progress of this fine province in former reports, that I have only now to say that the same state of things continues, and that the colony continues to languish under it.

The price of land in New Brunswick is entirely too low, and the application of the proceeds of sales is highly objectionable. If instead of 2*s*. 6*d*. per acre, as at present, for forest land, the price were advanced to 10*s*. per acre, three-fourths of the purchase money to be expended by the Government in opening roads, building bridges, and constructing necessary works to render that land accessible, and capable of being occupied with comfort and advantage to the settler, the revenue would be equally benefited, and the province would then advance both in wealth and population.

There are various lines of country in New Brunswick through which new roads could be made, that would open large tracts of fertile land for sale and settlement. The opening of these roads would afford employment to emigrant labourers, and give them such employment as would lead to their becoming good settlers. If the country were thus opened by ordinary roads, or by, what would be still more advantageous, the construction of railways, bodies of settlers could be organized to form whole settlements at once.

Municipal institutions, on the voluntary principle, should be established; and those elementary forms of the British constitution rendered applicable to the views and dispositions of the settlers, by bye-laws and regulations, varying according to circumstances, would introduce habits of self-dependence, and that spirit of energy and enterprise, without which no new country can prosper. The investment of private capital in the settlement of the country would thus be stimulated and encouraged, and colonization to a large extent might *then* take place upon a secure and certain basis, and with the certain prospect of success.

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In 1844, the emigrants at this port, as already stated, amounted to 2,500; in 1845, there were 6,000, in 1846 they increased to 9,000, and this year they have swelled to 15,000. This rapid augmentationof numbers has led to a great increase in the business of this office which I cannot now perform alone, and during the last two seasons I have been compelled to employ clerks, and occasional assistance during the emigration season. To meet the requirements of the service, I have taken a larger suite of offices in the public building known as the new Custom-house; and I beg most respectfully to represent, that if emigration continues even at the present rate, without increase, I shall require at least one efficient clerk at all times, to enable me to perform the duties of the office fully and satisfactorily.

It only remains for me to say, that the usefulness of this is much limited by the entire absence of funds for any purpose whatever, however necessary or useful either to the emigrant or public interest.

Which is respectfully submitted.

Government Emigration Office, (Signed) M. H. Perley,
St. John, New Brunswick, 31st December, 1847. H.M. Emigration Officer.

Enclosure 2 in No. 23.

Encl. 2 in No. 23.

Deputy Treasurer's Office, St. Andrew's,
Sir, December 7, 1847.

In reply to your letter of the 23rd ultimo, I have to state that no time was lost in laying before Mr. Boyd a copy of the communication from Earl Grey to his Excellency the Lieutenant-Governor, together with a report from the Land and Emigration Commissioners, to certain observations made by him respecting the conduct of the Government Emigration Officers in Ireland, I have now the honour to transmit to you Mr. Boyd's letter to me of this date, in explanation.

I have, &c.,

The Hon. John S. Saunders, Provincial Secretary, (Signed) D. W. Jack.
&c. &c. &c.

Sir, St. Andrew's, December 7, 1847.

I have to acknowledge the receipt of yours of the 29th ultimo, accompanied by a report from the Land and Emigration Commissioners relative to some observations made by me in a communication to his Excellency the Lieutenant-Governor, while in discharge of my duty as one of a committee of magistrates to attend to the wants of sick and destitute emigrants arriving in this place. Also a copy of a letter from Earl Grey, requesting me make explanations of the remarks made by me in the communication referred to.

I can only repeat, as formerly stated, that with regard to my information, it was altogether from the masters of vessels, none of whom are at present here. I am therefore not enabled to particularize the cases, with the exception of the "Magna Charta." In that case the neglect was palpable, from the fact that before the vessel was 40 days at sea, not only were the provisions put on board for the emigrants but the ship's provisions also consumed, and had they not been fallen in with at sea, they must have inevitably perished of hunger. At three different times had the master to board vessels and purchase provisions, and on their arrival here they had not one mouthful. I have since made inquiry of masters of vessels belonging to this port, who have been in the habit of bringing passengers to this country, and they inform me that the examination into the quantity and quality of the provisions appears to be a mere matter of form, merely taking a sample of bread or meat from a particular barrel pointed out to them; and as to quantity, taking the account of the shipping agents, a class of men above all others not to be depended upon,—men whom I do not hesitate to pronounce traffickers in human beings, with no more feelings than, or, in fact, with regard to the health and comfort of the passengers, with not half so much feeling as those engaged in the slave trade, the latter having a motive to land their cargo in good order, the former having nothing farther to expect than the passage-money received.

With regard to the excess of passengers. This information I received from the passengers themselves, the masters of vessels taking especial care to hide the matter when they can.

As to the practice of allowing temporary decks to be made use of in ships carrying passengers, I have only to say that my opinion in that particular is sadly at variance with those of Messrs. Elliot and Wood. The idea that water should not be introduced between the decks of vessels carrying passengers, for the purpose of cleaning, is preposterous. Dry rubbing will do very well after washing and scrubbing, but it is not enough of itself. I know of instances where the masters of ships having cargo would not suffer a passenger to enter on board until the shipper had the temporary deck caulked in order that water might be used when opportunity offered.

I should be sorry to impugn the character or conduct of any public officer without good and sufficient reason; but I feel satisfied that great neglect is to be attributed somewhere, and that is stated to me to be the want of care on the part of the Government agents.

The case of the "Elizabeth Grimmer" is a palpable instance. She having taken in about 30 passengers in Liverpool, bound for this place, after having been about three weeks at sea, had to put back to Londonderry. During this time deaths had occurred, and there was much

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sickness on board. and although the circumstance was reported to the authorities there, they were allowed to fill up with the number of passengers allowed by law, thereby endangering the life of every passenger who went on board, many of whom in consequence did die, and have left us their widows and orphans to provide for.

In conclusion, I can only say, that if I have anything to do with that class of persons the ensuing year, I will be more particular, and shall have no hesitation in charging the parties who may be to blame, and giving my authority for so doing.

I am, &c.,

David W. Jack, Esq., &c. &c.

(Signed) James Boyd.

Sir, Secretary's Office, Fredericton, December 20, 1847.

I have the honour, by direction of his Excellency the Lieutenant-Governor, to transmit to you herewith copies of two Despatches from Earl Grey, dated respectively 3rd and 18th November last, with copies of their Enclosures, together with Mr. Jack and Mr. Boyd's answers, in reference to a representation made by the latter respecting the conduct of the Government Emigration Officers in Ireland in superintending the departure of emigrant vessels to New Brunswick, and I am to request you to inquire into the merits of the cases referred to therein, for the information of Earl Grey.

I have, &c.,

M. H. Perley, Esq., Government Emigration Office, St. John.

(Signed) John S. Saunders.

Encl. 3 in No. 23.

Enclosure 3 in No. 23.

Dear Sir, Shippegan, November 27, 1847.

Enclosed I beg leave to transmit to you the accounts and vouchers of the expenditure for the emigrants "Ex Eliza Liddell" at the hospital here, to be laid before his Excellency the Lieutenant-Governor, which I hope will meet his Excellency's approval. Under all the circumstances that I have been placed in, I have adhered to the strictest economy in the expenditure.

On the arrival of this vessel, nothing could exceed the picture of misery and destitution of these emigrants at the first landing; many had not sufficient clothing to cover them principally, others had on only what they left their native homes on their backs, no second change; any extra cloth some had were nothing but rags in the most filthy condition. My first care was to examine every one individually, and destroy all that they had of the above description, all their rags of bed and bedding they had, made them wash all in salt water, and commenced a general cleansing, washing over again both clean and what was dirty: several I made go bathing in salt-water.

I continued this sort of treatment until Dr. Baldwin took charge of them. I attribute the first step of management in preventing the disease from spreading, and was the real cause of saving many lives. After I took charge again of the hospital in Dr. Baldwin's illness, they got no other medicine except castor oil; I found nothing like the first course of treatment, with strict discipline exercised daily, and giving them fresh change of clothing to the most destitute ones: they were soon restored to health, and as they were discharged under Dr. Gordon's directions, I kept them still a few days longer before I durst venture to send them through the country, for fear of a relapse.

I sent them by families in different directions, giving, at the same time, a letter to some friend. I had to assist them to get settled, furnishing each family or person with money to pay their ferries, and also with provisions for their support on the road, so that the public had no further burthen to bear. Some were sent to Richibucto, Tabishintac, Tracadie, Soumouche, New Bandon Settlement, and Bathurst; and I have much pleasure to state to his Excellency, those settled from Tabishintac to Bathurst are comfortably settled for the winter, enjoying the blessings of good health.

There are still two families which I could not possibly get disposed of—James Quin, who was labouring under the disease of dropsy ever since he arrived; he could not be removed; he died on the 30th October, and then it was too late in the season to remove the widow and family; another family of the name of Minty is here, and in my opinion they have never been anything else in Ireland but paupers; they call themselves one of Lord Palmerston's tenants; the man cannot work, he appears to me not of good intellect. I have taken a house for these two families until the 15th day of May at a rent of 40*s.*; and the stove and pipe charge, in the Hon. Joseph Cunard's account, are for their use for the winter, and all the provisions I have for them is the two barrels of herrings charged in Geo. Taylor's account, and as the accounts are now closed up to 27th November, I will not make any more advances until I know his Excellency's pleasure what I am to do with them. I applied to the overseers of the poor of this parish to take charge of them, but they said the Act of 4 Vic. cap. 5, and continued by Act of 8 Vic. cap. 11, exempted them from recognizing them as chargeable on this parish.

The part of these two families that are able to work, I shall endeavour to get them disposed of into places for the winter.

I am not aware of what balance of money there may be in the hands of H. W. Baldwin, Esq., at Bathurst. I shall send him an abstract of my account showing the net balance due to date, and request him to forward me what balance he has to go to liquidate the balance due.

The balance of 1*l.* 14*s.* 2*d.* in hand, kept in case I may require some provisions for these two families in the mean time.

I also beg leave to submit my own account; I hope it will meet his Excellency's approbation; I have made no charge previous to my appointment, except expenses incurred going to Bathurst or any further services to attend on these two families that remain. I shall make no further charge on the fund during this winter.

The distribution of clothing I have kept a careful account, which I hope may also prove satisfactory.

I have, &c.,
(Signed) JOHN DORAN,
Emigration Agent, Gloucester County.

The Hon. John S. Saunders,
&c. &c.

ABSTRACT RETURN of IMMIGRATION to NEW BRUNSWICK during the Quarter ended 31st December, 1847.

Months composing the Quarter.		No. of Vessels Arrived.	No. of Deaths on Board or in Quarantine.	No. of Births on Board or in Quarantine.	Adults.		Children between 14 Years and 1 Year.		Children under 1 Year.		Totals.		Whole Number of Souls.	Remarks.
					M.	F.	M.	F.	M.	F.	M.	F.		
Oct.	St. Stephen	1	..	..	..	..	1	2	..	..	1	2	3	The vessels which arrived in this quarter had shorter passages in general than those which came earlier in the season, and hence the smaller number of deaths.
	St. Andrews	1	..	..	1	4	2	2	..	..	3	6	9	
	St. John	7	3	1	192	204	75	82	10	15	277	301	578	
Nov.	St. Stephen	1	..	..	2	2	..	..	..	..	2	2	4	
	St. John	2	8	..	120	198	79	54	11	12	210	264	474	
	Miramichi	1	..	..	8	6	..	..	..	..	8	6	14	
Dec.		Nil.												
Totals		12	11	1	323	414	157	140	21	27	501	581	1,082	

Government Emigration Office, St. John,
31st December, 1847.

M. H. PERLEY,
Her Majesty's Emigration Officer.

ABSTRACT RETURN of IMMIGRATION to NEW BRUNSWICK during the Year ending 31st December, 1847.

Quarters.	Number of Vessels arrived.	Number of Deaths on Board or in Quarantine.	Number of Births on Board or in Quarantine.	Adults.		Children between 14 years and 1 years.		Children under 1 year.		Totals.		Whole Number of Souls.
				M.	F.	M.	F.	M.	F.	M.	F.	
Quarter ending March 31	Nil.											
Ditto ending June 30	31	283	5	2,033	1,537	665	709	125	124	2,823	2,370	5,193
Ditto ending Sept. 30	63	529	35	3,627	3,178	1,362	1,226	300	283	5,289	4,687	9,976
Ditto ending Dec. 31	12	11	1	323	414	157	140	21	27	501	581	1,082
Totals	106	823	41	5,983	5,129	2,184	2,075	446	434	8,613	7,638	16,251

Recapitulation.	M.	F.
Adults	5,983	5,129
Between 14 years and 1 year	2,184	2,075
Under 1 year	446	434
Total	8,613	7,638
Whole Number Landed in the Colony	16,251	

Number of Vessels with Passengers from Ireland		99	
Ditto ditto from England		7	
Average length of Passages	days	43	
Number of Passengers from Ireland		14,811	
Ditto ditto from England		1,440	
Ditto Cabin Passengers		119	
Ditto Agricultural Labourers		2,356	
Number of Domestic Servants		253	
Ditto Mechanics and Tradespeople		152	
Ditto Deaths at Partridge Island Lazaretto, St. John		601	
Ditto ditto Middle Island Lazaretto, Miramichi		96	
Ditto ditto Emigrant Hospital, St. John		595	
Whole Number embarked for New Brunswick		17,074	
Of whom have died, to this date		2,115	

Government Emigration Office, St. John, New Brunswick,
31st December, 1847.

M. H. PERLEY,
Her Majesty's Emigration Officer.

COMPARATIVE STATEMENT of the NUMBERS of EMIGRANTS LANDED at NEW BRUNSWICK in the Years 1844, 1845, 1846, and 1847.

Years.	Adults.		Children between 14 Years and 1 Year.		Children under 1 Year.		Totals.		Whole Number.	Annual Increase.	Remarks.
	M.	F.	M.	F.	M.	F.	M.	F.	Souls.		
Landed in 1844	896	1,136	227	221	57	68	1,180	1,425	2,605	..	Landed at St. John in 1844 . . 2,500
,, 1845	2,384	2,595	436	511	105	102	2,925	3,208	6,133	3,528	,, ,, in 1845 . . 6,000
,, 1846	3,912	3,831	803	839	209	171	4,924	4,841	9,765	3,632	,, ,, in 1846 . . 9,000
,, 1847	5,983	5,129	2,184	2,075	446	434	8,613	7,638	16,251	6,486	,, ,, in 1847 . . 15,000

Government Emigration Office, St. John, New Brunswick.
31st December, 1847.

M. H. PERLEY,
Her Majesty's Emigration Officer.

Encl. 4 in No. 23.

Enclosure 4 in No. 23.

ACCOUNT of PASSENGER and EMIGRANT DUTIES collected in the Province of New Brunswick, under an Act passed in the year 1832, intituled "An Act to regulate Vessels arriving from the United Kingdom with Passengers and Emigrants;" and of Sums expended for the relief of Emigrants from the 1st September, 1832, to 1847.

Receipts.	Currency.			Expenditure.	Currency.		
	£.	s.	d.		£.	s.	d.
In the year 1832	73	15	10	In the year 1833	285	4	2
,, 1833	1,120	0	9	,, 1834	920	15	8
,, 1834	2,100	14	2	,, 1835	1,378	11	0
,, 1835	712	15	10	,, 1836	949	0	4
	100	0	3	,, 1837	3,376	5	2
,, 1836	1,762	19	7	,, 1838	3,472	16	2
,, 1837	2,310	6	5	,, 1839	1,395	6	5
,, 1838	225	6	1	,, 1840	369	13	10
,, 1839	792	18	8	,, 1841	2,803	5	7
,, 1840	1,942	14	0	,, 1842	3,364	5	6
,, 1841	1,764	8	10	,, 1843	.	.	
,, 1842	1,938	12	10	,, 1844	1,373	13	6
,, 1843	339	12	8	,, 1845	95	0	0
,, 1844	565	7	8	,, 1846	428	14	7
,, 1845	1,360	13	0	,, 1847	9,604	14	11
,, 1846	2,117	6	11				
,, 1847	3,244	12	6				
Excess of expenditure for relief of emigrants	7,345	0	10				
£	29,817	6	10	£	29,817	6	10

Accounts for relief afforded to emigrants in 1847 to the amount of 2713*l.* currency, are under inspection, and have not yet been paid, and farther accounts of a like description have not yet been filed in this office.

Audit Office, December 27, 1847.

F. N. ROBINSON.

No. 24.

(No. 166.)

No. 24.

COPY of a DESPATCH from Earl GREY to Lieut.-Governor Sir W. M. G. COLEBROOKE.

SIR, Downing-street, February 26, 1848.

I HAVE the honour to acknowledge your Despatch, No. 110, of the 28th of December last, containing Mr. Perley's annual report on the emigration into New Brunswick.

This document has, with much ability and clearness, brought under review the principal subjects of interest in the emigration of the past year. On the sufferings by which it was accompanied, and on the means which have suggested themselves for endeavouring to prevent their recurrence, I have already communicated with you so fully that it would be quite superfluous for me to enter again upon those topics generally; I shall merely, therefore, allude briefly to any points of detail which call for observation.

On the subject of boats, the Commissioners of Emigration have given the necessary instructions to their officers to attend to the enforcement of the law on this subject.

I entirely concur in the opinion which he has expressed as to the propriety of

raising the price of wild land, and applying the purchase-money to public works, such as the opening of roads and the building of bridges, for the benefit of the lands so sold. If the money received for land is judiciously applied in this manner, it will be really cheaper to settlers, though sold at an enhanced price, than that which they can acquire, without these advantages, at even a nominal price, while the advancement of the province will, at the same time, be materially promoted.

In the statement which Mr. Perley has made that the grand-parents have been sent from Ireland with their grandchildren, whilst the parents themselves remained behind, I must express my hope that there has been some mistake; but, under any circumstances, I should wish you to take measures for procuring all the information in your power on the subject, and especially as to the number of persons to whom Mr. Perley's statement applies.

I have, &c.,

Lieut.-Governor Sir W. M. G. Colebrooke, &c. &c. &c. (Signed) GREY.

(No. 2.) No. 25. No. 25.

COPY of a DESPATCH from Earl GREY to Lieut.-Governor Sir E. HEAD, Bart.

SIR, Downing-street, March 10, 1848.

WITH reference to the letter from Mr. Boyd, enclosed in your predecessor's Despatch, No. 110, of 28th December last, relative to the condition in which the emigrants by the "Elizabeth Grimmer" arrived at St. Andrew's, New Brunswick, I transmit for your information the accompanying copy of a letter from the Emigration Officer at Londonderry on the subject of Mr. Boyd's complaint. Page 49.

From the perusal of Lieutenant Ramsay's statement I am induced to believe that the representations made to Mr. Boyd in this case have been exaggerated, and that, while it exonerates Lieutenant Ramsay from the general charge of neglect, it shows that the infractions of the law which had occurred on board the vessel before her arrival at Londonderry had attracted his notice, and had, through his intervention, been punished.

I have, &c.,

Lieut.-Governor Sir E. Head, Bart. &c. &c. &c. (Signed) GREY.

Enclosure in No. 25. Encl. in No. 25.

Government Emigration Office, Londonderry,

SIR, February 22, 1848.

I HAVE the honour to acknowledge the receipt of your letter of the 19th instant, with the enclosed extract of a letter from Mr. Boyd, one of a committee of magistrates appointed last year in New Brunswick to attend to the wants of the sick and destitute emigrants arriving at St. Andrews, in reference to the state of the emigrants arriving there by the "Elizabeth Grimmer."

In reply, I beg to state, for the information of the Board, that the said vessel left Liverpool on the 11th of March last, arrived at this port on the 20th of the said month, in a leaky state, having then on board 41 souls—emigrants, equal to 31½ adults, during which time no deaths appear to have occurred, nor was there any sickness on board on their arrival here. All of those that arrived here from Liverpool proceeded in the ship again, but one infant that died on board the vessel when on the slip. 189 additional passengers embarked here: when I mustered the passengers nine miles down the river, there was no appearance of sickness amongst them. Had I observed any appearance of sickness then on board, I would not have granted a clearance certificate until a medical gentleman had examined them, as in all other cases where any doubt was on my mind of sickness being on board, as I could have no interest in keeping a public calamity secret. I further beg to draw the attention of the Board to my communication of the 22nd of March, 1847, therein stating the time of the vessel's departure, being on the 11th, and arriving here on the 20th of the said month, proving that she was only nine days out until she arrived at this quay, in place of being three weeks at sea, as is reported.

The master of that vessel was fined here in the sum of 21*l.* 2*s.*, for breach of the Passengers' Act, under the 6th, 13th, and 17th sections. There must have been an exaggerated report made to Mr. Boyd, at St. Andrews, on this subject.

I have, &c.,

(Signed) ROBERT RAMSAY, Emigration Officer.

Stephen Walcott, Esq., Secretary, &c. &c. &c.

NEW BRUNSWICK.

No. 26.

(No. 8.) No. 26.

COPY of a DESPATCH from Lieut.-Governor Sir W. M. G. COLEBROOKE to Earl GREY.

Fredericton, New Brunswick,
January 28, 1848.

MY LORD, (*Received February* 14, 1848.)

I HAVE the honour to enclose to your Lordship copy of a return, and a report received from the Acting Emigrant Officer at St. Andrews of the emigrants arrived in the last year at that port, from which it appears that the greater proportion of them had re-emigrated to the United States.

Mr. Jack, being required as the Officer of Provincial Customs, to act as an Emigrant Officer at St. Andrews, he has frequently represented his inability properly to discharge this duty in addition to that of the Customs.

Although the emigrants who arrived in the last year did not quite amount to the number required to qualify the special appointment of an officer, yet as a port to which increasing numbers are likely to resort, whose destination may be the United States, and where many will also repair to take employment on the railroad which is about to be opened, I submit that it would be very desirable if an allowance of 100*l.* a-year were to be granted for an Emigrant Officer at St. Andrews.

I have, &c.,
(Signed) W. M. G. COLEBROOKE.

The Right Hon. Earl Grey,
&c. &c. &c.

Encl. 1 in No. 26.

Enclosure 1 in No. 26.

ABSTRACT RETURN of IMMIGRATION at the PORT of ST. ANDREWS during the Year ending 31st December, 1847.

Quarters.	No. of Vessels Arrived.	No. of Deaths on Board or in Quarantine.	No. of Births on Board or in Quarantine.	Adults.		Children between 14 Years and 1 Year.		Children under 1 Year.		Totals.		Whole Number of Souls.
				M.	F.	M.	F.	M.	F.	M.	F.	
Quarter ending March 31	..	..	..	..	..	..	..	..	..	..	..	..
Ditto ending June 30	1	8	..	74	73	38	26	7	3	119	102	221
Ditto ending Sept. 30	7	8	1	226	175	72	52	13	9	311	236	547
Ditto ending Dec. 31	1	..	..	1	4	2	2	..	..	3	6	9
Totals . .	9	16	1	301	252	112	80	20	12	433	344	777

Recapitulation.	M.	F.
Adults	301	252
Between 14 years and 1 year	112	80
Under 1 year . . .	20	12
Total . . .	433	344

Whole number landed at the Port of St. Andrews.

(Signed) D. W. JACK,
Acting Immigration Agent.

St. Andrews, 20th January, 1848.

Encl. 2 in No. 26.

Enclosure 2 in No. 26.

Deputy Treasurer's Office, St. Andrews,
January 20, 1848.

SIR,

I HAVE the honour to transmit to you a return of emigrants who have arrived at this port during the past year, agreeably to the directions of his Excellency the Lieutenant-Governor; and I beg leave now to report, for his Excellency's information, that of those emigrant passengers not one-fourth of the number remained in the colony, many of whom were unable either from want of health or want of means to proceed to the United States, their original place of destination. Of the number of sick who were landed and received medical assistance under the direction of a committee of magistrates, about 40 have died; these were principally passengers from the "Elizabeth Grimmer" and "Magna Charta;" 13 are still being provided with necessaries at the public expense, and a few are under medical treatment. These expenses must of necessity be continued, if not increased, during the winter.

I have, &c.

The Hon. John S. Saunders,
Provisional Secretary.

(Signed) D. W. JACK.

(No. 167.) No. 27. NEW BRUNSWICK. No. 27.

COPY of a DESPATCH from Earl GREY to Lieut.-Governor Sir W. M. G. COLEBROOKE.

SIR, Downing-street, March 2, 1848.

I HAVE to acknowledge the receipt of your Despatch of the 28th January, No. 8, enclosing the copy of a return and a report from the Acting Emigration Officer at St. Andrews, of the emigrants arrived in the last year at that port.

I have not overlooked the observations you have made respecting the duties which Mr. Jack, although an officer of the provincial Customs, performs as Agent for emigrants at St. Andrews; but I do not perceive sufficient reason for placing a salary on the Parliamentary estimate for this officer, as the emigrant-tax is calculated in ordinary years to yield to the province a liberal revenue for these purposes; and it is for the local Legislature to provide for such appointments for the emigration service as it may deem necessary or proper.

I have, &c.

Lieut.-Governor Sir W. M. G. Colebrooke, &c. &c. &c. (Signed) GREY.

(No. 9.) No. 28. No. 28.

COPY of a DESPATCH from Lieut.-Governor Sir W. M. G. COLEBROOKE to Earl GREY.

Fredericton, New Brunswick, January 28, 1848.

MY LORD, (*Received February* 14, 1848.)

REFERRING to my Despatches, No. 84 of the 28th of September, and 105 of the 14th December, I have the honour to enclose a letter from Mr. Perley, Emigrant Officer at St. John, with plans of certain buildings required for the quarantine station at that port; also a letter from two of the medical officers who were appointed last year to visit and report on the condition of the emigrants at Partridge Island, and who adhere to the opinion expressed in their report that the establishment ought to be formed on the main land, and not on that island, where it is alleged there is a deficient supply of water and want of space for the erection of the required buildings. It would be necessary if the establishment should be maintained on the island, that the Ordnance officers should point out the sites which would not interfere with the defence of the harbour; and I must observe that the municipal authorities are not disposed to concur in its removal to the main land, where it would be more difficult to cut off the communication of infected persons with the inhabitants of the city. The question is one of much interest, and will have to be carefully considered; in the mean time it would be important that the necessary funds should be provided, and the further inquiries instituted so as to admit of the most necessary buildings being commenced in the spring.

For Sir W. M. G. Colebrooke's Despatch, No. 84, 24 Sept. 1847, *vide* Sessional Paper. House of Lords, 1847–48, No. 19, Part I., p. 115. Ditto, House of Commons, No. 50, Part I., page 115.

For Sir W. M. G. Colebrooke's Despatch, No. 105, 14 Dec., *vide* page 45 of this Paper.

Jan. 26, 1848.

Jan. 24, 1848.

Vide Despatch, No. 84, above.

I enclose with these papers a chart of the harbour of St. John, showing the relative position in reference to the City, of Partridge Island, and of Negro Point, the site where it is proposed by the medical officers that the quarantine establishment should be formed.

I have, &c.

The Right Hon. Earl Grey, &c. &c. (Signed) W. M. G. COLEBROOKE.

Enclosure 1 in No. 28. Encl. 1 in No. 28.

Government Emigration Office, Saint John, January 26, 1848.

SIR,

IN obedience to your letter of 21st December, directing me to obtain plans of certain new buildings for the quarantine station at this port, and general estimates of the sums necessary for completing them, I have now the honour to forward finished plans of the several buildings specified, prepared by Mr. Cunningham, architect, and also tracings from those plans in convenient form for transmission by mail.

The building, No. 1, is intended for a fever hospital, capable of containing 300 patients, with accommodations for medical men, nurses, and attendants, and all requisite conveniences, to be

NEW BRUNSWICK.

built of wood, with slated roof. The spaces between the uprights to be filled with brick. The outside of the building to be covered with plank, tongued and grooved, between which and the brick-work will be a space of two inches, to admit the free passage of a current of air to pass out at the roof, taking with it the foul air from the several wards. The floors will be of plank, caulked and finished like the deck of a ship.

	£.
The estimated cost of this building is Five thousand two hundred and fifty pounds currency.	5250
No. 2 is the plan of a receiving house for emigrants on landing, where they may undergo cleansing and purification, and may store their effects; with temporary sleeping accommodation. Estimated cost One thousand and fifty-two pounds currency.	1052
No. 3 is the plan of a cottage for the resident physician and his family. Estimated cost Five hundred pounds currency.	500
No. 4 is the plan of a residence for the superintendant of quarantine, with accommodations for boatmen and policemen, and store-house attached. Estimated cost Five hundred and sixty-five pounds currency.	565
No. 5 is the plan of a building for a small-pox hospital, capable of containing 30 patients with the requisite accommodation and conveniences. Estimated cost Six hundred pounds currency.	600
Total	£ 7967

In addition to these several estimates, amounting to Seven thousand nine hundred and sixty-seven pounds currency, various additional expenses must be incurred for sewerage, supplies of water, fencing, levelling the ground, and for boat landings, which increase the estimate to Nine thousand six hundred pounds currency, equal to Eight thousand pounds sterling (8000*l.* sterling).

The plan of the hospital having been submitted to Dr. Bayard and Dr. Livingstone, two members of the medical commission appointed by his Excellency in September last, I have the honour to enclose their approval of the arrangements, to which those gentlemen add a recommendation that the buildings should be erected on the main land, and not on Partridge Island, which they consider an objectionable site.

I perfectly concur in the opinion of the medical gentlemen that Partridge Island is an objectionable location for the quarantine establishment. The island is but small, and the most eligible portions are occupied by the lighthouse, the keeper's residence and grounds, and the military works. There is a very scanty supply of water upon it, and it is doubtful if wells would furnish a sufficient supply of good fresh water.

Partridge Island is difficult of access at all times, except by daylight and in fine summer weather; in stormy weather it is positively dangerous to visit it. The expense of sending supplies of fuel, straw, fresh water, provisions, and stores to this island has been very considerable during the past season, while delays frequently occurred during strong gales, or when a heavy sea was rolling in from the Bay of Fundy, or when a dense fog prevailed.

I forward herewith a copy of Captain Owen's chart of the harbour of St. John, upon which is marked (in red) at Negro Point the site for the quarantine station proposed by the medical gentlemen. This Point can be reached by a good road, and is easy of access by day or night, at all seasons of the year, while it is at a sufficient distance from the city to obviate any objection on that score.

I have, &c.,
(Signed) M. H. Perley,
H. M. Emigration Officer.

The Hon. John S. Saunders, Provincial Secretary,
&c. &c.

Encl. 2 in No. 28.

Enclosure 2 in No. 28.

Sir, St. John, January 24, 1848.

In reply to your inquiry respecting our opinion of Mr. Cunningham's plan for an emigrant hospital, we beg leave to state that we have carefully examined it, and that we approve of the arrangements.

In answer to your question respecting its location upon Partridge Island, we are decidedly of opinion that such a location would be very objectionable, and we unhesitatingly recommend the erection of it upon the main land near the site of the old Pest House, for the reasons, among others, which have already been suggested in our report to his Excellency.

We have, &c.,
(Signed) R. Bayard.
W. Livingstone.

M. H. Perley, Esq., H. M. Emigration Officer,
&c. &c.

(No. 163.) No. 29. NEW BRUNSWICK. No 29.

COPY of a DESPATCH from Earl GREY to Lieut.-Governor Sir W. M. G. COLEBROOKE.

SIR, Downing-street, February 24, 1848.

I HAVE to acknowledge the receipt of your Despatch of the 28th of January last, No. 9, transmitting plans of certain buildings required for the quarantine station at St. John's, New Brunswick, together with copies of letters on the subject from Mr. Perley, the emigration agent, and from the medical officers who were appointed in the course of last year, to inquire into and report upon the condition of the emigrants at Partridge Island.

I learn, from the perusal of this and your previous Despatches of the numbers and dates noted in the margin, that the authorities in the province who are most competent to form a correct judgment on the subject are divided in their opinion upon the question whether it is desirable to maintain the quarantine station on Partridge Island, or to remove the establishment to the main land.

No. 84, Sept. 28, No. 92, Oct. 27, *vide* Sessional Paper, House of Lords, 1847-48, No. 19, Part I., pages 115 and 135. Ditto, House of Commons, 1847-48, No. 50, Part I., pages 115 and 135.

The chief objections advanced by Mr. Perley and the medical officers to the present site are, the insufficient supply of pure and wholesome water, and the difficulty which exists in communicating with the island except by daylight and in fine weather.

The mayor and common council, on the other hand, are of opinion that the buildings should not be erected on the main land, where it would be difficult to cut off the communication of infected persons with the inhabitants of the city. As far, however, as any inference can be drawn from the case of fever hospitals in this country, I should hope that the apprehensions which the common council entertain on this head might admit of being met satisfactorily

Your Despatches, however, do not include any estimate of the probable cost which would attend the erection of the buildings on the main land, comparing it with the outlay which appears to be at any rate necessary on the island, nor any information on the eligibility of Negro Point, the site proposed by Mr. Perley for such a purpose. Nor do I see it mentioned whether the existing quarantine laws specially name Partridge Island as the place of detention, or whether they admit of the substitution of another place for the same purpose; and, if so, by what authority.

As far as the present papers supply the means of judging, it might be inferred that the objections of difficult access to the island, and of a defective supply of good water must outweigh any objections which can attach to a site on the main land. The information before me, however, is, as I have mentioned, defective; and the decision of the question rests with another authority.

For, as I perceive that you look for the requisite funds to a vote of the Assembly, they will naturally expect to exercise an influence on the choice of a site, and you will therefore bring the subject before the Provincial Legislature, who will, I am satisfied, use a sound judgment on the points requiring decision. The addition which I have recommended to the emigrant tax will, I trust, supply the means of meeting the expense without any material charge to the provincial revenue.

I have, &c.,

Lieut.-Governor Sir W. M. G. Colebrooke, &c. &c. &c. (Signed) GREY.

(No. 11.) No. 30. No. 30.

COPY of a DESPATCH from Lieut.-Governor Sir W. M. G. COLEBROOKE to Earl GREY.

Fredericton, New Brunswick,
February 8, 1848.

MY LORD, (*Received February* 28, 1848.)

HAVING communicated to the House of Assembly a copy of the printed Papers on emigration to these provinces, Part 1, which were laid before Parliament, and ordered to be printed on the 20th December, 1847, I have received from Mr. William End, a member of the House, and one of the Queen's counsel, a letter of which I enclose a copy, and which I forward to your Lordship, with his request, that it may be communicated to Lord Palmerston, whose agents, in their

Feb. 3, 1848.

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statements, have made remarks upon him of which he has complained. From Mr. End's explanations, the remarks in question do not appear to have been justified; and I am therefore desirous that the impression which they have been calculated to make on your Lordship's mind and that of Lord Palmerston should, in justice to Mr. End, be removed.

I have, &c.,

The Right Hon. Earl Grey, &c. &c. (Signed) W. M. G. COLEBROOKE.

Encl. in No. 30.

Enclosure in No. 30.

House of Assembly, February 3, 1848.

MAY IT PLEASE YOUR EXCELLENCY,

ON perusing the printed papers relating to North American Emigration, Part the First, communicated to the House of Assembly by command of your Excellency. I observe that my name is brought into connexion with the case of the "Eliza Liddell" emigrant ship, which in August last landed a number of sick and destitute people at Shippegan, a port in the county which I have the honour to represent in the General Assembly.

The terms in which I find myself alluded to by Messrs. Stewarts and Kincaid, of Dublin, in their letter to the Viscount Palmerston of the 3rd December last (page 163), cannot but give me great pain, still I felt disposed to make every allowance for the warmth of those gentlemen, and to find out, if possible, the reason why they say of me that "exaggeration "pervades my statement throughout."

I am forced to the conclusion that Messrs. Stewarts and Kincaid have been extremely hasty in those remarks, because in this very communication to his Lordship, in which my "exaggeration" is instanced from my statement that "one Patrick Nicholson was aged 60, and his wife I suppose 70, but dead," and whom "together with the wife" they declare "to be not above 50," they enclose a letter from Mr. Maxwell, dated 27th November, 1847 (page 163), by which it appears that Nicholson really was 60! but nothing is said of the wife.

I shall make no comment on this peculiarity in Messrs. Stewarts and Kincaid's manner of proving that "exaggeration pervades my statement throughout;" but I beg to refer your Excellency to the official list of the sick passengers of the "Eliza Liddell," page 120 (with which list I had nothing to do), which sets forth, "Pat. Nicholson, aged 60, sick, deaf, and dumb; and Winifred, 70, died 23rd August."

My only desire is that your Excellency may see that no "exaggeration" belongs to me in this matter; and did I flatter myself that my name could by any probability come under the notice of that distinguished nobleman to whom Messrs. Stewart's and Kincaid's letter is addressed, I would pray your Excellency to do me the honour of setting me in a proper light before his Lordship.

Your Excellency will probably remember that the notice of your Government was called to the "Eliza Liddell," not by any statement of mine, but by information conveyed to your Excellency by order of a special sessions held at Bathurst expressly for that purpose, and before which Mr. Doran the magistrate, resident at Shippegan, attended and gave evidence, and that this special sessions was held and its proceedings duly reported to your Excellency nearly a month prior to my letter to Mr. Perley. And your Excellency will receive my assurance that that letter was never intended to be an official document, of which fact indeed it carries internal evidence; it was addressed to Mr Perley, currante calamo, in [answer ?] to a letter in the same style which I had just received from Lim.

I should never have thought it necessary to acknowledge by letter to Mr. Perley that your Excellency had done me the honour of appointing me prosecuting officer under the authority of the Imperial Act.

I have moved in the House for a copy of the report of the special sessions; this is not for the purpose of adding to a mass of papers already sufficiently voluminous, but only to show by an official record that if there has been "exaggeration," it ought not in justice to have been attributed to me.

I beg to ask your Excellency's notice to Mr. Maxwell's passenger list of the "Eliza Liddell," page 164, and the official list 120; the latter list does not appear to "exaggerate" the ages of the people; it sets them down generally younger than Mr. Maxwell's list.

I have, &c.

His Excellency Sir W. M. G. Colebrooke, &c. &c. &c. (Signed) WILLIAM END.

Secretary's Office, Fredericton, February 7, 1848.

SIR,

IN acknowledging your letter of the 3rd instant, I am directed by his Excellency the Lieutenant-Governor to inform you, that with reference to the correspondence to which you alluded, his Excellency regrets that any communication therein should have subjected you to misconstruction, and that he will have much pleasure in transmitting your letter to the Secretary of State for the Colonies, and requesting that it may be communicated to Viscount Palmerston.

I have, &c.

William End, Esq., M. P. P., and Clerk of the Peace for the County of Gloucester. (Signed) JOHN S. SAUNDERS.

(No. 173.) No. 31.

NEW BRUNSWICK.

No. 31.

Copy of a DESPATCH from Earl Grey to Lieut.-Governor Sir W. M. G. Colebrooke.

Sir, Downing-street, March 6, 1848.

I have received your Despatch, No. 11, of the 8th February, enclosing the copy of a letter addressed to yourself by Mr. End, in which that gentleman complains of certain remarks contained in the Emigration Papers recently printed for Parliament, copies of which had been laid by you before the Legislative Assembly of New Brunswick.

It appears from Mr. End's letter, that the remarks of which he complains are contained in a communication addressed to Lord Palmerston by Messrs. Stewart and Kincaid (his Lordship's agents in Ireland), with reference to a statement made by Mr. End relative to the condition of certain of the emigrants who arrived in New Brunswick in August last by the "Eliza Liddell."

Without entering into controverted matter, of which it is not the object of Mr. End to renew the discussion, you will convey to that gentleman my assurance that no unfavourable impression whatever respecting him has been produced by the correspondence on the "Eliza Liddell;" but, on the contrary, that all the members of Her Majesty's Government must feel equally desirous that prompt attention should be drawn to all cases of suffering and distress amongst the emigrants, and that every complaint should be duly investigated.

I have, &c.,

Lieut.-Governor Sir W. M. G. Colebrooke, &c. &c. &c. (Signed) GREY.

(No. 17.) No. 32.

No. 32.

Copy of a DESPATCH from Lieut.-Governor Sir W. M. G. Colebrooke to Earl Grey.

Fredericton, New Brunswick, February 25, 1848.

My Lord, (*Received March* 13, 1848.)

Having communicated to the emigrant officer a copy of your Lordship's Despatch, No. 151, dated 15th January last, I have the honour to enclose copy of a letter from Mr. Perley, in which he has offered some remarks upon the statement of Mr. S. Maxwell and D. W. R. Hamilton, in regard to the health and condition of the emigrants in the "Æolus."

I also enclose returns of emigrants arrived in the last year at the ports of Bathurst and at Miramichi.

I have, &c.,

(Signed) W. M. G. COLEBROOKE.

The Right Hon. Earl Grey, &c. &c. &c.

Enclosure in No. 32.

Encl. in No. 32.

Government Emigration Office, Saint John, February 23, 1848.

Sir,

I have the honour to acknowledge the receipt of copies of Earl Grey's Despatch, No. 151, of 17th January, and of the letters of Dr. W. R. Hamilton and Mr. Stewart Maxwell of Sligo, relative to the health of the passengers by the "Æolus," before they embarked in that vessel.

I cannot allow the statements of Dr. Hamilton to pass without some observations. He alleges that "it is quite absurd to suppose, that the occurrence of fever on board a passenger ship must be the result of the introduction of the disease previously to sailing, to the exclusion of the other causes and influences," and he adds, "that greater precaution, vigilance, and care, could not possibly be used in the arrangements on board the 'Æolus.'"

Notwithstanding the statements of Dr. Hamilton, I am fully of opinion that many of the passengers by the "Æolus," were labouring under fever when they embarked. The vessel had scarcely cleared the port of Sligo when the disease appeared among them in its advanced stages. The passage across the Atlantic was an unusually short one. In thirty days after the vessel left Sligo, I boarded her off the harbour of Saint John, and then I found that eight of the passengers had died of the fever during that brief voyage, while 22 other persons lay dangerously ill on board, some of whom died very shortly after. Besides those who were ill

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and unable to move, very many came on deck to be inspected, evidently labouring under the disease. There was no denial or attempt to conceal the fact, that they had fever when they embarked.

Dr. Hamilton states, that every individual was minutely inspected by himself, and that "the strictest scrutiny was made with regard to cleanliness and the state of the bedding," and he alludes to the gratitude of the people for the ample supply of clothing furnished them.

There was a general and apparently well-founded complaint in the ship, that the quantity of straw supplied for the beds was altogether insufficient. Owing to the extremely deficient supply of clothing many of the young males and females had portions of blankets and other articles of bedding tied around their waists with rope yarns, in place of trowsers and petticoats. When the boy (heretofore mentioned) was brought on deck stark naked the visiting physician and myself expressed our disgust at such an exhibition; a sailor kindly threw a bread bag around him, and he was immediately carried below deck again. The master of the "Æolus," (a kind hearted and excellent person) then stated that had he known the class of people he was to take on board, and their destitute and diseased condition before embarkation, he would have resigned his command, rather than navigate the Atlantic with them. He expressed his sincere regret at the exhibition of the naked boy, and said that he had used every exertion during the voyage to clothe other naked persons on board, who would otherwise have appeared at the inspection in nearly the same condition.

Michael Driscoll, master of the "Æolus."

A large proportion of the passengers by the "Æolus" are now in hospital at this place, and although they receive undivided care and attention, the mortality among them still continues. They were completely broken down and enfeebled by starvation and disease before leaving Ireland, and were most unfit persons to send to America. A return in the coming spring of the survivors of the passengers by the "Æolus" will not, in all probability, be a very long one.

There appears to have been great anxiety on the part of Messrs. Stewarts and Kincaid and their sub-agent, Mr. Maxwell, to get rid of these unfortunate people on any terms. They were unfit to cross the Atlantic, and they were embarked too late in the season. It was altogether a most injudicious and ill-advised proceeding, and the unpleasant reflection arises, that some of the emigrants by the "Æolus," who have departed this life, would now, in all human probability, be alive, had they been allowed to remain in Ireland.

I have, &c.

Hon. John S. Saunders,
Provincial Secretary.

(Signed) M. H. Perley,
Her Majesty's Emigration Officer.

Abstract Return of Immigration at the Port of Miramichi during the Year ending the 31st December, 1847.

Quarters.	No. of Vessels Arrived.	No. of Passengers Embarked.	No. of Deaths on Board or in Quarantine.	No. of Births on Board or in Quarantine.	Adults.		Children between 14 Years and 1 Year.		Children under 1 Year.		Total.		Whole No. of Souls.
					M.	F.	M.	F.	M.	F.	M.	F.	
Quarter ending March 31	..	..	..	..	..	..	..	..	..	..	..	..	..
Ditto ending June 30.	3	179	..	..	77	58	15	16	8	5	100	79	179
Ditto ending Sept. 30.	1	462	265	8	62	80	28	13	12	10	102	103	205
Ditto ending December	1	14	..	..	8	6	..	..	..	..	8	6	14
Totals	5	565	265	8	147	144	43	29	20	15	210	188	398

Recapitulation.	M.	F.
Adults	147	144
Between 14 years and 1 year	43	29
Under 1 year	20	15
	210	188
		210
Whole number landed at the Port Miramichi		398

The ship "Looshtank" from Liverpool, bound to Quebec, put into this port early in June in distress, but is carried into the returns for the quarter ending 30th September, in consequence of the vessel having been ordered to quarantine, and not allowed to pass her entry at the Custom-house, and until after the close of the June quarter. It will be perceived that I have added a column to the form of return, sent me for the purpose of showing the numbers of emigrants embarked. The mortality on board the "Looshtank" was excessively great: of the 462 embarked, 117 died on the passage; 29 before landing; 119 at the lazaretto.

(Signed) T. H. Peters,
Acting Emigration Agent.

ABSTRACT RETURN of IMMIGRATION at the PORT of BATHURST during the year ending 31st December, 1847.

Quarters.	No. of Vessels arrived.	No. of Deaths on Board or in Quarantine.	No. of Births on Board or in Quarantine.	Adults. M.	Adults. F.	Children between 14 Years and 1 Year. M.	Children between 14 Years and 1 Year. F.	Children under 1 Year. M.	Children under 1 Year. F.	Totals. M.	Totals. F.	Whole Number of Souls.
Quarter ending Sept. 30	1	1	..	53	57	25	15	8	..	86	72	158

Recapitulation.	M.	F.
Adults	53	57
Between 14 years and 1 year	25	15
Under 1 year . . .	8	..
Whole number landed in the district of Bathurst	86	72

Remarks.—Those who were sick were attended by a medical officer at the expense of the province, and those who were able to work have found employment as labourers and domestic servants within the county.

(Signed) JOHN MILLER,
Acting Emigration Agent.

Bathurst, December 31, 1847.

(No. 23.) No. 33. No. 33.

COPY of a DESPATCH from Lieut.-Governor Sir W. M. G. COLEBROOKE to Earl GREY.

St. John, March 25, 1848.

MY LORD, (*Received April* 16, 1848.)

I LOST no time after the receipt of your Lordship's Despatch, No. 163, of the 24th of February, in communicating it to the Executive Council, and with their advice in laying a copy of it before the Assembly, recommending the subject to their early attention. Page 61.

The reports therein referred to had been already put before them, and I hope they will be induced to make a liberal appropriation for the Quarantine Station.

A Committee of the Common Council had been deputed to visit Partridge Island, to inspect the buildings and to ascertain what it would be necessary to do to place them in a fit state for the reception of emigrants, and to provide for an adequate supply of water.

I have, &c.,

(Signed) W. M. G. COLEBROOKE.

The Right Hon. Earl Grey,
&c. &c. &c.

(No. 10.) No. 34. No. 34.

COPY of a DESPATCH from Earl GREY to Lieut.-Governor Sir E. HEAD, Bart.

SIR, Downing-street, April 14, 1848.

I HAVE the honour to recall your attention to that part of my Despatch to your predecessor, No. 135, of the 2nd December last, in which I requested to be furnished with full particulars both in regard to the nature and amount of the expenditure incurred last year on account of emigrants, and also respecting the amount and appropriation of the receipts from the Emigrant Tax, in order that Her Majesty's Government might be able to determine on granting to New Brunswick a contribution towards its emigration expenses on the same principle which might be adopted in respect to Canada. I should be glad to receive a report on these questions as soon as it can be completed: and in the meanwhile I forward, for your information, the copy of a Despatch I have this day addressed to the Governor-General of Canada, by which you will perceive that in consideration of the peculiar and exceptional character of the misfortunes which occurred last year Her Majesty's Government are prepared to relieve the province from

For Earl Grey's Despatch, 2 Dec., No. 135, *vide* Sessional Paper, House of Lords, No. 19, of 1847-48, Part I., page 159.
Ditto, House of Commons, 1847-48, No. 50, Part I., page 159.

14th April, 1848. Page 33.

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the whole of the expenditure for that particular season, but on the other hand that they can only adopt this course on the distinct understanding that henceforward the Provincial Government, having adopted additional precautions and provided for an additional revenue from emigrants, should meet all expenses whatever which may be incurred in consequence of their arrival in the province.

I have, &c.,

Lieut.-Governor Sir E. Head, &c. &c. &c.

(Signed) GREY.

London: Printed by W. Clowes and Sons, Stamford-street,
For Her Majesty's Stationery Office.

EMIGRATION.

PAPERS

RELATIVE TO

EMIGRATION TO THE BRITISH PROVINCES IN NORTH AMERICA.

(*In continuation of the Papers presented February, June, and December* 1847, *and April,* 1848.)

Presented to both Houses of Parliament by Command of Her Majesty.

JUNE 1848.

LONDON:
PRINTED BY WILLIAM CLOWES AND SONS, STAMFORD STREET,
FOR HER MAJESTY'S STATIONERY OFFICE.

1848.

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RELATIVE TO

EMIGRATION TO THE BRITISH PROVINCES IN NORTH AMERICA.

CANADA.
No. 1.

(No. 115.) No. 1.

Copy of a DESPATCH from Governor-General the Right Hon. the Earl of Elgin to Earl Grey.

Government House, Montreal,
December 23, 1847.

My Lord, (*Received January* 17, 1848.)

I have the honour to enclose, for your Lordship's information, copies of reports from the Medical Commissioners at Montreal, the Commissioners of the Marine Hospital at Quebec, and from the Medical Superintendent of the Grosse Isle Quarantine Establishment, on the result of the experiments made by them, in pursuance of the directions conveyed to me in your Lordship's Despatch No. 108, for testing the efficiency of Mr. Ledoyen's Disinfecting Fluid.

I have, &c.,
(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Enclosure 1 in No. 1. Encl. 1 in No. 1.

Sir, Quebec, November 25, 1847.

In compliance to the Governor-General's commands, transmitted to us in a letter dated Montreal, 20th September, 1847, the Commissioners of the Marine and Emigrant Hospital gave instructions, on the 8th ultimo, to the visiting physicians of the said hospital to put themselves in communication with Mr. Ledoyen and the late Colonel Calvert, so as to make experiments with Mr. Ledoyen's "Disinfecting Fluid."

Experiments having in consequence been prosecuted for many weeks with the said fluid, the visiting physician on the 17th instant sent us their report on the subject, a certified copy of which we have the honour to transmit to you for the Governor-General's information, as also a copy of our letter to Mr. Ledoyen, on remitting to him the original report of the physicians of the Marine and Emigrant Hospital on the effects of his "Disinfecting Fluid."

We have, &c.,
(Signed) Jos. Morrin, Jos. Parant, H. Gowen, } Commissioners.

Major Campbell, Civil Secretary,
&c. &c. &c.

Marine Hospital, Quebec,
November 17, 1847.

Gentlemen,

We have carefully and diligently followed the experiments made by Messrs. Calvert and Ledoyen, with their Disinfecting Fluid, in the different wards of the hospital under our directions, and beg leave to report that the use of the fluid entirely destroys offensive odours in the wards, whether these odours depend on the presence of feculent or of other secretions.

That the direct application of the fluid to offensive secretions, immediately and completely destroys their smell.

That the application of the fluid to sloughing sores and to mortified parts at once removes their fœtor, and thus greatly increases the comfort of the patients themselves and of the other patients in the same wards.

That, in two instances where the fluid was applied to extensive and irritable sores, it had the effect of changing their action and of inducing healthy gradulations and cicatrization. That the use of the fluid does not, like chloride of lime, and so-called disinfecting agents, leave behind

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it any smell of its own. And that, in no instance have we observed any ill effect caused by the general or topical use of Mr. Ledoyen's fluid.

(Signed) Jos. PAINCHAND, M.D.
J. DOUGLAS, M.R.C.

(Certified a True Copy.)
(Signed) Jos. PARANT, C.M. and E.H.

SIR, Quebec, November 19, 1847.

THE Commissioners of the Marine and Emigrant Hospital having received on the 21st September last a letter from the Civil Secretary, Major Campbell, requesting them, by command of the Governor-General, to take such steps as they should think suitable to test the efficacy of your Disinfecting Fluid at the emigrant sheds and hospitals in Quebec, gave, in consequence, instructions on the 8th ultimo to the medical attendants of the Marine and Emigrant Hospita to put themselves in communication with you and the late Colonel Calvert, so as to institute such experiments as they would consider necessary to test the efficacy of the said fluid; and having received on the 17th instant their report on the subject, which they consider highly satisfactory, have the honour of enclosing it to your address, perfectly satisfied that it will be considered by you highly complimentary.

We have, &c.,
(Signed) Jos. MORRIN, Jos. PARANT, H. GOWEN, } Commissioners Marine and Emigrant Hospital.

(Certified a True Copy.)
(Signed) Jos. PARANT, C.M. and E.H.

Encl. 2 in No. 1.

Enclosure 2 in No. 1.

SIR, Quebec, December 8, 1847.

IN obedience to the instructions conveyed to me by your letter of the 20th September, accompanying an extract of a Despatch from the Secretary of State for the Colonies to his Excellency the Governor-General, requiring me to test and report upon the efficacy of Mr. Ledoyen's fluid in the hospitals at Grosse Isle, I have the honour to report that Messrs. Ledoyen and Calvert visited the quarantine station on five different days. On their first visit they were unprovided with the fluid; on the next, having brought a supply, I took them on board two passenger vessels, the "Douce Davie" and "Emigrant." These vessels having already undergone a process of cleaning and purification, the operation of the fluid was confined to testing its efficacy in removing the smell from bilge-waters and waterclosets, which it effected in a short time. On the subsequent visits of Messrs. Ledoyen and Calvert, the effect of the fluid was tried in the following cases:—

1st. In removing the effluvium from a bell tent, in which 32 vessels filled with fœcal matter had been placed for 24 hours: this was effected by Mr. Ledoyen, who sprinkled the fluid, and waved a sheet wet with the same throughout the tent for about an hour.

2nd. It was used with good effect in removing all foul smells from the privies and close stools.

3rd. As an external application to sloughing bad sores, it was used with great advantage, not only in removing the fœtor, which usually attends these cases, but in producing a healthy action in the diseased parts. I feel bound to state, however, that in two of these cases its continued application brought on bad colic, which required some trouble to remove.

It might be expected that I should report more particularly upon the effect produced in the fever wards of the hospital, in removing foul air. Upon this important point, I am unable to express any opinion from personal observation, for this reason,—when these gentlemen arrived at Grosse Isle, the season was advanced, our hospitals had ceased to be crowded, our sick had all been romoved from the tents into new buildings, in the construction of which the greatest attention had been paid to means of ventilation, and in consequence it was difficult to detect any offensive smell, so much so that these gentlemen declined using their fluid, observing that its effects could not be perceived where there was a constant change of air. From this cause it is not in my power to express an opinion as to the utility of the fluid in destroying the contagious miasm of the hospitals and thus preventing the spread of fever, and protecting those whose duty brought them in contact with the sick.

From the circumstances of both these gentlemen contracting fever while using the fluid in the wards of the Marine Hospital of this city, it is fair to infer that it does not afford the protective properties which has been claimed for it.

I do not believe that any chemical agent can, or ought to be used, as a substitute for free ventilation, by strict attention to which, all offensive exhalations are removed, and that most grateful condition of the atmosphere of an hospital is produced, in which no odour whatever is perceptible to the senses on entering it.

I have, &c.,
(Signed) G. M. DOUGLAS, M.D.,
Medical Superintendent.

Major Campbell, Civil Secretary,
&c. &c. &c.

Enclosure 3 in No. 1.

CANADA.

Encl. 3 in No. 1.

SIR, Montreal, October 30, 1847.

IN compliance with the instructions contained in you letter of the 13th ultimo to the medical Commissioners, directing them to make trial of Mr. Ledoyen's disinfecting fluid in the emigrant sheds and hospitals, and to report the result for the information of his Excellency the Governor-General, the medical Commissioners have the honour to state, that they have witnessed several trials made by Mr. Ledoyen, of his fluid, and from what they have observed, have come to the conclusion that the fluid possesses a decided power of neutralizing, or in a great degree destroying, disagreeable and fœtid effluvia, particularly of feculent and urinous execretions, and also those emanating from foul ulcers, and that the fluid possesses the further advantage over all other antibromic means hitherto tried, (with the exception of Sir William Burnett's fluid,) of not having any disagreeable odour of its own, which is so objectionable in the chloride of lime, nitro-muriatic acid and such like. The fluid possesses strong claims to public notice from this property, which is an object of great moment, particularly in hospitals, and other situations where either ventilation cannot be sufficiently obtained, or where the continued discharge from gangrenous or other offensive sores renders the unfortunate patient an object of disgust, and often prevents sufficient and proper attendance being afforded to him. The removal of fœtid nevertheless can in no way be admitted to be an adequate substitute for pure oxygenized air, however comparatively comfortable it may render the patient, or those around him.

With respect to the claims of this fluid to be a disinfectant, the Commissioners are not able to offer any conjecture, the question of infection being universally admitted to be at all times one of the utmost difficulty; besides, the locality and construction of the hospital under their superintendence are so very favourable that a thorough and most satisfactory ventilation is constantly maintained, which the Commissioners are disposed to place more reliance upon than any other disinfectant; and they have the great satisfaction to be able to state that, since the removal of the patients to the present hospital, now upwards of two months, there has scarcely been an instance of an attendant being affected with the fever, while previously almost every attendant, whether medical, clerical, or those more immediately about the person of the sick, were seized with the fever. Should the more close confinement of the patients in winter afford an opportunity for further investigating the point, the Commissioners will not fail to pay minute attention to it.

We have, &c.,

(Signed) M. M'CULLOCH, M.D.
FRANCIS BADGLEY, M.D.
GEO. W. CAMPBELL, M.D.
JAS. CRAWFORD, M.D.
W. NELSON, Hon. Com.

Major Campbell, Civil Secretary,
&c. &c. &c.

No. 2.

No. 2.

COPY of a LETTER from M. LEDOYEN to Earl GREY.

20, Earl-street, Blackfriars.

MY LORD, (*Received May* 6, 1848.)

I HAVE the honour to report to you the result of a mission intrusted to Colonel Calvert and myself, the object of which mission was to proceed to Canada and to try if my proposed fluid known generally as "Ledoyen's Disinfecting Fluid," would act as a disinfectant in restoring to a sanatory state hospitals or vessels in which infection should exist from the accumulating together under one roof of a great number of individuals affected with fevers.

To fulfil this mission in accordance with an order received from your Lordship, we started on the 19th August, 1847, on board the "Caledonia," and arrived at Montreal on the 8th September following. We were received by the Governor-General, Lord Elgin, with the greatest courtesy, who immediately named a Commission, composed of the following medical men:—

M. McCullock, M.D.
Frances Badgley, M.D.
George M. Campbell, M.D.
Jas. Crawford, M.D.
Walfred Nelson, Hon. Com.

This Commission put itself into communication with us to try the value of the fluid. By the report of those gentlemen, which was placed in the hand of Lord Elgin, your Lordship will observe that we succeeded in disinfecting enormous quantities of night-soil, and we also obtained the valuable result in

CANADA.

the English hospital of keeping several wards devoid of any effluvia for eight or ten days. It is for similar applications that the Commission attached great importance to our disinfecting fluid to which the advantage attaches of being perfectly inoderous and emitting no odour in its application. Owing to this latter fact; and in order to judge if our fluid would act effectually in disinfecting vessels on board of which fever existed, we received from his Lordship, Lord Elgin, in the latter part of September, an order to go to Quebec and Grosse Isle where emigrant ships were unloading. At Quebec the Commissioners of Marine and Emigrant Hospital were—

Messrs. J. Morrin,
Jos. Parant,
H. Gowen,

who appointed a Commission consisting of

J. Painchand, M.D., and
M. Douglas, M.R.C.,

to verify and superintend the application of my fluid, and for the experiment of Grosse Isle they appointed

Mr. G. Douglas.

Your Lordship will perceive, by a report transmitted to the Colonial Office through Lord Elgin, that we disinfected, in the presence of Dr. Douglas and Dr. Jaques, an emigrant ship called the "Lord Ashburton," in the space of one hour, by simply throwing on the decks small quantities of the fluid, and by waving between the decks a linen cloth saturated with the fluid.

This remarkable fact of disinfection lasted during the space of 60 hours while the patients were removed, as has been, no doubt, reported to your Lordship through Lord Elgin.

I will here take the liberty of laying before your Lordship two official letters in corroboration of this important fact:—

"To J. Ledoyen, Esq.

"My dear Sir, "Quebec, November 15, 1847.

"As you request, I have no hesitation in stating that I visited the ship "'Lord Ashburton' the day after her arrival in the dock of Quebec, and "examined carefully every part which had been occupied by emigrants during "the voyage, and disinfected at Grosse Isle by Ledoyen's fluid.

(Signed) "Jos. Morrin, M.D.,
"Commissioner of Marine and Emigrant Hospital."

"To J. Ledoyen, Esq., at Adrien Hotel.

"I do hereby certify that I was present at the above examination, and "found the vessel's hold perfectly sweet, and the master declared that, previous "to the fluid being applied, the smell in the hold was most offensive.

(Signed) "W. Campbell, Her Majesty's Notary."

I wish further to remark that the ship has arrived in England, and that not a case of fever has occurred. In the same report your Lordship will also find that we succeeded perfectly in disinfecting with great promptitude the bilge waters on board the barques "Douce Davie" and "Henrietta Mary," which fact is also corroborated in official documents accompanying this Report.

The rapidity with which my liquid effects these results will, I trust, receive from your Lordship and the Lords of the Admiralty immediate attention, for, in my humble opinion, it is to the noxious effluvia arising from the bilge waters that we must attribute the principal cause of disease on board vessels.

Disinfection not less remarkable was obtained at Newport, Virginia, U. S., by Dr. Grant, of Philadelphia, on applying my liquid on board vessels infected with yellow fever. The disinfection there was complete, and the facts relating thereto will be reported to your Lordship by the American Government.

I felt it my duty, and a part of my mission, to go to the authorities at Washington to verify the authenticity of Dr. Grant's experiments. I am happy to state that the Medical Commissioners attached to the quarantine have pro-

mised that when vessels arriving in port infected with disease have been disinfected with my fluid, they will report the same to your Lordship.

I shall now beg to draw your Lordship's attention to the experiments conducted in the hospitals and sheds at Quebec under the superintendence of

Jos. Painchand, M.D.,
J. Douglas, M.R.C.,

Medical Commissioners, and in the report forwarded by them you will remark, among many other facts, that we kept perfectly disinfected for more than a fornight ships and several wards. In that space of time the health of the patients also greatly improved. Wishing to draw your attention only to the most important points, you will find a certificate by Dr. G. Painchand, house surgeon to the Marine Hospital, from which I quote the following passage :—

" Sir,—The experiments made in this hospital are, for me, most satis-
" factory.

" Your fluid has really the power of disinfecting ; the experiments made in
" the wards, given to you for that purpose, are evident proofs of my assertions.
" I must say one of the wards contained 36 children, the greater part of them
" affected with dysentery, although that ward was calculated for 15 beds
" only.

(Signed) " J. PAINCHAND, Jun.,
" House Surgeon, Marine Hospital."

And I am happy to remark to your Lordship that when we took charge of those 36 children, the greater number of whom were hopeless cases, they experienced relief on the application of the fluid to the ward in which they were confined, and at the end of a few days rapid progress was made towards their recovery ; and it is gratifying to be enabled to state that nearly the whole of the children were removed to a convalescent hospital under the direction of Dr. Landry.

This fact proves, as Dr. Painchand, Jun., asserts, that this fluid is not only a deodoriser, but is also, in fact, a disinfectant, and this opinion is further substantiated by the experiments, as stated above, on vessels, and also your Lordship will find in the official report that the application of the fluid to sloughing sores and mortified parts at once removes their fœtor, and thus greatly increases the comfort of the patients themselves, and the other patients in the same wards.

Your Lordship will remark also, in an official certificate accompanying this report, that Dr. Painchand, Sen., one of the medical visitors to the Hospital of Marine, and dean of the medical faculty, states the following :—

" I certify that M. Ledoyen's disinfecting fluid has been employed in the
" Marine Hospital with an astonishing success. The hospital was then
" crowded with emigrants affected with typhoid fever ; chapel, passages, hall,
" even the stairs, all were occupied with the patients ; such a confusion was
" the cause of a great deal of dirt, and particularly an awful smell. I have
" the pleasure to say that wherever the fluid was employed, all bad and dis-
" agreeable smell immediately disappeared."

The following certificate was also given to me by the parties who witnessed the disinfection of a cesspool at the Hospital of Marine :—

" We, the undersigned, certify that we were present at the disinfection of
" the water-closets of the Marine Hospital. That these water-closets commu-
" nicated with a fosse d'aisance of a great extent.

" That the operation was performed by M. Ledoyen with his disinfecting
" fluid ; all bad smell disappeared completely and instantaneously after its
" use.

(Signed) " J. DOUGLAS.
" H. M. MARTIN.
" JOS. MORRINE, M.D.
" J. J. LANDRY, M.D.
" JOS. PAINCHAND, Medical Resident.
" P. WHALAN.
" J. REID, Steward, M. and E.M.

CANADA.

I take the liberty of informing your Lordship that, during the two months we were at Grosse Isle, we made numerous experiments on patients whose wounds were of an infectious nature, the effluvia arising therefrom was a source of great annoyance to their fellow patients.

In all cases my fluid removed the stench in a few minutes, and in several cases was the means of saving the lives of miserable beings whose deaths seemed inevitable. Amongst the experiments made with the medical men of Quebec and Grosse Isle, we succeeded in curing several putrefactious wounds, as stated in the Official Report, but on this point there is a remarkable cure, to which I beg leave to direct your Lordship's attention, as certified by Dr. Jos. Painchand, Sen., M.D.

" During the last epidemic, cases of gangrene of the lower extremities have " been frequent. The late Colonel Calvert, during M. Ledoyen's illness, " asserted that the fluid would not only stop the gangrene, but that it would " also re-establish vitality in the afflicted limbs. I must acknowledge that I " differed in opinion with the Colonel, especially when I saw him determine to " apply cold applications.

" He begged that I would give him a case; I yielded to the request. I " must in justice declare that the Colonel succeeded in his experiments to my " great astonishment and surprise. The discovery, in my opinion, is highly " important for hospitals in general, but particularly for the naval department. " All the facts which I have related, with the exception of the disinfection of " the vessels at Philadelphia, were performed from the 8th September to the " 2nd November, with the help of the late Colonel Calvert."

It is here my painful duty to relate that at that period I was deprived of the valuable assistance of Colonel Calvert, who was taken ill, arising from the immense fatigue, anxiety, and exertion which he evinced in his ardent wish, not only to fulfil the high responsibility your Lordship conferred on him, but also in the ardent zeal he showed in conferring relief to those bowed down with disease and affliction. In relieving sufferers he forgot the evidence that every day medical men were falling victims to the raging epidemic which carried off so many thousand individuals.

By working night and day he brought on himself that fever which deprived me of an indefatigable colleague and warm-hearted friend, and his family of an affectionate parent.

Having collected the necessary papers and certificates, I went back from Quebec to Montreal. I would wish here to draw the attention of Government to a few suggestions:—

It appears to me that the sheds at Montreal have not been built in a proper situation; placed as they are, the west winds, which last the greater part of the year, bring into the town the infectious effluvia arising from the sheds: further, these sheds being built near the town and on the borders of the St. Lawrence, the water of the river brings to the borders of the town the refuse from the hospitals, and consequently the water is impregnated, and may become a source of disease to the inhabitants. I also make the remark, that the cemetry is too near the hospital, and that at Gross Isle, being placed in the centre of the sheds; most serious consequences may result when we reflect that above 2000 people were buried there last autumn, coffins in many instances being placed one above the other, and only within a few inches of the surface of the ground. When the snow disappears, and heat brings on rapid decomposition, I apprehend serious results at Montreal. Upon my arrival I had all my private certificates countersigned by the Governor-General, Lord Elgin, and which certificates accompany this report.

It is here my duty to express my gratitude, and that of the late Colonel Calvert, for the constant kindness and assistance we received from Her Majesty's Governor-General, Lord Elgin, M. W. Campbell, Esq., Her Majesty's notary, as also the medical gentleman appointed by Lord Elgin.

Before leaving Canada, I gave my fluid into Dr. Pacot's hands to sell it, and to make the best use possible of it, on condition that he shall give 15 per cent. of the profits arising from the sale to the Irish hospitals at Montreal and Quebec.

I then proceeded to New York, with the intention of returning to England; but having to verify the fact of Dr. Grant's experiment, I proceeded to Washington, and there, having found persons wishing to undertake my process, I

took a patent for the United States, and then proceeded back to New York, where I was presented by Mr. Barclay, the English Consul, to Drs. Shield, Anderson, Griscorn, Boyd, and Sterling, belonging to the hospitals and quarantine.

I hope shortly to have the honor of laying before your Lordship several certificates countersigned by the American government, which certificates will show that I succeeded in curing erysipelas of the face, removing the pains from burns, &c. &c.

I left New York on March 11, and arrived in London April 13.

Having concluded the narrative connected with my mission, I would now respectfully offer the following general remarks:—

I feel confident, that if my fluid had been in use when the fever first commenced in Canada, its ravages could have been altogether stopped. I infer this from the fact of my being able to disinfect a ship, a ward, or any confined and distinct locality. But before we had even been despatched to Quebec, and still more when we arrived there, the fever had reached a height, and spread so frightfully and extensively, that disinfection in every quarter to which its ravages had extended became impossible.

If at the time of the emigration season commencing in each year care can be taken that amongst other sanitary means used the fever is, by a free use of my fluid, checked and kept down at the places where the emigrants disembark and temporarily locate when in bad health, I doubt not that the colony will be as free from infectious disease as the mother-country which the emigrants quit, and they would be all soon enabled to mix amongst the population and seek for employment without risk to the health of the general community.

But these precautionary measures must be followed up by enforcing the use on board of emigrant vessels of my fluid for disinfecting, cleansing, or purifying their holds and the bilge-water. I confidently assert that many hundreds of valuable lives of emigrants may be saved, if amongst the regulations established for the government of emigrant vessels a rule be laid down to employ my fluid daily in disinfecting the holds, and every third or fourth day in deodorizing the bilge-water.

I hope your Lordship will forgive me for offering these observations.

In conclusion, I trust the Government of Great Britain may find that it will be a public benefit to make arrangements with me for spreading the knowledge and use of my fluid through every portion of the British dominions at the lowest possible cost, and I shall be happy to concur in those arrangements.

I have, &c.,

J. LEDOYEN.

The Right Hon. Earl Grey,
&c. &c. &c.

(No. 34.) No. 3. No. 3.

COPY of a DESPATCH from Governor-General the Right Hon. the Earl of ELGIN to Earl GREY.

Government House, Montreal,
March 22, 1848.

MY LORD, (*Received April* 20, 1848.)

I HAVE the honour to transmit herewith 377 returns * of vessels arrived at the port of Quebec with emigrants during the season of 1847; together with a copy of a letter accompanying them from the Chief Emigrant Agent. Separate. March 17. 1848.

I have, &c.,

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Enclosure in No. 3. Encl. in No. 3.

Government Emigration Office,
March 17, 1848.

SIR,

I HAVE the honour herewith to transmit you the usual Ship Returns, 377 in number, made up by this department, of the vessels which arrived at the port of Quebec with emigrants during the past season. In one of them I have included 47 vessels, which arrived having less than 20 adults on board; also, in a separate return, the particulars of the emigrants which

* The returns themselves being very bulky, and their substance being embodied in Mr. Buchanan's Annual Report, they are not included in the present collection.

CANADA.

were brought up from four wrecked vessels a d from the "Loosthank" from Liverpool, which put into Miramichi in distress.

The enclosed statement furnishes a recapitulation of the particulars found in these returns.

On board of 17 vessels, which will be found in these returns, there appears to have been an excess of passengers over the number they were permitted to carry according to law. In five cases it would appear, that the increase was caused by a falsification of the children's ages, as the number of souls on board did not exceed those stated in the certified lists furnished by the Emigration Officer at the several ports of departure. In the remaining cases, the excess appears to have been caused by passengers having been permitted to embark after the vessel had been cleared by the proper officer. The Collector of Customs at Quebec, has, in several of these cases, taken steps against the Masters who have thus violated the law, but I have not yet been informed as to the result. My frequent absence from Quebec on the business of the department at Montreal and elsewhere, and the long sickness to which I was subject in the latter part of the season, deprived me of the means of enforcing, as strictly as in former years, the penalties imposed on infractions of this part of the Passenger Act. Indeed, in the majority of the cases in which an excess of passengers is now ascertained to have been carried, the detention of the ship in quarantine, and the system followed, from necessity, of forwarding thence directly to Montreal the passengers in the first instance landed there, precluded me from all knowledge of the excess until it was too late to take proceedings against the parties. On reference to the particulars, it will appear that no very glaring infringement of the Act has been attempted; and I am led to believe that, in some of the instances, the differences might probably have been accounted for by the Masters on re-examination of the various papers and returns.

I have, &c.,

Major Campbell,
Civil Secretary.

(Signed) A. C. Buchanan, Chief Agent.

Abstract of 377 Returns of Vessels which arrived at Quebec with Passengers, during the Season of 1847.

	Passengers.			Agricultural Labourers	Servants.		Mechanics.	Numbers assisted to Emigrate by		Number of Adults assisted on Arrival.	Amount.		
	M.	F.	Infants.		M.	F.		Parish Funds.	Private Funds.		£.	s.	d.
Particulars in 375 returns of emigrant vessels	45,859	37,910	4,856	31,601	6	2	1,164	240	6,151	15,832	2,922	0	2½
Particulars of 47 vessels which arrived having less than 30 adults on board, and are included in one return	279	210	15	169	..	..	21	..	20	22	4	2	6
Particulars of the emigrants which arrived at Quebec from wrecked or distressed vessels in one return	190	135	..	149	..	..	..	..	25	165	47	1	3
	46,328	38,255	4,871	31,919	6	2	1,185	240	6,196	16,019	2,973	3	11½
	114,454												

Note.—The numbers stated in these Returns as assisted on arrival, are only those forwarded from Quebec. In addition to the number here stated, 23,480 adults were sent forward direct from Grosse Isle, by steamer to Montreal, at an expenditure of 8,468*l.* 15*s.*; but owing to the hurry and confusion at the station, the correct number from each vessel could not be ascertained; making the total number assisted 39,859, at an expense for transport of 11,441*l.* 18*s.* 11*d.*, at the Quebec Agency, during the season of 1847.

Government Emigration Office,
Montreal, March, 1848.

(Signed) A. C. Buchanan,
Chief Agent.

No. 4. (No. 43). No. 4.

Copy of a DESPATCH from Governor-General the Right Hon. the Earl of Elgin to Earl Grey.

Government House, Montreal.
April 20, 1848.

My Lord,

I have the honour to transmit herewith the Annual Report of the Chief Emigrant Agent for the year 1847.

I have, &c.,

The Right Hon. Earl Grey.
&c. &c. &c.

ELGIN AND KINCARDINE.

Encl. in No. 4.

Enclosure in No. 4.

Office of Her Majesty's Chief Agent for the Superintendence of Emigration in Canada, Montreal.

My Lord,

I have the honour to submit, for the information of Her Majesty's Government, my Annual Report on the Emigration to this Province during the season of 1847, accompanied by an Appendix, which will be found to comprehend the usual statistical tables, as well as some further information of value in the consideration of the subject.

I have to regret the delay that has unavoidably occurred in the completion of these papers and their transmission to your Lordship. The very great increase in the duties of the depart-

ment throughout all its agencies, and the late period to which the superintendence of the emigration has this year extended, have prevented the closing of all the accounts connected with the expenditure until long after the date at which I have usually been enabled to furnish a review of the transactions of the year; and the hurried proceedings which had place under the extraordinary circumstances connected with the whole emigration of the season have rendered the business of compiling the returns and statements one of some difficulty, and involving a further loss of time.

The first table in the Appendix presents a statement of the passenger vessels arrived in the course of the season at the port of Quebec, the emigrants embarked at the ports of the United Kingdom and the Continent, and the number landed in the province, showing the births on the voyage, the deaths on the voyage, and those in quarantine, and distinguishing the males, the females, the adults, and the children.

From this table it will appear that the total number of souls embarked as steerage passengers, on board 442 vessels, was 97,953; and that the births on the passage were 172; making a total on board amounting to 98,125. The deaths in the course of the passage were 5282, and those in quarantine were 3389, making a total mortality of 8671, and leaving, as the number of emigrants introduced into the province, 89,454.

The deaths on the passage amount to a per centage of 5·39 on the number embarked. Those which occurred in the quarantine hospitals at Grosse Isle are equal to 3·46 per cent. more; and the total mortality under these two heads amounts to a proportion of 8·84 for every 100 souls embarked.

The number of adult persons comprehended by the emigration embarked was, males 35,827, females 27,728; total, 63,555. And the mortality among the same class on the passage was, males 1329, females 914; total, 2243; equal to 3·53 per cent.

The mortality in quarantine was, males 1388, females 948; total, 2336; equal to 3·81 per cent. on the reduced number. The total mortality amongst the adults at sea and in quarantine is 4579, equal to 7·21 per cent.

The number of children under 14 years of age and infants embarked is as follows, viz., male children 14,894, female ditto 13,897, infants of both sexes 5607; total, 34,398. The births at sea were 172; making the total number of children 34,570.

Of these there died at sea altogether 3039, being in the proportion of 8·86 per cent. Of the remainder there died in quarantine altogether 1053, being only 3·36 per cent. The whole mortality under 14 years was 4092, or 11·86 per cent.

In addition to the abstract which is here referred to, the Appendix will be found to contain, in No. 8, a return of the same passenger ships made up in detail, to show some of the particulars connected with each vessel,—her port of sailing,—the length of her voyage,—the number of persons embarked,—and the mortality which may have occurred on the passage, or during her detention at the quarantine ground, before the debarkation of the passengers could take place, or subsequently in the quarantine hospital.

From the details of this return no general law can be inferred as having governed the ratio of sickness and mortality, with any reference to the period of the ship's sailing, or the length of her passage; and an examination of the reports on the passenger vessels severally, which have been made throughout the season, and which include every particular of tonnage and superficial measurement, and the number and description of passengers, will be sufficient to show that disease has occurred in no regular proportion to the numbers embarked together, nor with any uniform relation to the degree of confinement to which the passengers in any case may have been subject, from the relation borne by their numbers to the capacity of the ship. Among the cases in which the mortality has proved to be the largest, compared with the number of souls embarked, will be found some vessels which left their port of departure in the earliest part of the season, and performed their passage within the period that is generally admitted as the most favourable. In the same class, in respect to disease, will be found ships making average or even short voyages, and others which occupied a much longer period; and although there are in the list cases in which the very tedious passages, consequent on the sickness or death of officers and crew, seem to account for the excessive mortality suffered, these are not in sufficient number to affect the general view. It will be found that on distinguishing the results of the long passages from those made in the average period, the increased sickness is not by any means such as might be anticipated from the increased period of confinement.

The mortality, distinguished, at the 31st July, into two periods, is in larger proportion over the whole emigration arrived after that date; but the ratio of increase shows great differences on a comparison of the arrivals from the several countries; and in one case, that of the Germans, the proportion of deaths is really somewhat less in the latter than in the former part of the year.

The cases of the largest proportionate mortality are shown in vessels having a large number of passengers. Of this class the "Triton," 26th July; the "Naomi," 10th July; and the "Virginius," 12th August, from Liverpool; the "Avon," 26th July, and the "Bee," 12th June, and the "Agnes," 10th June, from Cork; and the "Larch," 20th August, from Sligo—each carried upwards of 400 souls. But, on the other hand, there are the "Jane Black," 23rd May; the "Frankfield," 9th August; the "Greenock," 29th July; the "Agamemnon," 31st July, from Liverpool, and the "Ganges," 31st August, and the "Ocean Queen," 3rd August, from Cork, which, under very similar circumstances, brought out equally large numbers of passengers, with little comparative loss.

The largest number of deaths is seen also in the instances of vessels of large burthen. The "Virginius," and the "Naomi," from Liverpool, and the "Avon," from Cork, are vessels respectively of 710, 820, and 1013 tons. Each carried the full number of passengers per-

mitted by law, with reference to the superficial space contained in their passenger deck. But looking to the proportion borne by the passengers to the tonnage of the vessel, there was, in each of these cases, much better accommodation for the numbers embarked than existed in the "Phœnix," 5th June; "Durham," 4th July; "Abbeyland," 31st July, from Liverpool; and the "Pasha," 14th June; "Free Briton," 10th July; "Medusa," 16th July; and "Rosanna," 18th July, from Cork, in which, respectively, the passengers proved a full complement with reference to either of the cases of restriction, the superficial contents of passenger deck, or the tonnage, and in none of which vessels was there more than a very moderate amount of sickness. I do not find cases for a close comparison with those which have been cited as showing the largest mortality, inasmuch as it is vessels of moderate burthen only that can receive full complements of passengers under the existing double restriction. The large class of ships cannot, in any case, admit such a proportionate number of passengers as those of smaller capacity, since the deck accommodation does not increase in direct proportion to the increase of tonnage. Yet, under equal circumstances, the larger vessel must always afford a preferable passage. The upper deck is more available; the height of the 'tween decks is greater, the difference in this point being in some instances upwards of two feet; and the bulwarks being proportional, and the ship sailing higher, and more free from the sea, is drier, and is seldom, if ever, required to have her hatches closed.

If, therefore, as an examination of the return will show, the larger vessels employed in the transport of the emigration, carrying, with reference to their burthen, a proportionally less number of souls than has been allowed by the law to the smaller class of ships, have furnished the most disastrous instances of sickness and mortality, it can scarcely be inferred that the fatality attendant on the emigration of the past season is the consequence of too great crowding on board, or that a further restriction imposed upon them, with regard to the same basis of measurement, would altogether prevent a recurrence of the evil.

But, although no confident conclusion presents itself on a consideration of the particular cases contained in the return here referred to, there are important facts to be gathered, in the comparison of abstracts made up with reference to the ports of embarkation.

The number of emigrants embarked at English ports in the former half of the season, assumed as ending on the 31st July, was 22,284; in the latter half year, 10,295; making an aggregate of 32,579. Of this number there died on board, or in quarantine, 4210, or a proportion of 12·91 per cent. But as the emigration embarking at the port of Liverpool is almost exclusively Irish, while it is so extensive as in its own result to involve all the other ports, and to present them in a false light, the Liverpool returns are taken separately.

The emigration, then, from England, exclusively of Liverpool, was, in the half year ending 31st July, 3827, carried in 32 ships, having an average passage of 42 days. The deaths on the voyage and in quarantine were 20, or in the proportion of ·53 per cent. In the latter half of the season the emigrants from the same ports were 1701, in 21 ships, averaging 46 days' passage; and the deaths were 34, equal to 2 per cent.

The total number from England, exclusively of Liverpool, was in the year 5528, with a mortality somewhat under 1 per cent.

The emigration from Scotland to 31st July amounted to 1794, in 19 vessels, averaging 39 days. The deaths were 26, equal to 1·44 per cent. In the latter half year, 14 vessels, averaging 42 days, embarked 1445; and the deaths were 73, equal to 5·21 per cent. The total of Scotland was 3239, and the whole mortality equal to 3·12 per cent.

From the continental ports, Hamburg, Bremen, and Bremerhaven, there arrived, previously to 31st July, 19 ships, whose average passage was 50 days. The passengers by these vessels were Hanoverians, Prussians, Saxons, Westphalians, and Bavarians, and amounted in number to 4043, of whom 58 died on the passage or in quarantine, equal to 1·45 per cent. In the last half year there arrived 17 ships, with an average passage of 57 days, having embarked 3482, the deaths being 39, equal to 1·11 per cent.

The total German emigration was 7525, and the mortality on the whole was equal to 1·26 per cent.

From Ireland, in the former half year, there arrived 146 vessels with passengers, the average passage having been 41 days. The number embarked had been 38,112. The deaths from this number were 2,903, equal to 7·62 per cent. In the latter half year there were 75 ships, averaging 44 days, and carrying 16,127. The deaths were 1361, the ratio increasing from 7·62 per cent. to 8·45 per cent. The whole emigration from Ireland was 54,239, and the mortality equal to about 7·86 per cent. Referring again to the port of Liverpool, it appears that the number of emigrants embarked was, in the former half year, 18,457, the vessels being 44, the passage 46 days on the average; and the deaths having amounted to 2439, equal to 13·25 per cent. In the latter half year commencing with the 1st August, there arrived from Liverpool 21 ships, whose passage averaged 51 days, and the emigrants embarked had been 8594. Of these there had died 1717, equal to 20 per bent.

The total number embarked at Liverpool in the course of the season, was 27,051, and the mortality amounted to a proportion of 15·39 per cent. on the whole.

It only remains to furnish an abstract of the emigration from the port of Cork, to show plainly that the great causes affecting the ratio of sickness and mortality, in the emigration of the last year, are not to be sought for in the circumstances connected with the passenger-ships or their voyage, nor the degree of crowding to which emigrants are exposed in these vessels, but in pre-existing circumstances, connected with the locality from which the emigrants have proceeded originally, or with the port of their departure.

Prior to the 31st of July, there arrived from Cork 25 ships, having an average passage of 41 days, and carrying 7544 emigrants. The deaths were 1381 of this number, making a per centage of 18·41.

Subsequently to the 31st July, there arrived eight ships with passages averaging 45 days, and carrying 2630, of whom had died 511, or 19·61 per cent.

The total Cork emigration was 10,174, the total deaths 1892, being equal to 18·73 per cent. on the whole.

The English emigration suffered a mortality of 1·00 per cent. The German, 1·26. The Scotch, 3·12. The Irish, including that from Liverpool, 10·49. The deaths among the Liverpool passengers were equal to 15·39 per cent., and those among the Cork passengers were equal to 18·73 per cent.

The male adult emigrants to Canada have always exceeded in number the adult females. The proportion has been various; but in the past season the excess has largely increased. The numbers by the table are 35,827 males and 27,728 females, being in the relation of 5 and 4 nearly.

The proportion of children appears considerably greater than it has yet been found in any previous year's emigration. In 1846 the numbers were, adults 23,258, children 8,895. In 1847, they are, respectively, 63,555, and 34,398. In the former year there were 38 children to every 100 adults; in 1847 there have been 54.

The number of passenger-ships arrived at Quebec in 1847 has been altogether 442, of the aggregate tonnage of 183,519, and navigated by 7477 seamen. The greater part of these vessels came within the operation of the Passenger Act, and were subject to all its enactments.

There were few complaints on the part of emigrants of treatment experienced by them on their passage; and such as were made related only to minor points of disagreement. In the cases in which there appeared a probability that the statements made would prove founded in fact, the circumstances were such as unfortunately to preclude an attempt to enforce the penalties prescribed by the Act. The detention of the ships at Grosse Isle, in almost every instance; the landing and separation of the passengers there; the intervals of time which elapsed in their eventual removal; and finally, the necessity of their proceeding directly to Montreal, rendered it impracticable to bring together the evidence which was requisite for obtaining convictions.

I may refer to the report of the Medical Superintendent of the Quarantine Station, on the subject of the state of the vessels generally, on arrival there, and more particularly in regard to the provision, its quantity and quality, that was supplied by them to the emigrants, as required by the law.

In the point of an excess of passengers beyond the number permitted by the Act, there were several cases of infringement; but in the greater number of these cases, the difference was very small, and evidently arose from discrepancy as to the ages of children in the returns. I have already alluded particularly to this subject, in transmitting the ship reports, and have communicated all the details connected with it.

In the past season, as it 1846, many of the emigrants were ascertained to have embarked in entire dependance on the ship's issue of provision. The price of passage having been higher than in former years, it is probable that many poor people who had hoped to be enabled to provide the necessary provisions, after paying the ordinary rate of passage, found themselves compelled either to embark without them, or to forego their emigration altogether; and thus entire families were found reduced to the allowance established by the Act. This allowance might be ample for the support of health during a voyage of four or five weeks, were it always delivered in the form of biscuit or oatmeal. Issued as it has been, however, very often in the substitutes that are permitted, none of which can constitute a wholesome diet, unless through the means of fermentation, or sufficient cooking, the ship's allowance has not been sufficient to satisfy those confined to its use; while it has, in many instances, very probably, introduced disease amongst them.

The second paper in the Appendix is an abstract of the ports of the United Kingdom, as well as the continent, whence the emigration of the last two seasons has proceeded, showing the increase in the numbers from the several ports and countries. The emigration of 1847, from Scotland and Ireland, has somewhat more than doubled that of the previous year. From England, the increase is as 3 to 1; while nearly 7500 souls have embarked at the Northern continental ports, against about 900 only, brought from those ports to Quebec in 1846.

Of the passengers from Liverpool, amounting in the whole to 21,428, exclusively of infants, not less than 20,000 were Irish, so that the emigration of the season may be classified as follows, viz.:—

Natives of England	8,508
„ Ireland	70,065
„ Scotland	3,453
„ Germany . . .	7,428
	89,454

It will be observed, that the numbers stated in this return, have reference to the emigrants who were introduced into the province. The deaths, which took place at sea, and in quarantine, are accordingly deducted from the number originally embarked.

The paper No. 3 shows the amount of the emigration landed in the province from the year 1829 inclusively, the period from that year to 1843 being divided into terms of five years, for each of which the aggregate number is given, while from 1843 to the present time the numbers arrived are stated for the years severally.

CANADA.

The total number of persons landed at the port of Quebec within 19 years has been 556,328.

A general hospital return is furnished in paper No. 4. This shows the number of emigrant patients admitted for medical relief, at the quarantine establishment, up to the date of its close in November last; at the hospitals maintained at Quebec, Montreal, Kingston, and Toronto, and at the various hospitals, superintended by local Boards of Health, throughout both parts of the province.

The aggregate of the admissions into hospital is 42,540; and the total number of deaths is 11,543.

If to this mortality there be added the deaths at sea, 5282, it will appear that the total emigration of 98,125, has been reduced by death to the extent of 16,825, leaving 81,300 distributed throughout the province and in the United States.

From the circumstances under which private aid is extended to persons proposing to emigrate to this country, it is often difficult to ascertain precisely what proportion of the emigration has been so assisted; and I remain under the impression that the returns made to me, as well as the representations of the people themselves, by no means furnish full means for a confident statement under this head. The paper No. 5 is an abstract made up, as correctly as I am enabled to present it, to show the numbers from the respective countries whose removal had been promoted by assistance from private or public resources. From England, there were 326 persons in the whole, who were ascertained to have received assistance in passage, or money, or in both; 138 of these had been sent out by parish Unions, through the Poor Law Commission, and 188 had received partial aid from other sources. From Ireland 5430 were ascertained, in like manner, to have received partial assistance, chiefly from their former landlords. The great majority of this class of people were furnished with passage only. Some, however, received provisions, also, and a small number had payments made to them on arrival, not exceeding 1*l.* sterling per head.

The same paper comprehends a return of two transports, with 680 souls, military pensioners, with their families, whose emigration took place under arrangements for passage and inland transport and superintendence, entered into by the Commissariat under authority derived from the Imperial Government.

The emigrants of the season are distinguished in paper No. 6, according to their trade or calling. The total number of male adults embarked was 35,827. Of these there appear to have been, of artizans or tradesmen 1185, domestic servants 6, farmers and farm-servants 11,397, and unskilled labours, 23,239.

The disasters which have occurred in the course of the season to emigrant vessels have proved unfortunately, not only numerous, but extensively fatal.

Four ships have been wrecked on the passage, exclusively of one, the "Exmouth" from Londonderry, which foundered at sea, and involved the loss of the whole number of souls on board, amounting to 207.

The "Carricks" from Sligo, with 187 passengers, was lost on Cape Rozier, Gaspé, on the 19th May, and 48 persons only were saved. The "Imogene" from Liverpool, with 171 passengers, was wrecked at Cape Breton on the 23rd May; but, in this case, there was no loss of life. The whole number of her passengers, as well as 36 of those saved from the "Carricks," eventually reached Quebec. The "Miracle" from Liverpool, with 370 passengers, went ashore on the 26th May, on the Magdalene Islands, and was entirely lost, 60 of the passengers being drowned. The remainder were provided, at the charge of the department, with passages to the nearest ports of New Brunswick.

The fourth case was that of the "Maria" from Galway, with 130 passengers. This vessel was wrecked on Scalterie Island on the 21st September, one passenger only being lost. Of the remainder 44 came up to Quebec subsequently, and 85 proceeded to New Brunswick and the United States.

The case of the "Loostank" from Liverpool was a peculiar one. This ship had sailed with 428 passengers; and the crew being disabled by the sickness which raged on board, and which had produced, among her passengers, 150 deaths. She was compelled to put in to Miramichi in distress. There her surviving passengers were disembarked, and the greater part of them remained, or proceeded to other parts of New Brunswick, 74 only having come up to Quebec.

The total number of passengers embarked on board of these unfortunate vessels was 1473, of whom 387 were lost at sea, 761 remained in New Brunswick, and 325 only eventually reached their original destination.

The character of the emigration to Canada in 1847 was exceedingly unfavourable. The large proportion of Irish which it comprehended, and the state of destitution in which the greater part of these people had embarked, presented features of inconceivable misery on their arrival in this country. Apart from the effects of disease, the mass of the Irish emigration, suffering from long privation, showed in every feature a great reduction in its physical standard, while its moral character evinced more plainly than under former ordinary circumstances the general absence of industrial education and the extreme want of such a counteracting force to oppose the native tendency towards sloth and apathy. The Irish emigrant of the lowest class, finding in America a wide and open field for industry, and a plain prospect of ample recompense for labour, does, very generally, become as active and as persevering as any of those among whom he is cast. But it is in the highest degree unfortunate that his early habits are, in most instances, such as to subject him to a severe trial in the course of his emigration and progress towards improvement in his condition. It is doubtful whether the frightful extent of the mortality among the Irish emigrants at sea has not been in great part chargeable to their own want

of moral energy, and their untractableness; and it is certain that in the last, as indeed in former years, when no such aggravated distress was suffered, the lower classes of the Irish emigrants have failed on their arrival to make the exertions, or to take advantage of the opportunities which promised them the earliest certain benefit.

There have been many instances in the course of the season in which the master of the ship, with the best intentions and judgment, and well supported by his crew, was unable to maintain the simplest rules of cleanliness amongst his passengers. Even before disease had become rife among them, its most certain aggravation was permitted, in the accumulation, in the 'tween decks and hold, of every description of filth. Few, even of those threatened with infection, could be prevailed upon to expose their clothes or bedding to the air, and even men, still healthy, resisted endeavours to bring them on deck from the pestilential atmosphere that was maintained below. Dr. Douglas has in his report alluded to the fact, that in many vessels the removal of the corpses was required to be done by the officers and crews, the emigrants refusing to perform this duty, and evincing an utter disregard of the inevitable consequences of their decomposition, even in the berths immediately adjoining themselves. And many other facts have been published equally exposing the general indisposition of the lower classes of the year's emigration, to employ the reasonable precautions against contagion which have been always within their power.

It would have been unjust to subject people landing amidst so much suffering, having disease and death in every family, to the same standard of judgment as should be applied under different circumstances. The Irish emigration generally could not be expected, in the last year, to show the ready industry which is looked for, and which is necessary, in every class not predetermined on pauperism. They were, indeed, after their infected condition had been ascertained throughout the province, very frequently denied the employment they sought.

But the emigrants from Ireland were not all involved in the same wretched condition. Many landed perfectly free from disease or infection, and competent to earn an immediate livelihood. Among these, as among the same class in former years, there was frequently evinced an infatuation in regard to their prospects in America, which no reality could remove, and which retained them under exposure to continued distress, much beyond the point when it might have been relieved through their own industry.

From the large numbers of the emigration, and from the extent of sickness affecting it, the task of ascertaining the means possessed by the several classes of people was one almost impracticable. There was, further, the additional difficulty arising from the passengers being in great part landed at the Quarantine Island, and subsequently forwarded from thence directly to Montreal and the Upper Province. The destitution of the Irish emigrants was very general, as well in the case of those who came direct as from Liverpool and Glasgow; and from the time of their debarkation and detention at Grosse Isle they were required to be supplied with daily support from the funds of the department. There were, however, many families, both Irish and English, who brought with them resources of some amount; and, as has proved the case very frequently before, some of the apparently destitute, permitting themselves to want the necessaries of life, have been ascertained to carry with them, well concealed, considerable sums of gold. The Germans were, as a class, well provided with means. Some were wealthy, and all possessed an ample stock of clothing, suitable tools and implements, and even furniture.

Paper No. 7 is a table of distribution of the emigration of the year, made up, however, with no pretension to strict accuracy. The difficulty of ascertaining the ultimate destination of the emigrants is at all times considerable; and it has been greatly increased in the last season, from the general sickness and all its consequences to families and associations, on their route through the province. The large proportion of persons who passed over to the United States, and the numbers who came into the province by the same routes, added further to the confusion among the whole, and produced discrepancies in the returns from the different districts which cannot be accommodated.

The table referred to is therefore to be considered only as a general guide to the result of the season, in the increase of the population of the various parts of the province.

The total number of souls arrived at Quebec and Montreal from sea, as steerage passengers, was		89,454
The mortality in Canada East		4,243
		85,211
Of these there are supposed to have proceeded to the United States, viâ St. John's		15,000
		70,211
The number remaining in Canada East may be taken at about .		3,700
Leaving as the number who have proceeded westward . .		66,511
Further must be deducted as having proceeded from Canada West to the States of New York, Pennsylvania, and the Western States, comprehending almost the entire German emigration of 7,500 . .	15,000	
Less the number ascertained to have come into the province, westward of Montreal	5,580	
		9,420
		57,091

CANADA.

Brought forward .		57,091
From this number deduct the total mortality in Canada West .		3,911
Total remaining in Canada West		53,180
The Chief Agent for Canada West thus finally distributes this remaining number:—		
At Bytown and on the Ottawa and Rideau . .	6,930	
At Kingston and in its neighbourhood, and on the Bay of Quinté	5,850	
Coburg Port Hope and Peterborough . . .	7,123	
Toronto, and throughout the Home district . .	16,318	
Hamilton, the Gore, and Wellington districts . .	12,639	
London, the London, Western and Huron districts .	4,320	
		53,180

The expenditure on account of emigration purposes has been, in 1847, necessarily very large. It has not taken place entirely through the channel of the Emigration Department. The demands proceeding from the increased numbers arriving, and presenting such a condition of disease and destitution as has been realized throughout the province, could be efficiently met only by the adoption of several modes in which to render the relief required. At Montreal your Excellency was pleased to organize, at an early period of the season, a Board of Commissioners for the application of the relief funds; and in the untiring zeal and well-directed energy of these gentlemen the unfortunate emigrants found a succour which could have been afforded in no other manner equally efficient.

Throughout Canada West, as well as at one or two points in this part of the province, there were established Municipal Boards of Health, which your Excellency was pleased to recognize as authorized dispensers of similar relief. Through all these channels directly, and without necessary reference to the department, the emigration fund has been applied. Under the impression, however, that it is proper to bring the entire subject under one point of view, and that an abstract of the entire expenditure will prove more satisfactory than an account confined to the transactions of the Emigration Department alone, I have compiled the following general review.

The total expenditure for emigration purposes, inclusive of the expenses of the quarantine establishment, the whole made up to the 1st March last, is 167,226*l.* 2*s.* 8*d.* currency, and it may be distinguished under the following principal heads, viz. :—

	£.	*s.*	*d.*
The Quarantine Establishment	34,950	3	6
The medical relief of the sick	83,591	18	0
The support and inland transport of the destitute . .	48,684	1	2
	£167,226	2	8

The expenses of the Quarantine Establishment maintained at Grosse Isle may be classified as follows, viz. :—

	£.	*s.*	*d.*
The hospital buildings erected, including also accommodation for healthy emigrants detained . . .	10,682	19	11
The hospital expenses, including furniture, pay of physicians and apothecaries, and attendants of all ranks, medicines, medical comforts, supplies, and necessaries for the sick and the convalescent	21,019	14	3
Provisions supplied to destitute healthy emigrants in detention	3,117	9	4
The expenses attendant on the appointment of a medical commission	130	0	0
	£34,950	3	6

The buildings which existed at the Quarantine Station at the commencement of the past season comprehended accommodation for 200 hospital patients and convalescents and 800 healthy emigrants. The present buildings are sufficient for 2000 sick and 300 convalescents, and 3500 emigrants in detention.

The amount brought under the head of the medical relief of the sick comprehends the total expenditure in both parts of the province, exclusively of Grosse Isle, which may be considered to have been incidental to the sickly condition of the emigration on arrival and the large mortality which it suffered.

	£.	*s.*	*d.*
The buildings erected as hospitals and their dependencies at Quebec and Montreal, and at Kingston, Toronto, and other places at which Boards of Health were recognised, cost in the whole	20,467	16	8
The furniture required for their completion, for the purposes intended, amounted to	8,321	14	0
	£28,789	10	8

	£.	s.	d.	£.	s.	d.
The salaries paid to the physicians and apothecaries employed amounted altogether to	11,954	19	0			
The attendants' pay, including that of stewards, nurses, orderlies, and servants, was	9,339	6	6			
				21,294	5	6
The medicines employed cost	1,640	17	2			
The medical comforts, including spirits and groceries	9,213	8	5			
The provisions and supplies	10,425	14	2			
				21,279	19	9
The expenses of burial incurred were altogether				3,526	0	8
The expenses of the clergy, Protestant and Roman Catholic, who constituted missions at Grosse Isle, including their travelling expenses and maintenance, were				1,270	15	10
The care and support of the destitute orphans taken charge of by the clergy, pending their adoption by private individuals, amounted to				2,458	2	8
The balance of expenditure is made up of the sums disbursed under the heads not here enumerated, such as expenses of wrecked emigrants. Removals of hospitals and patients at the close of the season. Medical Commissions, and for articles not classified, as milk, ice, straw, fuel, &c.				4,973	2	11
				83,591	18	0

The expenditure in the erection of buildings, and in the supply of furniture, has occurred in chief part at Montreal. The hospitals at Point St. Charles at this place, with all their dependencies, and the requisite furniture, utensils, &c., having cost altogether 17,435*l.* 19*s.* 3*d.* of the total amount, 28,789*l.* 10*s.* 8*d.*

The extent of the accommodation is now sufficient to receive, if it should be necessary, 3000 patients in hospital; and of emigrants not sickly, the number who can be lodged during their stay, is 5000.

Of the amount brought under the third head of expenditure the great proportion has been incurred for transport. So soon as the accommodations of the quarantine station were rendered sufficient for the purpose, the passengers, without exception, of all the vessels arriving in a sickly state, were landed there, and detained for a period governed by the special circumstances. The vessels were released as soon as their disinfection was completed; and it followed that the expenses of the removal from Grosse Isle to Quebec, and to Montreal, of all those whose means were deficient, became an additional charge on the fund. The great proportionate destitution of the year's emigration must, under better circumstances, have involved a largely increased expense under this head; and it is hardly necessary to represent that the absence of shelter at Grosse Isle, Quebec, or Montreal, in the early part of the season, when the emigration presented itself in crowds, almost without forewarning, rendered it a necessity that it should be dispersed, towards its ultimate destination, with as little loss of time as possible.

The difficulty, therefore, that has always attended the classification of the people, according to their ascertained means, was very greatly increased.

It is, indeed, probable, that in the unavoidable hurry and confusion which existed in the season of arrival, and when the pestilence introduced was involving, in turn, almost every person employed in contact with the emigrants, many more of them were forwarded at the charge of the Government than was required by their real destitution.

The abstract of the accounts of the disbursements for support and inland transport is as follows, viz.:—

	£.	s.	d.
Transport	36,104	3	1
Provisions	5,708	5	2
Medical aid	2,325	9	7
Buildings	946	1	11
Agencies	3,600	1	5
	48,684	1	2

The same expenditure, distinguished according to the place of disbursement, will appear as follows, viz.:—

	£.	s.	d.
Grosse Isle	9,121	14	8
Quebec	4,889	7	11
Port St. Francis	69	10	5
Montreal	15,864	12	5
Bytown	1,677	15	11
Kingston	9,409	4	8
Coburg and Port Hope . . .	1,114	5	2
Toronto	3,468	5	0
Hamilton	3,069	5	0
	48,684	1	2

CANADA.

The rates of inland transport were, in 1847, very similar to those paid in the previous season. On the line between Quebec and Montreal, however, an advance from 2*s.* to 3*s.* 9*d.* per head, for the passage, was exacted by the steam-boat proprietors; and as the condition of the emigrants produced municipal enactments which limited materially the numbers to be carried by the steamers, the expense of the transport from Grosse Isle to Montreal, paid by the department, was further augmented.

The number of persons who were conveyed at the charge of the Emigrant Fund from Grosse Isle, where they had been disembarked from their respective vessels directly to Montreal, was 23,319; and 16,138 were forwarded from Quebec to the same place; 110 persons were conveyed to Port St. Francis, making a total number assisted with transport below Montreal amounting to 39,567 persons, at an expense of 11,551*l.* 14*s.* 10*d.* From Montreal there were granted to Kingston, Bytown, and the intermediate ports of landing, passages for 32,048 adults, at a total expense of 13,244*l.* 16*s.* 8*d.* The total expenditure for transport in Canada West was 11,307*l.* 11*s.* 7*d.*, and this sum has covered the expense of 17,415 passages of adults from Kingston to Toronto, 1670 to Cobourg, 1624 to Whitby and Darlington, 1206 to Picton and Belleville, 1620 to Hamilton, Niagara, and ports on Lake Erie, and 829 to ports on the St. Lawrence, exclusively of land transport from all these points to places of settlement in the interior.

The Emigrant tax which was collected in the course of the year, amounted to 18,636*l.* 14*s.* 2*d.* at Quebec, and 366*l.* 5*s.* at Montreal; forming a total of 19,002*l.* 19*s.* 2*d.*

The Imperial appropriations in aid of the Emigrant fund, were together 30,000*l.* sterling, equal to 36,500*l.*

The total amount of the Emigrant fund of the year, therefore, was 55,502*l.* 19*s.* 2*d.*

The balance of the expenditure has been supplied from the provincial chest, in anticipation of reimbursement by the Imperial Government.

The alterations which have been enacted in the provincial law imposing the Emigrant tax, must necessarily raise the price of passages to this country, from the increased rate of tax to be hereafter levied as well as from the rate being made payable per head irrespectively of age. At the same time the provisions of the Act will operate restrictively, from certain of the liabilities of the vessel being contingent upon the condition of the passengers at the time of landing, and undefinable until that time. In consideration of these liabilities, it seems probable that their full amount, or nearly so, will be exacted from the emigrants before embarkation. If this should prove the case, and if the additional charges on the ship which will follow the contemplated amendments in the Imperial Passenger Act, should be at the same time imposed, the total passage money will be very greatly raised in amount.

Yet, notwithstanding the prospect of increased expenses attending it, the emigration for the ensuing season, by the latest accounts from Ireland, promises to be very considerable. Vessels with emigrants have continued to reach ports of the United States throughout the entire winter, and there are, already this year, arrivals in Canada West by the same route.

In the present uncertainty, however, with regard to the final enactment of the proposed changes in the laws regulating passengers, and imposing the tax, and their effect, if carried into operation; and in the unsettled state of continental Europe, it would be useless to attempt an anticipation of the amount of emigration which will resort to Canada in the ensuing year. But there remains unfortunately too great reason to believe that such emigrants as may sail from Ireland, must be accompanied by much of the distress which proved so extensively fatal in 1847.

The resources of the Emigrant department arising from the tax must necessary be larger, relatively to the emigration, than they proved last year. The amount realised from 98,125 souls embarked in 1847, was, under the former Act, 19,002*l.* 19*s.* 2*d.* The same emigration, under the present law, would have paid 49,062*l.* 10*s.*

The Emigrant fund being, therefore, supplied in this increased proportion, directly from the emigrants themselves, and the buildings and furniture being prepared to an extent which can scarcely require additions, there seems a prospect that the public chest will be called upon to a much smaller amount, under any possible circumstances, than was required in the disastrous case of last season.

It remains for me only to advert to the condition of last year's emigration, as it is now presented generally in the province; and this I am enabled to do in terms much less unfavourable than might be anticipated from its extraordinary amount, and the distress that accompanied it. There was great difficulty in obtaining employment, experienced by the emigrants throughout the summer season. The people of the country districts could not overcome their dread of infection, and even left work unexecuted, rather than admit into their families the labourers recently arrived. The weak condition of many of the emigrants, also, left them unable to perform labour when offered to them. And thus there would have been, nearly throughout the whole year, very extensive suffering, had not the public relief been extended temporarily, to such as could not, from one or the other of these causes, support themselves. As the winter has advanced, the fear of the introduction of the disease has lessened among the settlers, and the strength of the sickly emigrants has been in a great degree restored. At this time, from the reports of Mr. Hawke, and the agents generally, it appears, that although there remain at the large towns and ports of landing, some families whose continued destitution is unrelieved, the really industrious are, to a great extent, earning an ample subsistence. Out of so numerous an emigration there were, as may be supposed, many of the worst character, and still more whose unwillingness to work will keep them in poverty under any circumstances.

The laws affecting the commerce of the province, are now undergoing various changes, and its whole trade has suffered a severe trial, principally arising from commercial difficulties in the

mother country. With time, however, a full reaction may be anticipated, and there is little doubt that the great natural resources of this extensive country, will again show their competency to furnish an increased demand for the unemployed labour of Great Britain.

I have, &c.

(Signed) A. C. Buchanan, Chief Agent.

APPENDIX TO REPORT ON EMIGRATION, 1847.

No. 1.

Return of the Number of Emigrants Embarked, with the Number of Births and Deaths during the Voyage and in Quarantine, the Total Number landed in the Colony, distinguishing Males from Females and Adults from Children, with the Number of Souls from each Country, during the season of 1847.

Whence.	Number of Ships.	Cabin Passengers.	Number Embarked.					Deaths on the Passage.				
			Adults.		Children, 1 to 14 Years.		Infants.	Adults.		Children, 1 to 14 Years.		Infants.
			M.	F.	M.	F.		M.	F.	M.	F.	
England .	140	217	12,101	8,692	4,927	4,585	2,349	556	397	667	541	351
Ireland . .	224	295	19,082	16,037	8,432	7,817	2,869	741	500	516	492	356
Scotland .	42	175	1,195	996	636	562	163	14	7	17	15	16
Germany .	36	9	3,449	2,003	899	933	226	18	10	23	21	24
Totals .	442	696	35,827	27,728	14,894	13,897	5,607	1,329	914	1,223	1,069	747

Whence.	Deaths in Quarantine.					Births.		Landed in the Colony.					Total.	
	Adults.		Children, 1 to 14 Years.		Infants.			Adults.		Children, 1 to 14 Years.		Infants.		
	M.	F.	M.	F.		M.	F.	M.	F.	M.	F.		M.	F.
England .	659	470	235	248	86	31	33	10,886	7,825	4,025	3,796	1,976	14,911	11,621
Ireland . .	719	471	211	187	71	47	45	17,622	15,066	7,705	7,138	2,534	25,327	22,204
Scotland .	10	6	7	4	4	..	1	1,171	983	612	543	144	1,783	1,526
Germany .	..	1	..	..	..	7	8	3,431	1,992	876	912	217	4,307	2,904
Totals .	1,388	948	453	439	161	85	87	33,110	25,866	13,218	12,389	4,871	46,328	38,255

Number of Deaths on the passage	5,282
Ditto ditto in Quarantine	3,389
Total Deaths previous to arrival at Quebec	8,671
Total Number of Steerage (landed) . . .	84,583
Infants under 1 year	4,871
	89,454
Cabin Passengers	696
Total Persons landed in the Colony . .	90,150

Emigration Department, Montreal,
March 31, 1848.

A. C. Buchanan, Chief Agent.

CANADA.

No. 2.

NAMES of PORTS from which EMIGRANTS came during the Years 1846 and 1847.

Names of Ports.	Number from each Port. 1846.	1847.	Names of Ports.	Number from each Port. 1846.	1847.
ENGLAND.			Dublin	1,739	5,783
Aberystwith	..	230	Galway	461	692
Bristol	34	139	Killala	1,056	1,177
Bideford	105	19	Kilrush	..	108
Bridgewater	3	55	Londonderry	919	3,212
Beaumaris	182	..	Limerick	4,068	8,254
Cardiff	2	9	New Ross	814	3,978
Chepstow	..	1	Newry	359	1,377
Dartmouth	2	..	Sligo	2,746	4,795
Fowey	12	..	Tralee	535	..
Falmouth	32	205	Westport	280	60
Gloucester	18	..	Waterford	4,108	2,818
Hull	542	268	Youghal	193	300
Hale	73	..	Children under 1 Year	673	2,534
London	419	1,773		20,842	50,065
Liverpool	5,701	21,428	Cabin Passengers	207	295
Maryport	8	30			
Milford	..	29	Total	21,049	50,360
Newport	..	330			
Padstow	276	585	SCOTLAND.		
Plymouth	617	946	Aberdeen	281	328
Poole	8	4	Alloa	3	..
Penzance	143	65	Cromarty	47	..
Southampton	174	213	Dundee	50	52
Sunderland	4	7	Glasgow	1,013	1,587
Shields	9	..	Greenock	39	1,065
Stockton	33	..	Leith	13	..
St. Ives	..	63	Lock Saxford	..	279
Torquay	..	13	Thurso	48	..
Truro	..	96	Children under 1 Year	31	144
Weymouth	38	4		1,525	3,453
Island of Jersey	..	19	Cabin Passengers	120	175
Children under 1 Year	455	1,977			
	8,890	28,508	Total	1,645	3,628
Cabin Passengers	273	217			
			GERMANY.		
Total	9,163	28,725	Antwerp	11	..
			Bremen	117	5,398
IRELAND.			Bremenhaven	..	311
Baltimore	189	..	Hamburg	747	1,502
Belfast	2,562	6,175	Children under 1 Year	21	217
Ballydahob	330	..		896	7,428
Ballina	153	..	Cabin Passengers	..	9
Ballyshannon	..	60			
Cork	2,158	7,980	Total	896	7,437
Donegal	499	762			

No. 3.

COMPARATIVE STATEMENT of the NUMBER of EMIGRANTS arrived at the PORT of QUEBEC since the Year 1829, inclusive.

—	Five Years from 1829 to 1833.	Five Years from 1834 to 1838.	Five Years from 1839 to 1843.	1844.	1845.	1846.	1847.
From England	43,386	28,624	30,813	7,698	8,833	9,163	28,725
From Ireland	102,264	54,898	74,981	9,993	14,208	21,049	50,360
From Scotland	20,143	10,998	16,289	2,234	2,174	1,645	3,628
From Germany	15	485	..	..	..	896	7,437
From New Brunswick, Nova Scotia, and Ports in River St. Lawrence	1,889	1,346	1,777	217	160	..	..
Totals	167,697	96,351	123,860	20,142	25,375	32,753	90,150

Grand total 556,328

Emigrant Department, Montreal,
March 31, 1848.

A. C. BUCHANAN, Chief Agent.

No. 4.

RETURN of the NUMBER of ADMISSIONS into HOSPITAL, DISCHARGES, and DEATHS of EMIGRANTS who arrived in CANADA during the Season of 1847.

	Admitted.	Discharged.	Died.	Remaining.
Quarantine Hospital	8,691	5,302	3,389	..
Marine and Emigrant Hospital, Quebec . .	3,313	2,531	712	70
Point St. Charles Hospital, Montreal, to 1st January, 1848.	13,189	9,734	3,350	125
Board of Health, St. John's	172	101	71	..
,, Lachine	342	212	130	..
Emigrant Hospital, Toronto, to 2nd February, 1848.	4,355	2,869	863	623
The several Boards of Health established in Western Canada.	12,478	9,430	3,048	..
Totals	42,540	30,179	11,543	818

Emigrant Department, Montreal,
March 31, 1848.

A. C. BUCHANAN, Chief Agent.

No. 5.

NUMBER of PERSONS who appeared to have received Assistance to enable them to EMIGRATE during the season of 1847.

Vessel.	Whence.	Date of Arrival.	England.		Ireland.
			Poor Law Commissioners.	Parish and Private Funds.	Landlords and Private Funds.
Jane Black . . .	Limerick	24 May	..	..	300
Perseverance . . .	Dublin	,,	..	..	178
Wandsworth . . .	Dublin	,,	..	..	137
Lady Seaton . . .	London	,,	..	20	..
Jane	Limerick	,,	..	..	56
Jessie	Sligo	25 May	..	..	100
Spermaceti . . .	Plymouth . . .	,,	..	100	..
Tottenham . . .	Cork	26 May	..	..	28
Concord	Dublin	27 May	..	..	54
Anne	Belfast	28 May	..	..	2
Industry	Dublin	,,	..	..	109
Albion	Galway	29 May	..	..	4
Bryan-Abbs . . .	Limerick	1 June	..	..	120
Argent	Limerick	2 June	..	..	5
Transit	Sligo	3 June	..	..	149
Erin	New Ross . . .	7 June	..	..	19
Leveret	Limerick	,,	..	..	10
British Queen . . .	Limerick	8 June	..	..	35
Mary	Liverpool	,,	..	..	36
Tay	Sligo	9 June	..	..	25
Wave	Dublin	,,	..	..	17
Thistle	Waterford . . .	10 June	..	..	14
Carricks	Sligo	(Wrecked)	..	..	25
Spring Hill . . .	Sligo	10 June	..	..	220
Birman	London	16 June	15	..	..
Albion	Limerick	18 June	..	..	6
Charlotte Harrison .	Greenock . . .	,,	..	66	..
Lord Glenelg . . .	Limerick	19 June	..	..	254
Thetis	Limerick	20 June	..	..	60
Ross-shire	Limerick	22 June	..	..	23
Achsah	Limerick	23 June	..	..	28
Eagle	Dublin	25 June	..	..	200
Swallow	Limerick	,,	..	..	75
Agnes King . . .	Limerick	26 June	..	..	70
Herald	Dublin	,,	..	..	120
Jane Avery . . .	Dublin	28 June	..	..	37
Georgiana	Dublin	29 June	..	..	10
John Bell	New Ross . . .	,,	..	..	41
Panope	Dublin	,,	..	..	25
Coromandel . . .	Dublin	2 July	..	..	180
Agent	New Ross . . .	,,	..	..	160
Charles	Limerick	,,	..	..	33
Elizabeth	Limerick	4 July	..	..	15
Graham	Plymouth . . .	,,	59	..	..
Bolton	Dublin	7 July	..	..	125

No. 5.

Number of Persons who appeared to have received Assistance, &c.—*continued.*

Vessel.	Whence.	Date of Arrival.	England.		Ireland.
			Poor Law Commissioners.	Parish and Private Funds.	Landlords and Private Funds.
Admiral	Waterford	7 July	..	..	20
Tom	Dublin	12 July	..	..	112
Lloyds	London	14 July	57	..	..
Progress	New Ross	,,	..	.	36
Blenheim	Cork	29 July	..	..	351*
X. L.	Galway	1 Aug.	..	..	42
Cygnet	Londonderry	,,	..	..	6
Vesta	Limerick	9 Aug.	..	..	88
Odessa	Dublin	,,	..	..	114
Countess of Arran	Donegal	,,	..	..	70
Zealous	London	,,	..	2	..
Trinity	Limerick	11 Aug.	..	..	38
Virginius	Liverpool	12 Aug.	..	..	476
Marinus	Dublin	,,	..	..	170
Brothers	Dublin	13 Aug.	..	..	204
Naparina	Dublin	23 Aug.	..	..	82
Numa	Sligo	27 July	..	..	244
Robert Newton	Limerick	29 Aug.	..	..	71
Minerva	Waterford	,,	..	..	30
Maria Somes	Cork	10 Sept.	..	..	329*
Atalanta	Dublin	12 Sept.	..	..	175
Superior	Londonderry	14 Sept.	..	..	150
Emerald	Newry	,,	..	..	4
Gentoo	Plymouth	25 Sept.	7	..	..
Sir Henry Pottinger	Belfast	27 Aug.	..	..	3
Richard Watson	Sligo	8 Nov.	..	..	164
	Total		138	188	6,110

* Pensioners.

Emigrant Department, Montreal,
31st March, 1848.

A. C. Buchanan, Chief Agent.

No. 6.

Return of the Trades or Calling of the Emigrants who arrived at the Ports of Quebec and Montreal during the Year 1847.

Bakers	30	Printers	4
Butchers	32	Quarrymen	17
Bricklayers and Masons	80	Ropemakers	8
Blacksmiths and Whitesmiths	133	Sawyers	7
Bookbinders	8	Sail-makers	1
Boot and Shoemakers	176	Saddlers	16
Blockmakers	3	Stonecutters	9
Braziers	6	Tailors	142
Cabinet-makers	5	Tanners	12
Carpenters and Joiners	228	Watchmakers	5
Coopers	38	Male servants	6
Cartmakers and Wheelwrights	23	Farmers and Agricultural Labourers	11,397
Curriers	3	Common Labourers	23,239
Dyers	3		35,827
Engineers	4		
Gardeners	19		
Hatters	6	Deaths of male adults at quarantine 1,388	
Millers and Millwrights	28	Deaths of male adults at sea 1,329	
Miners	116		2,717
Moulders	4		
Painters	18		33,110
Plasterers	1		

Emigrant Department, Montreal,
31st March, 1848.

A. C. Buchanan, Chief Agent.

No. 7. CANADA

DISTRIBUTION who arrived in the PROVINCE of CANADA during the year 1847, as near as can be ascertained.

Number of Emigrants from the United Kingdom, *viâ* the river St. Lawrence . .		89,454
Number arrived in Western Canada, *viâ* the United States		5,580
		95,034
Deduct mortality to 1st March, Canada East	4,243	
,, ,, Canada West	3,911	
		8,154
		86,880
Number proceeded to the United States *viâ* St. John's	15,000	
,, ,, from Canada West . . .	15,000	
		30,000
		56,880
Estimated number remaining in the districts of Quebec and Montreal and in the Eastern Townships	3,700	
Number settled at Bytown and at various places on the Ottawa and Rideau	6,930	
At Kingston and Bay of Quinté, and in the Hastings, Prince Edward, and Midland Districts	5,850	
At Coburg, Port Hope, Windsor, Whitby, and Darlington, and in the Newcastle and Colborne Districts	7,123	
At Toronto, and in the Home and Simcoe Districts	16,318	
At Port Credit, Oakville, and Hamilton, and the Wellington and Gore Districts	12,639	
In the London, Western, and Huron Districts	4,320	
		56,880

Emigrant Department, Montreal,
March 31, 1848.

A. C. BUCHANAN,
Chief Agent.

No. 8.

RETURN of PASSENGER SHIPS arrived at the Port of QUEBEC in the Season of 1847; showing the Date of Arrival, the Port whence sailed, the Length of Passage, the Detention in Quarantine, the Number of Souls embarked, the Mortality on board at Sea or at Quarantine, and the Mortality in the Quarantine Hospitals.

Date of Arrival at Quebec.	Vessel's Name.	Whence.	Length of Passage to Quarantine, in Days.	Detention in Quarantine, in Days.	Souls Embarked.		Deaths.			Total Deaths.
							On Board.		In Quarantine Hospital.	
					Cabin.	Steerage.	On the Passage.	At Quarantine.		
9 May	Cambria	Glasgow . . .	..	..	19	..	..	..	..	..
,,	Cœur-de-Lion . .	Liverpool . .	..	..	3	..	..	..	..	..
13 May	Canada	Glasgow . . .	..	..	3	..	..	..	..	..
14 May	Sophia Moffatt . .	London . . .	..	..	4	..	..	..	..	..
15 May	Pearl	,,	..	..	..	11	..	..	..	..
,,	Ann	Liverpool . .	..	..	3	..	..	..	..	..
18 May	Mahaica	,,	..	..	1	..	..	..	..	..
,,	Sarah	,,	..	..	2	..	..	..	..	..
,,	Ocean Queen . . .	Bristol . . .	46	1	1	82	..	..	1	1
19 May	Rainbow	Southampton .	..	..	2	..	..	..	..	..
,,	Delia	Poole . . .	..	..	..	4	..	..	..	..
,,	Caledonia	Glasgow . . .	..	..	..	15	..	..	1	1
20 May	Syria	Liverpool . .	46	6	1	241	9	..	40	49
21 May	Glenswilly . . .	Glasgow . . .	40	1	3	40	..	..	..	..
,,	Colloony	,,	..	..	6	..	..	..	..	..
22 May	Mersey	Torquay . . .	..	..	..	5	..	..	..	..
,,	Bellona	Glasgow . . .	..	..	..	10	..	..	..	..
23 May	Victoria	St. Ives . . .	..	..	3	19	..	..	..	..
,,	Earl Powis . . .	Dundee . . .	49	..	9	43	..	..	..	..
,,	Fergus	Hull	43	..	..	131	..	..	..	..
,,	Jane Black . . .	Limerick . .	46	5	1	425	13	..	6	19
,,	Marchioness of Queensbury.	Glasgow . . .	..	..	3	11	..	..	..	..
,,	Celeste	Limerick . .	39	1	..	199	1	..	..	1
,,	Perseverance . . .	Dublin . . .	36	4	..	311	9	..	10	19
,,	Jane	Limerick . .	49	1	..	200	1	..	..	1
24 May	Lady Seaton . . .	London . . .	..	..	1	20	..	..	..	..
25 May	Wallace	Liverpool . .	31	2	..	417	4	..	1	5
,,	Eagle	Padstow . . .	39	..	14	115	..	..	..	..
,,	Spermaceti . . .	Plymouth . .	42	..	..	251	1	..	..	1
,,	Jessie	Sligo. . . .	28	3	..	243	6	..	4	10
,,	Cherookee. . . .	Glasgow . . .	..	..	4	10	..	..	..	..
,,	Dunbrody. . . .	New Ross . .	40	3	..	312	5	..	3	8

Return of Passenger Ships arrived at the Port of Quebec in the Season of 1847, &c.—*continued.*

Date of Arrival at Quebec.	Vessel's Name.	Whence.	Length of Passage to Quarantine, in Days.	Detention in Quarantine, in Days.	Souls Embarked.		Deaths.			Total Deaths.
							On Board.		In Quarantine Hospital.	
					Cabin.	Steerage.	On the Passage.	At Quarantine.		
25 May	Isabella	Whitehaven	..	..	2	..	..	..	..	..
,,	Helen Thompson	Londonderry	36	3	..	371	4	..	..	4
,,	Wandsworth	Dublin	42	6	..	527	51	..	53	104
,,	Douglas	London	..	..	..	36	..	..	..	..
26 May	Fame	Limerick	22	..	..	207	1	..	..	1
,,	Roslin Castle	Falmouth	30	..	2	212	..	..	..	..
,,	Tottenham	Youghal	47	3	..	228	2	..	1	3
,,	Ganges	Cork	41	3	1	411	4	..	1	5
,,	Aquamarine	Liverpool	34	.	3	24	..	..	..	..
27 May	Favorite	Glasgow	51	1	2	77	1	2	..	3
,,	Concord	Dublin	23	5	..	182	3	..	..	3
,,	Chieftain	Belfast	46	1	..	248	1	1	..	2
,,	Estafette	Bremen	34	..	..	118	..	..	..	..
,,	Ottawa	Bridgewater	44	..	..	55	..	..	..	..
,,	Sir Colin Campbell	Belfast	28	1	..	379	2	1	..	3
,,	Nestor	Maryport	..	..	..	7	..	..	..	..
,,	Belleisle	Glasgow	..	..	..	33	1	..	..	1
28 May	Souvenir	Limerick	25	..	4	120	1	..	..	1
,,	Robert and Isabella	Hamburg	47	..	..	162	2	1	..	3
,,	Industry	Dublin	38	..	6	295	3	..	3	6
,,	Annie	Belfast	29	..	..	429	1	..	..	1
29 May	Clio	Padstow	44	..	8	320	2	..	..	2
,,	Constance	Bristol	..	..	..	15	..	..	..	..
,,	Lord Ramsay	Bideford	..	..	..	10	..	..	..	..
,,	Albion	Galway	24	2	..	211	2	2	..	4
1 June	Constitution	Sligo	43	3	..	152	10	2	..	12
2 June	Bryan Abbs	Limerick	49	..	..	194	5	..	1	6
,,	Argent	,,	28	1	..	127	..	..	..	..
,,	Ann	,,	47	3	..	119	4	..	..	4
3 June	Transit	Sligo	27	6	..	158	6	..	..	6
,,	Nerio	Limerick	45	4	..	132	3	..	3	6
5 June	Marquis of Bute	Cardiff	..	..	..	8	..	..	..	..
,,	Victory	Bristol	..	..	..	5	..	..	..	..
,,	Phœnix	Liverpool	53	..	7	279	4	..	3	7
,,	Norna	Sunderland	..	..	..	4	..	..	..	..
,,	Dewdrop	Westport	44	..	..	32	..	..	..	..
,,	Albion	Glasgow	..	..	18	..	..	..	..	..
7 June	Henry	Donegal	44	11	..	169	10	..	6	16
,,	Jane and Ann	Stockton	..	..	4	..	..	..	..	..
,,	Royalist	Liverpool	30	15	..	437	26	..	10	36
,,	Try Again	Cork	41	17	..	182	10	..	6	16
,,	Erin	New Ross	54	1	..	120	2	1	..	3
,,	Hope	Maryport	..	..	..	24	..	..	..	..
,,	Leveret	Limerick	53	..	..	125	..	..	..	..
8 June	Achilles	Liverpool	39	14	..	411	42	..	9	51
,,	Clarendon	,,	52	15	..	281	18	..	36	54
,,	Blonde	,,	23	15	..	424	5	6	8	19
,,	Mary	,,	34	1	..	37	1	..	..	1
,,	Orlando	Newry	39	1	7	202	4	..	4	8
,,	British Queen	Limerick	40	1	1	189	1	..	..	1
,,	Constitution	Belfast	33	15	..	394	5	..	14	19
,,	Scotland	Cork	40	16	..	564	60	34	72	166
9 June	Tay	Sligo	35	..	2	301	11	..	1	12
,,	Wave	Dublin	39	1	7	389	5	..	..	5
10 June	Congress	Sligo	39	8	..	217	38	10	6	54
,,	Columbia	,,	29	11	..	246	15	7	12	34
,,	Han Rumney	Hull	61	..	2	108	1	..	..	1
,,	Magnet	Bremen	40	..	..	200	1	..	..	1
,,	Paragon	Truro	57	..	..	96	..	..	..	..
,,	John Francis	Cork	42	19	3	257	16	7	46	69
,,	Yorkshire	Donegal	39	1	5	228	2	..	..	2
,,	Thistle	Waterford	53	..	1	171	..	..	..	..
,,	Urania	Cork	44	18	1	178	11	5	20	36
,,	Lord Seaton	Belfast	41	18	2	287	20	9	22	51
,,	Wolfeville	Sligo	29	17	2	309	37	16	32	85
,,	Springhill	,,	38	2	..	227	9	..	..	9
,,	St. Lawrence	Aberdeen	55	..	4	208	..	..	..	..
,,	Mary	Glasgow	36	..	..	30	3	..	..	3
,,	Agnes	Cork	44	18	2	428	29	35	96	160
,,	Christina	Londonderry	49	12	..	479	10	18	5	33
,,	Dykes	Sligo	35	12	..	170	16	3	6	25

Return of Passenger Ships arrived at the Port of Quebec in the Season of 1847, &c.—*continued.*

Date of Arrival at Quebec.	Vessel's Name.	Whence.	Length of Passage to Quarantine, in Days.	Detention in Quarantine, in Days.	Souls Embarked.		Deaths.			Total Deaths.
							On Board.		In Quarantine Hospital.	
					Cabin.	Steerage.	On the Passage.	At Quarantine.		
10 June	John Bolton	Liverpool	40	19	..	578	72	35	34	141
12 June	Argo	,,	26	13	..	590	10	32	27	69
,,	Resolution	Penzance	58	..	..	65	..	..	..	..
,,	Bee	Cork	39	17	..	352	77	29	59	165
,,	Caithness-shire	Belfast	50	11	1	233	10	4	16	30
,,	Ninian	Limerick	45	15	3	258	20	10	1	31
,,	Mary Brack	,,	40	..	..	184	7	1	1	9
,,	George	Liverpool	39	21	..	397	40	35	75	150
13 June	Aberdeen	,,	23	20	..	392	9	21	31	61
14 June	Pasha	Cork	27	13	..	217	11	..	4	15
,,	Dominica	,,	32	12	..	254	..	5	6	11
,,	Rankin	Liverpool	24	16	..	573	5	13	33	51
,,	Wellington	Bideford	..	..	..	9	..	..	..	..
,,	Eliza Caroline	Liverpool	22	20	..	540	16	33	30	79
,,	Thompson	Sligo	34	6	..	159	7	5	..	12
,,	Astrea	Weymouth	..	..	..	4	..	..	..	..
16 June	Birman	London	48	..	13	172	..	..	..	..
,,	Matador	Bremen	40	..	..	134	1	..	..	1
,,	Princess Royal	Liverpool	32	10	..	599	14	10	6	30
18 June	Pacific	Waterford	39	6	..	197	1	..	..	1
,,	Josepha	Belfast	39	1	..	298	2	..	..	2
,,	Albion	Limerick	54	4	..	189	17	2	..	19
,,	Charlotte Harrison	Greenock	35	1	3	302	2	..	..	2
,,	Thomas Hanford	Limerick	38	..	..	155	1	..	..	1
,,	Gilmour	Cork	43	11	..	368	19	9	44	72
,,	Mountaineer	Hull	44	..	3	28	..	..	..	..
,,	Primrose	Limerick	62	9	3	334	12	1	2	15
,,	Despatch	Waterford	47	9	11	244	5	..	1	6
19 June	Elizabeth	Liverpool	..	..	..	2	..	..	..	..
,,	Catharine	,,	..	..	..	1	..	..	..	..
,,	Standard	New Ross	49	10	4	365	5	4	2	11
,,	Mail	Cork	45	10	..	289	12	17	7	36
,,	Cape Breton	Dublin	40	6	..	176	..	2	6	8
,,	Lord Glenelg	Limerick	32	12	..	264	7	..	1	8
,,	Sceptre	Hamburg	45	1	..	134	2	..	..	2
20 June	Wilhelmina	Belfast	39	4	..	276	4	..	..	4
,,	Sisters	Liverpool	44	14	..	507	58	44	17	119
,,	Araminta	,,	22	24	..	412	13	16	21	50
,,	Elizabeth	,,	38	19	..	341	12	10	4	26
,,	Thetis	Limerick	40	1	..	161	3	..	..	3
,,	William Pirie	Belfast	45	5	7	407	7	3	4	14
,,	Lady Gordon	,,	56	11	..	204	10	4	5	19
21 June	Tay	Liverpool	45	6	..	371	9	4	..	13
,,	Abbotsford	Dublin	40	20	..	382	9	7	5	21
22 June	Ross-shire	Limerick	47	1	..	212	..	..	..	..
,,	Mary and Harriet	,,	65	3	1	177	9	..	..	9
,,	Maid of the Mill	Glasgow	..	..	..	8	..	..	..	..
23 June	Achsah	Limerick	42	1	..	174	2	..	..	2
,,	Pursuit	Liverpool	27	23	..	472	37	7	29	73
,,	Helen	Bremen	48	..	..	138	..	..	..	..
,,	Ajax	Liverpool	46	22	..	359	36	33	18	87
,,	England	Stockton	..	..	3	..	..	..	..	..
24 June	Maria and Elizabeth	Liverpool	47	3	..	81	2	2	..	4
,,	Lotus	,,	53	17	..	546	50	22	27	99
,,	Sesostris	Londonderry	31	9	..	428	8	4	5	17
25 June	Louisa	Limerick	43	5	..	213	4	..	..	4
,,	Eagle	Dublin	41	1	..	211	6	..	..	6
,,	Juverna	Waterford	36	..	2	180	1	..	..	1
,,	Lawrence Forristal	,,	36	..	..	143	3	..	..	3
,,	Swallow	Limerick	40	1	..	147	1	..	..	1
26 June	Trade	Waterford	65	5	..	134	5	..	2	7
,,	Lady Milton	Liverpool	33	19	..	432	20	20	16	56
,,	Jane Blain	Sligo	37	4	..	225	6	..	1	7
,,	Herald	Dublin	34	3	10	559	13	1	3	17
,,	Lord Sandon	Cork	36	9	..	246	17	2	8	27
,,	Agnes King	Limerick	37	4	..	183	6	..	3	9
,,	Nelson Village	Belfast	44	3	..	263	16	1	1	18
,,	Lady Flora Hastings	Cork	34	12	..	454	48	15	13	76
,,	Jessie	Limerick	56	13	10	479	26	10	22	58
,,	Wyke Regis	Poole	..	..	6	..	..	..	..	..
,,	Peruvian	Glasgow	29	..	3	35	..	..	..	..

Return of Passenger Ships arrived at the Port of Quebec in the Season of 1847, &c.—*continued.*

Date of Arrival at Quebec.	Vessel's Name.	Whence.	Length of Passage to Quarantine, in Days.	Detention in Quarantine, in Days.	Souls Embarked.		Deaths.			Total Deaths.
							On Board.		In Quarantine Hospital.	
					Cabin.	Steerage.	On the Passage.	At Quarantine.		
28 June	Sarah Maria	Sligo	49	3	..	116	6	..	8	14
,,	Jane Avery	Dublin	45	5	..	183	10	..	14	24
29 June	Elizabeth	Liverpool	33	6	..	434	19	7	10	36
,,	Sobraon	,,	32	20	4	602	31	16	20	67
,,	Georgiana	Dublin	42	2	..	184	2	..	..	2
,,	New York Packet	Liverpool	62	2	..	470	9	..	..	9
,,	John Bell	New Ross	37	2	..	254	4	..	..	4
,,	Panope	Dublin	53	2	..	112	1	..	1	2
30 June	Elliotts	,,	41	6	..	197	12	..	3	15
,,	Ann	Liverpool	38	7	..	348	31	1	18	50
,,	Solway	New Ross	30	2	..	361	3	..	1	4
1 July	Rose	Liverpool	54	21	..	384	52	47	40	139
,,	Quebec	Glasgow		..	..	10	..	..	..	..
2 July	Coromandel	Dublin	45	4	..	446	10	2	15	27
,,	Agent	New Ross	39	4	..	387	8	1	4	13
,,	Woodbine	Londonderry	35	1	..	243	..	..	1	1
,,	Linden	Limerick	42	2	..	179	1	..	1	2
,,	Charles	,,	36	..	9	113	1	..	..	1
,,	Margaret	New Ross	40	4	3	528	10	5	11	26
,,	Ellen Forristal	Limerick	32	2	3	127	1	..	..	1
,,	Agnes and Ann	Newry	47	2	..	297	7	..	..	7
3 July	New Zealand	,,	41	3	..	473	6	1	..	7
,,	Ebenezer	Jersey	..	..	..	19	..	..	..	
,,	Junior	Liverpool	43	5	..	356	13	..	21	34
4 July	Eliza Morrison	Belfast	37	5	2	469	7	..	10	17
,,	City of Derry	London	46	1	2	292	7	..	..	7
,,	Aberfoyle	Waterford	37	1	1	327	7	..	..	7
,,	Elizabeth	Limerick	38	..	1	111	..	..	..	..
,,	Eleanor Henriette	Bremen	44	2	..	125	3	..	..	3
,,	Agnes	,,	44	..	3	331	8	..	..	8
,,	Durham	Liverpool	46	1	..	269	7	..	1	8
,,	Triumph	Donegal	37	..	4	111	..	..	..	..
,,	Graham	Southampton	43	..	19	221	..	..	..	..
,,	Kate Robinson	Youghal	36	..	..	25	..	..	..	..
,,	Lord Panmure	Glasgow	38	..	..	116	..	..	..	..
,,	John Smith	Bremen	51	..	..	404	8	..	..	8
5 July	Sophia	,,	60	..	..	105	..	..	..	..
,,	Energy	Limerick	37	1	..	209	5	..	..	5
,,	Clansman	Greenock	37	2	1	217	..	..	1	1
6 July	Yorkshire Lass	Killala	40	3	..	282	5	..	40	45
,,	Emily	Cork	51	4	..	157	9	..	6	15
7 July	Camilla	Sligo	49	..	..	138	4	..	..	4
,,	Rodeng	Cork	45	3	2	92	2	..	..	2
,,	Bolton	Dublin	40	2	..	208	2	1	1	4
,,	Independence	Belfast	63	3	..	432	5	2	12	19
,,	Wm. S. Hamilton	New Ross	42	6	..	206	4	2	18	24
,,	Admiral	Waterford	34	2	1	479	6	..	..	6
8 July	Margaret	New Ross	49	6	..	399	20	5	..	25
,,	Royal Albert	London	55	..	17	171	..	..	..	..
9 July	Unicorn	Londonderry	41	2	..	178	4	..	7	11
10 July	Ellen	Sligo	43	1	..	247	6	..	2	8
,,	Free Briton	Cork	39	5	..	185	6	..	3	9
11 July	Tamarac	Liverpool	39	7	..	497	20	13	7	40
,,	Huron	Belfast	48	3	..	329	9	5	6	20
,,	Venelia	Limerick	37	7	11	380	13	..	1	14
,,	James Moran	Liverpool	44	6	..	353	9	4	43	56
12 July	Tom	Dublin	46	1	..	115	4	..	..	4
,,	Wakefield	Cork	37	8	5	393	26	9	37	72
13 July	Collingwood	Londonderry	46	1	..	202	4	..	..	4
,,	Golden Spring	London	46	1	..	149	3	..	..	3
,,	Charlotte	Plymouth	40	1	..	330	2	..	..	2
14 July	Lively	Cork	39	10	..	189	31	..	14	45
,,	Duchess of Beaufort	Benecarlo	..	..	3	..	..	..	..	..
,,	Progress	New Ross	59	11	..	555	27	5	30	62
,,	Perseverance	Hamburg	56	1	..	165	4	..	..	4
,,	Lloyds	London	42	1	8	207	2	..	..	2
,,	Royal Adelaide	Waterford	43	..	..	198	..	..	10	10
15 July	Albert	,,	37	3	..	247	4	1	1	6
,,	Wonder	Sligo	41	1	2	176	2	..	1	3
16 July	Medusa	Cork	40	3	6	199	2	..	..	2
,,	Princess	Bremen	55	..	..	320	1	..	..	1

Return of Passenger Ships arrived at the Port of Quebec in the Season of 1847, &c.—*continued.*

Date of Arrival at Quebec.	Vessel's Name.	Whence.	Length of Passage to Quarantine, in Days.	Detention in Quarantine. in Days.	Souls Embarked.		Deaths.			Total Deaths.
							On Board.		In Quarantine Hospital.	
					Cabin.	Steerage.	On the Passage.	At Quarantine.		
16 July	Charles Richards	Sligo	44	6	..	174	8	..	8	16
,,	John Jardine	Liverpool	39	4	..	389	12	..	6	18
17 July	Pallas	Bremen	57	1	..	153	2	..	..	2
,,	Manchester	Liverpool	37	5	..	512	11	..	17	28
18 July	Goliah	,,	54	4	..	600	41	20	28	89
,,	Roseanna	Cork	44	3	2	270	3	..	7	10
,,	Thistle	Liverpool	44	3	..	381	4	3	6	13
19 July	Annette Gilbert	Chepstow	..	..	..	1	..	..	..	..
,,	Sarah	Liverpool	44	7	6	249	31	..	39	70
21 July	John Campbell	Bremen	37	..	..	371	..	..	..	..
,,	Henrietta Sophia	Hamburg	69	1	..	186	8	..	1	9
23 July	Erin's Queen	Liverpool	42	10	..	493	45	20	71	136
24 July	Jessie	Cork	41	10	..	409	36	7	40	83
,,	Friendship	Dublin	60	2	..	202	1	..	..	1
,,	Triton	Liverpool	61	10	..	462	93	10	83	186
26 July	Ann	Donegal	55	3	2	107	1	..	..	1
,,	Rega	Cork	33	3	..	119	3	..	..	3
,,	Avon	,,	54	13	2	550	136	26	84	246
27 July	Numa	Sligo	48	7	1	256	10	..	27	37
,,	Mary	,,	56	9	..	154	9	2	..	11
,,	Asia	Cork	48	7	..	409	11	5	20	36
28 July	Heroine	Aberdeen	59	1	6	75	..	..	..	..
,,	Alexander Stewart	Limerick	48	6	..	103	3	3	2	8
,,	Leontaine	Bremen	60	1	..	326	6	2	..	8
29 July	Greenock	Liverpool	32	8	..	816	12	26	42	80
,,	Tamerlane	Aberystwith	55	3	..	243	1	..	..	1
,,	Euclid	Glasgow	53	5	3	327	3	4	9	16
,,	Blenheim	Cork	42	1	..	355	10	2	4	16
,,	Panama	Loch Saxford	..	..	..	279	..	..	..	..
,,	Leo	Liverpool	..	..	12	8	..	..	..	..
,,	Delta	Bremen	66	..	..	141	2	..	..	2
30 July	Cumberland	Bremen Haven	52	..	..	364	1	..	..	1
,,	Jamaica	Greenock	46	3	3	209	..	..	..	..
31 July	Diamond	Bremen Haven	52	1	..	156	5	..	..	5
,,	Abbeylands	Liverpool	43	3	..	398	4	..	1	5
,,	Argo	Sligo	47	3	..	127	3	..	..	3
,,	Leander	Londonderry	45	3	..	427	4	..	2	6
,,	Agamemnon	Liverpool	31	5	..	646	23	19	3	45
,,	Marchioness of Bute	Belfast	48	4	4	492	14	6	5	25
,,	Kilblain	London	54	1	5	253	..	..	..	..
1 Aug.	X. L.	Galway	51	1	..	130	2	..	2	4
,,	Ophelia and Mary	Hamburg	73	..	..	174	3	..	..	3
,,	Martengale	,,	40	..	..	166	..	..	..	..
,,	Cygnet	Londonderry	53	1	2	208	..	..	..	..
,,	Globe	Bremen	69	..	..	159	..	..	..	..
,,	Eliza Ann	Limerick	32	..	..	112	..	..	..	..
,,	Augusta Melina	Bremen	54	..	..	150	1	1	..	2
2 Aug.	Oregon	Killala	49	5	3	228	8	1	2	11
,,	Favourite	Bremen	55	..	..	201	1	..	..	1
,,	Liberia	Hamburg	62	..	..	153	..	..	..	..
,,	Union	Limerick	57	1	..	54	1	..	15	16
,,	Edward Kenny	Belfast	51	..	..	241	..	..	..	..
3 Aug.	Rockshire	Liverpool	49	2	4	44	..	..	..	..
,,	George	Dublin	64	1	..	104	7	..	4	11
,,	Ocean Queen	Cork	34	1	1	497	2	3	1	6
,,	Maria	Limerick	44	1	..	132	..	..	..	..
,,	Egbert	Bremen	73	..	..	164	..	..	..	..
,,	Curraghmore	Waterford	43	1	..	214	1	..	..	1
4 Aug.	Allan Kerr	Sligo	41	1	2	414	9	5	1	15
,,	Pandora	New Ross	50	5	..	401	12	3	9	24
5 Aug.	Marchioness of Abercorn.	Londonderry	49	2	..	414	10	..	7	17
,,	Helen	Belfast	43	1	2	210	..	..	..	..
,,	Ann Kenny	Waterford	36	3	6	354	4	..	6	10
,,	Charles Walton	Killala	34	8	..	272	5	9	2	16
,,	Lady Campbell	Dublin	55	7	..	241	13	2	26	41
,,	John Christophe	Bremen	57	..	..	169	..	..	..	..
6 Aug.	Fenella	London	58	..	3	15	2	..	..	2
,,	John and Robert	Liverpool	53	5	..	346	7	7	19	33
,,	Grace	Westport	49	..	12	29	1	..	..	1
,,	Broom	Liverpool	46	8	..	513	15	9	39	63

Return of Passenger Ships arrived at the Port of Quebec in the Season of 1847, &c.—*continued.*

Date of Arrival at Quebec.	Vessel's Name.	Whence.	Length of Passage to Quarantine, in Days.	Detention in Quarantine, in Days.	Souls Embarked.		Deaths.			Total Deaths.
							On Board.		In Quarantine Hospital.	
					Cabin.	Steerage.	On the Passage.	At Quarantine.		
7 Aug.	Rosalinda	Belfast . . .	40	5	2	506	17	..	2	19
,,	Sir Henry Pottinger .	Cork . . .	60	10	1	399	98	7	22	127
,,	Canton	Bremen . . .	48	..	..	236	6	..	..	6
9 Aug.	Corsair	Bristol . . .	44	..	6	39	..	..	..	..
,,	Frankfield . . .	Liverpool . .	38	3	..	528	8	2	3	13
,,	Ann Rankin . . .	Glasgow . .	41	2	4	332	2	5	1	8
,,	Marchioness of Ailsa .	,,	..	..	..	1	..	..	..	..
,,	Odessa	Dublin . . .	53	8	7	235	22	4	49	75
,,	Tropic	London . . .	38	..	10	76	..	..	..	..
,,	Royal Adelaide . .	Killala . . .	53	8	..	328	7	4	10	21
,,	Vesta	Limerick . .	40	1	..	118	1	1	..	2
,,	Zealous	London . . .	49	4	3	120	1	..	3	4
,,	Covenanter . . .	Cork . . .	50	9	11	389	43	16	71	130
,,	Jessie	Limerick . .	41	4	..	108	2	..	..	2
10 Aug.	Westmoreland . .	Sligo . . .	52	7	..	207	5	4	6	15
,,	Henry Volante . .	Ballyshannon .	54	1	2	64	..	..	..	..
,,	Countess of Arran .	Donegal . .	40	1	2	199	2	..	..	2
,,	Naomi	Liverpool . .	45	11	..	421	78	31	87	196
,,	Pomona	Bremen . . .	50	..	..	218	..	..	..	..
,,	Yorkshire. . . .	Liverpool . .	50	12	..	416	43	10	27	80
11 Aug.	Anna Maria . . .	Limerick . .	38	1	..	118	2	..	..	2
,,	Trinity	,,	53	..	3	86	..	..	..	..
,,	Amy	Bremen . . .	45	1	1	291	1	..	..	1
,,	Auguste	,,	57	..	..	170	..	..	..	..
,,	Watchful	Hamburg . .	69	1	..	145	..	..	..	..
,,	Eliza and Ann . .	,,	55	..	..	143	1	..	..	1
12 Aug.	Virginius	Liverpool . .	63	13	..	476	158	19	90	267
,,	Marchioness of Breadalbane.	Sligo . . .	46	15	..	187	10	9	8	27
13 Aug	Marinus	Dublin . . .	64	5	..	202	6	2	30	38
,,	John Munn . . .	Liverpool . .	47	10	..	452	59	11	117	187
14 Aug.	Ellen Simpson . .	Limerick . .	59	5	6	186	4	..	2	6
,,	Empress	Sunderland . .	..	..	..	3	..	..	..	..
,,	Minerva	Galway . . .	51	7	..	138	4	5	13	22
,,	Corea	Liverpool . .	38	5	10	485	17	..	8	25
,,	Free Trader . . .	,,	46	7	..	481	40	13	85	138
15 Aug.	Britannia	Greenock . .	38	6	..	388	7	..	3	10
,,	Brothers	Dublin . . .	35	6	3	318	4	..	11	15
16 Aug.	Lillias	,,	41	6	..	214	5	..	6	11
19 Aug.	Ayrshire	Newry . . .	43	3	3	431	3	..	8	11
20 Aug.	Larch	Sligo . . .	29	11	..	440	110	24	62	196
21 Aug.	Ganges	Liverpool . .	58	8	..	393	45	9	44	98
22 Aug.	Saguemay. . . .	Cork. . . .	64	14	10	466	104	16	47	167
23 Aug.	Chieftain	Liverpool . .	51	..	6	..	..	..	..	..
,,	Naparina	Dublin . . .	57	11	3	226	24	..	17	41
24 Aug.	Emma	Limerick . .	49	2	..	118	2	..	..	2
26 Aug.	Washington . . .	Liverpool . .	45	3	..	308	22	3	22	47
,,	Mecca	Dublin . . .	48	1	..	74	1	..	..	1
28 Aug.	Champion . . .	Liverpool . .	42	4	..	422	29	..	65	94
,,	Juliet.	London . . .	53	2	3	265	16	..	..	16
29 Aug.	Sir Henry Pottinger .	Belfast . . .	49	2	..	253	5	..	29	34
,,	Colonist	New Ross . .	43	4	..	453	12	..	13	25
,,	Bridgetown . . .	Liverpool . .	52	5	..	471	74	24	63	161
,,	Minerva	Waterford . .	45	2	..	126	..	..	..	..
,,	Royalist	Limerick . .	47	2	1	167	1	..	..	1
,,	Robert Newton . .	,,	42	..	1	204	1	..	..	1
,,	Ellen	Plymouth . .	55	2	..	159	..	..	..	..
30 Aug.	Martha	Bremen . . .	53	..	5	223	..	..	..	..
,,	Industry	Sligo . . .	51	3	1	177	7	..	2	9
1 Sept.	Caledonia . . .	Glasgow . .	34	..	7	38	..	..	..	..
,,	Haubet	Hamburg . .	60	1	..	199	13	..	..	13
3 Sept.	Cambria	Glasgow . .	43	..	..	67	1	..	..	1
,,	Horatio	Limerick . .	45	2	..	277	10	..	1	11
,,	Dundonald . . .	Milford . . .	63	..	..	30	..	..	..	..
,,	Marquis of Normanby	Dublin . . .	56	..	11	..	..	..	..	..
4 Sept.	Canada	Glasgow . .	49	2	6	130	9	..	..	9
,,	Provincialist . . .	Londonderry .	47	..	..	205	..	..	..	..
5 Sept.	Julius Cæsar . . .	Liverpool . .	52	2	..	460	33	..	20	53
,,	Dunbrody . . .	New Ross . .	38	..	..	12	..	..	..	..
8 Sept.	Ottawa	London . . .	52	..	6	39	..	..	..	..
9 Sept.	Albion	Glasgow . .	31	..	7	57	..	..	..	..

Return of Passenger Ships arrived at the Port of Quebec in the Season of 1847, &c.—*continued.*

Date of Arrival at Quebec.	Vessel's Name.	Whence.	Length of Passage to Quarantine, in Days.	Detention in Quarantine, in Days	Souls Embarked.		Deaths.			Total Deaths.
							On Board.		In Quarantine Hospital.	
					Cabin.	Steerage.	On the Passage.	At Quarantine.		
9 Sept.	Highland Mary	Cork	48	3	..	100	4	1	2	7
10 Sept.	Maria Somes	,,	32	18	..	329	17	..	32	49
12 Sept.	Belleisle	Glasgow	31	..	7	21	..	..	..	..
,,	Spermaceti	Plymouth	40	..	5	197	..	..	..	..
,,	John Bull	London	28	..	..	23	..	..	..	..
,.	General Hewitt	Bremen	52	..	..	516	12	..	..	12
,,	Atalanta	Dublin	44	..	..	226	4	1	..	5
,,	Erromanga	Glasgow	35	..	20	36	..	..	..	..
,,	Tottenham	New Ross	37	..	..	5	..	..	..	..
,,	Great Britain	London	..	..	..	13	..	..	..	..
,,	Mersey	Torquay	39	..	..	8	..	..	..	..
14 Sept.	George Ramsay	New Ross	53	..	..	26	..	..	..	..
17 Sept.	Superior	Londonderry	51	10	..	366	18	8	13	39
,,	Jane Black	Limerick	33	3	..	395	2	2	..	4
,,	Eliza	Glasgow	54	8	..	269	29	..	16	45
,,	Emerald	Newry	40	1	..	85	1	..	..	1
,,	Charles	Youghal	40	1	..	65	..	..	..	..
,,	Isabella	Killala	57	5	..	236	8	..	4	12
19 Sept.	Sir Robert Peel	Liverpool	51	4	..	480	31	2	16	49
,,	Pearl	London	34	.	..	12	..	..	..	..
,,	Argyll	Newport	40	5	2	362	5	..	7	12
20 Sept.	Wellington	Liverpool	46	7	1	438	26	..	5	31
,,	Virgilia	,,	54	6	..	208	12	..	5	17
24 Sept.	Cherokee	Glasgow	41	..	5	..	..	..	..	..
,,	Florence	Plymouth	35	..	..	11	..	..	..	..
25 Sept.	Emperor	,,	35	..	..	5	..	..	..	..
,,	Sophia	Waterford	42	6	..	23	..	..	..	..
,,	Chieftain	Belfast	46	..	1	95	..	..	..	..
,,	Gentoo	Plymouth	37	1	3	49	..	..	..	..
,,	Victoria	St. Ives	45	1	..	44	..	..	..	..
,,	Ariel	Kilrush	47	..	..	119	..	..	..	..
,,	Anne	Limerick	39	7	..	116	..	..	..	..
,,	Florence	Cardiff	..	..	..	1	..	..	..	..
27 Sept.	Nerio	Limerick	48	5	..	134	3	..	..	3
29 Sept.	Henrietta Mary	Cork	37	4	1	266	12	..	7	19
,,	Albion	,,	45	3	1	183	5	..	1	6
30 Sept.	Douce Davie	Sligo	44	6	7	274	6	..	1	7
3 Oct.	Favourite	Greenock	43	..	3	16	..	..	..	..
,,	Emigrant	Liverpool	50	3	1	528	43	2	40	85
6 Oct.	Douglas	London	42	..	..	20	..	..	..	..
7 Oct.	Sir Colin Campbell	Belfast	42	..	4	381	2	..	..	2
8 Oct.	Constance	Bristol	46	..	..	9	..	..	..	..
,,	Mary	Glasgow	47	..	..	20	..	..	..	..
9 Oct.	Peruvian	,,	..	..	..	1	..	..	..	..
,,	Sarah Milledge	Galway	52	3	11	259	5	..	3	8
10 Oct.	Earl Powis	Dundee	52	..	8	12	..	..	..	..
,,	Lord Metcalfe	Aberdeen	52	..	15	36	..	..	..	..
12 Oct.	John Hawkes	Limerick	48	1	3	111	5	..	..	5
13 Oct.	Bryan Abbs	,,	61	..	..	179	5	..	..	5
,,	H. Lawrence	Aberdeen	46	..	3	23	..	..	..	..
14 Oct.	Messenger	Liverpool	49	2	..	227	12	..	1	13
15 Oct.	Clio	Padstow	51	..	1	208	..	..	..	..
,,	Ninian	Limerick	45	1	10	99	1	..	..	1
1 Nov.	Lord Ashburton	Liverpool	47	2	2	481	65	..	..	65
4 Nov.	Douglas	Hull	87	..	..	10	..	..	..	..
8 Nov.	Richard Watson	Sligo	42	..	1	169	4	..	..	4
						97,628				
	Total Arrived of Shipwrecked Passengers				..	325				
	Totals				696	97,953	4,092	1,190	3,389	8,671

EMIGRANTS arrived at QUEBEC from LOWER PORTS, who were landed from Wrecked or Distressed Vessels from England and Ireland, in the Season of 1847.

From the Imogene, Liverpool; wrecked 23rd May, on Cape Breton; Passengers all saved	11 June	Henry, from Montrose . . .	20	
	18 June	Niger, from Sidney . . .	104	107
	20 June	Catherine, from Sidney . . .	47	
From the Carricks, Sligo; wrecked near Cape Rozier; 119 passengers lost	8 July	Maria Julia, from Guspé . .	21	
	16 July	Emerald, from Richabuctoo .	15	36
From the Loosthank, Liverpool; put into Miramichi in distress	9 Aug.	Victoria, from Miramichi . .	32	
	25 Aug.	Independence, from Miramichi	23	74
	6 Sept.	Miscow, from Miramichi . .	19	
From the Maria, Galway; wrecked 21st September, on Flambris Rock, C. B.; one man lost	9 Oct.	Antan's, from Arichat . . .	44	44
		Total	..	325

Emigrant Department, Montreal,
March 31, 1848.

A. C. BUCHANAN, Chief Agent.

No. 5. (No. 219.) No. 5.

COPY of a DESPATCH from Earl GREY to Governor-General the Right Hon. the Earl of ELGIN.

MY LORD, Downing-street, May 29, 1848.

I HAVE the honour to acknowledge your Lordship's Despatch, No. 43, of the 20th of April last, accompanied by the Annual Report of the Chief Emigrant Agent for the year 1847.

You will acquaint Mr. Buchanan that his usual punctuality, and the great labour of the past year as well as the illness from which I was sorry to hear that he suffered himself, in consequence of the sickness with which he was brought in contact, form an ample apology for his Report's arriving somewhat later this year than on former occasions. And I request that you will take this opportunity of acquainting Mr. Buchanan that the care with which he annually prepares this statement is fully appreciated, and that I attach much value to a document which not merely affords to the Government the intelligence they most desire to possess on the condition and distribution of such large bodies of Her Majesty subjects, but also lends assistance, by supplying accurate information, towards any improvements which it may be desired to introduce for the benefit of emigrants generally.

I have, &c.,

The Right Hon. Earl Elgin, &c. &c. &c. (Signed) GREY.

No. 6. (No. 50.) No. 6.

COPY of a DESPATCH from Governor-General the Right Hon. the Earl of ELGIN to Earl GREY.

Government House, Montreal,
May 3, 1848.

MY LORD, (*Received May* 23, 1848.)

For Lord Grey's Despatch, 14 April 1848, No. 197, *vide* Papers relative to Emigration to North America, presented by Command, April, 1848, page 33.

I HAVE the honour to transmit to your Lordship a copy of a Minute of the Executive Council with reference to your Lordship's Despatch, No. 197, of the 14th of April.

We have, &c.,

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey, &c. &c. &c.

Enclosure in No. 6.

Encl. in No. 6. On the DESPATCH of the Right Honourable the SECRETARY of STATE for the COLONIES, dated 14th April, 1848, No. 197, respecting the Emigration Expenses of 1847.

Council Chamber, May 3, 1848. (Signed) E. & K.

MAY IT PLEASE YOUR EXCELLENCY,

THE Committee of the Executive Council have perused and considered the Despatch from Her Majesty's Secretary of State for the Colonies, dated the 14th April ultimo, No. 197, on the subject of the extraordinary expenses attending the emigration of last year.

Her Majesty's Ministers, as appears from his Lordship's Destpatch, have most consider-

ately given their attention to the unusual circumstances attending the emigration of the past season; and seeing that these were the result of a calamity in the United Kingdom which might be viewed as of an exceptional character, they are anxious that on this occasion the province should not suffer pecuniary loss in consequence of the distress which thus reached it.

His Lordship states that Her Majesty's Government are therefore prepared to recommend that the Imperial Parliament should make provision for the expense which has been incurred, o far as to relieve the province entirely from any charge on account of the peculiar misfortunes of the year 1847, on condition that in future the expenses incurred on account of immigrants arriving in Canada, should be provided for by the Provincial Government, with the exception of the allowance of 1500*l.* sterling, for the salaries of emigrant agents.

The Committee of the Executive Council feel deeply sensible of the considerate attention which has been given by his Lordship and Her Majesty's Ministers to the representations made on behalf of this colony, and of the readiness with which relief has been afforded from the embarrassments under which this Government was suffering by reason of the extraordinary expenditure of last year on account of emigration. The Committee of Council are willing to advise the acceptance of the proposal made by his Lordship; and they respectfully pray your Excellency to intimate to his Lordship that this Government, trusting that all practicable means will be from time to time adopted to prevent the emigration from the United Kingdom becoming a source of calamity or excessive public expenditure in this province, as unfortunately was the case last year, is prepared to undertake the future expense of providing for immigration into the Province after the arrival of the immigrants, with the exception of the sum of 1500*l.* allowed for salaries of emigrant agents, and that the Provincial Government is also prepared to undertake the whole management, and economical arrangements of the Emigrant Department in the Province.

The Committee humbly pray your Excellency to express to Her Majesty's Secretary of State the grateful sense which this Government entertains of the liberal offer made by his Lordship to ask from Parliament a provision for the emigration expenses of last year, so far as the same exceed the amount arising from the emigrant tax, and to state the confidence which your Excellency's advisers feel that the measures adopted by Her Majesty's Ministers for the relief of the province in this respect will meet with a cordial and grateful response from Her Majesty's Canadian Legislature.

(Certified.) (Signed) S. JOSEPH, C. E. C.

(No. 58.) No. 7. No. 7.

COPY of a DESPATCH from Governor-General the Right Hon. the Earl of ELGIN to Earl GREY.

Government House, Montreal, May 18, 1848.

MY LORD, (*Received June* 7, 1848.)

WITH reference to your Lordship's Despatch, No. 197, of the 14th April, I have the honour to enclose herewith a memorandum of the Inspector General of this province, respecting the payment by the Imperial Government to the credit of this province of the sum of 50,000*l.* sterling, to which I beg leave to call your Lordship's attention. Emigration Paper, April, 1848. p. 33.

I have, &c.,

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c.

Enclosure in No. 7. Encl. in No. 7.

MEMORANDUM.

THE Inspector-General most respectfully submits to the Governor-General that it would be a matter of great importance to the Government of Canada if Her Majesty's Government would give instructions to have 30,000*l.* deposited in the Bank of England previous to the 1st of July to the credit of the Canada dividend account, and also a further sum of 20,000*l.* sterling with Messrs. Glyn, Halifax, Mills and Co., bankers, London. These sums, amounting to 50,000*l.* sterling would, at the par of exchange, 1*l.* 4*s.* 4*d.* currency to the 1*l.* sterling, produce sixty thousand eight hundred and thirty-three pounds six shillings and eightpence currency (60,833*l.* 6*s.* 8*d.*). The amount of the immigration expenses, according to the statement furnished by his Excellency the Governor, in his Despatch No. 33, of 17th March, was 82,922*l.* 14*s.* 8*d.* currency. There is a debt due to the Commissariat chest by the province of about this balance, and therefore no further payment need be made at present by Her Majesty's Government. The terms of Earl Grey's Despatch of 14th of April last, No. 197, are as follows:—"We are therefore prepared to recommend that Parliament should make provision for the expense which has been incurred, so far as to relieve the province entirely from any charge on account of the peculiar misfortunes of the year 1847," and "upon receiving an assurance of the assent of the Canadian Government to this arrangement, Her Majesty's advisers will be prepared to cause the necessary steps to be taken for the re-imbursement to the Canadian Treasury of the balance before mentioned of the past expenditure in respect of emigrants, feeling confident, at the same time, that the Canadian Government will, in the spirit of the suggestion thrown out by the Inspector-General of Accounts, be willing to make such

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expenditure in the improvement of lands or opening of roads as may, on deliberation, appear best calculated to conduce both to the advantage of the province and to the prosperity of the immigrants who arrive in search of employment and of the means of settlement."

As the assent of the Canadian Government to the arrangement suggested by Earl Grey has already been signified to his Lordship, it is hoped that there may be no difficulty in the way of ordering the payment of the 50,000*l.* referred to at the commencement of this memorandum.

(Signed) F. HINCKS, Inspector-General.

Inspector-General's Office, Montreal,
May 17, 1848.

No. 8.

(No. 241.) No. 8.

COPY of a DESPATCH from Earl GREY to Governor-General the Right Hon. the Earl of ELGIN.

MY LORD, Downing-street, June 30, 1848.

HAVING referred to the Lords Commissioners of the Treasury your Lordship's Despatch, of the 18th May, No. 58, forwarding a memorandum from the Inspector-General of Canada, requesting that payment may be made to the credit of the province, of the sum of 50,000*l.* sterling, on account of the emigration expenses of last year, I have now to transmit to your Lordship, a copy of the answer which I have received from the Treasury, stating that payment of the sum asked for by the Inspector-General, has been made at the Bank of England.

June 24, 1848.

I have particularly to direct your Lordship's attention to the second and third paragraphs of the letter from the Treasury, on the subject of the payment of the future instalments of interest due on the provincial debentures, and the necessity of furnishing Her Majesty's Government with more detailed information than has hitherto been received respecting the charges comprised in the expenditure of 157,283*l.* 10*s.* 6*d.* currency, for emigration.

I have, &c.,

The Right Hon. Earl Elgin, (Signed) GREY.
&c. &c. &c.

Encl. in No. 8.

Enclosure in No. 8.

SIR, Treasury Chambers, June 24, 1848.

WITH reference to your letter of the 17th instant, and enclosed memorandum of the Inspector-General of Accounts of the Province of Canada, I am commanded by the Lords Commissioners of Her Majesty's Treasury, to state to you, for the information of Earl Grey, that although my Lords have not yet received the more detailed accounts and information, respecting the expenditure stated to have been incurred by the Canadian Government, for the relief of emigrants from the United Kingdom in the year 1847, which it was suggested in the communications from this Department, of 29th January and 31st March last, should be called for, they have not thought it necessary to withhold the further payment at the Bank of England, on account of the Canadian Government referred to in the Inspector-General's memorandum.

I am further to state, that this payment, in addition to those to the Bank of England, and to Messrs. Glyn and Company, amounting together to 28,542*l.* 13*s.* 4*d.*, of which Lord Grey is already apprized by the letters from this Department of 31st March abovementioned, and of 4th and 17th ultimo, reduce the balance of 82,924*l.* 14*s.* 8*d.*, Canadian currency, to which the Inspector-General has adverted, to 11,697*l.* 16*s.* 6*d.* currency; and as a considerable debt remains due from the Canadian Government to the Commissariat chest on other accounts, my Lords have to suggest that the Governor-General should be apprized that no further issues in respect of the above balance can be made for the service of the province in this country, and that the attention of the Governor-General should be called to the necessity for providing for the future instalments of interest on the provincial debentures, without reliance on such issues.

My Lords also request that the attention of the Governor-General may be again called to the requisition for more detailed information respecting the charges comprised in the expenditure, to the amount of 157,283*l.* 10*s.* 6*d.* Canadian currency, stated to have been incurred: and that he may be desired to cause such information to be furnished without delay, more particularly as regards charges under the head of "Expenses of various Boards of Health in Canada, East and West."

I am, &c.,

H. Merivale, Esq., (Signed) C. E. TREVELYAN.
&c. &c.

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(No. 66.) No. 9. No. 9.

COPY of a DESPATCH from Governor-General the Right Hon. the Earl of ELGIN to Earl GREY.

Government House, Montreal, May 24, 1848.

MY LORD, (*Received June* 15, 1848.)

THE Legislature of the Province having been prorogued before I received your Despatch, No. 193, I was unable to bring under the consideration of Parliament the suggestions made by your Lordship for the amendment of the Immigration Act, passed at the commencement of the session. I have not failed, however, to direct the attention of the Executive Council to your Lordship's remarks, and I am enabled to assure you that all care will be taken to prevent its provisions from proving harsh or oppressive in their operation. If we be spared a repetition of the scenes of misery and suffering which created so painful an impression last year, I have little doubt that when Parliament meets the more stringent clauses will be modified. Meanwhile it may be proper to observe, with reference to the comparison instituted between the rate of immigration tax paid at New York and that charged in Canada under the new law, that the proceeds of the Canadian tax are in the first instance applied to a service not undertaken by the Government of New York, viz., that of transporting indigent immigrants from the port of debarkation to points in the interior, where their labour is likely to be in request.

For Lord Grey's Despatch, No. 193, April 6, 1848, *vide* Papers relative to Emigration to North America; presented by Command, April, 1848; page 27.

I have, &c.,

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c.

(No. 72.) No. 10. No. 10.

COPY of a DESPATCH from Governor-General the Right Hon. the Earl of ELGIN to Earl GREY.

Montreal, June 1, 1848.

MY LORD, (*Received June* 22, 1848.)

IT will be satisfactory to your Lordship to learn that the plans which have been this year adopted for the regulations of the quarantine establishment, and for preventing the introduction of contagious disease into the province, have been thus far eminently successful. With the view of avoiding all unnecessary interruption to trade, vessels arriving with disease on board are permitted to land their passengers at Grosse Isle, and after undergoing purification, to proceed to their destination. Only one case of typhus has been hitherto received into the emigrant hospital here, although several thousand emigrants have already passed this place in their progress to the interior. It may be hoped, therefore, that the panic which prevailed so extensively last season, and which greatly aggravated the evils attendant on the immigration of the year by indisposing the inhabitants to receive the newly arrived immigrants into their houses, will not revive. Meanwhile, my Council are busily engaged in maturing a plan for rendering the lands of the Crown in various quarters more immediately available for settlement. The measures about to be adopted with this view will have, it is expected, the twofold effect of rendering it more easy for the immigrant to locate himself on land, and of increasing the demand for his labour. They are conceived in the best spirit, and will, I trust, be accepted as proof of the desire which the people of this province feel to promote the happiness and comfort of their fellow subjects from the mother country who may choose to settle among them.

I have, &c.,

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c.

CANADA.

No. 11.

No. 11.

COPY of a DESPATCH from Earl GREY to the Governor-General the Right Hon. the Earl of ELGIN.

MY LORD, Downing-street, June 29, 1848.

I HAVE the honour to acknowledge your Lordship's Despatch No. 72, of the 1st instant, acquainting me that the regulations adopted at the quarantine station at Grosse Isle this year are eminently successful, and that your Council are endeavouring to render the Crown lands more immediately available for immigrant settlers. I have had much pleasure in receiving so satisfactory a report.

I have, &c.,

The Right Hon. the Earl of Elgin, &c. &c. &c.

(Signed) GREY.

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(No. 39.) No. 12. No. 12.

COPY of a DESPATCH from Lieut.-Governor Sir W. M. G. COLEBROOKE to Earl GREY.

St. John, New Brunswick, April 9, 1848.

MY LORD, (*Received May* 4, 1848.)

I HAVE the honour to enclose to your Lordship an address from the House of Assembly, together with the copy of an Act for appropriating 13,511*l.* 11*s.* 11*d.* to defray expenses incurred in connexion with the emigration from the United Kingdom in the last year, and praying that a Parliamentary grant may be made to refund to the province the expenses thus incurred in the care and support of the emigrants.

I did not fail to communicate to the House, at the opening of the session, the intention of Her Majesty's Government to apply to Parliament for such an appropriation.

I have, &c.,

(Signed) W. M. G. COLEBROOKE.

The Right Hon. Earl Grey,
&c. &c.

Enclosure 1 in No. 12. Encl. 1 in No. 12.

House of Assembly, March 29, 1848.

WHEREAS the sum of 3,000*l.* was placed at the disposal of the Executive Government of this province at the last session of the Legislature, payable out of the emigrant fund, for the support and relief of sick indigent and distressed emigrants, who it was supposed would arrive during the last year, which sum, together with the grant of 400*l.* to enlarge the hospital buildings in St. John, made at the last session, was duly drawn for on the Treasury and applied for the purposes granted at various times during the year; and whereas by the returns made from year to year by the Province Treasurer, as by reference thereto will clearly appear, all collections made for any head-money have been kept under a separate and distinct head, while the appropriations made by the Legislature chargeable upon this fund for the relief and support of distressed emigrants have been strictly confined to the objects contemplated by the Act imposing head money; and whereas it appears by the returns of the Treasurer, under date of December 31, 1847, that 3227*l.* 11*s.* 8*d.* were collected in this province as head-money the last year, while the charges upon that fund, including the 3400*l.* before adverted to, amounted to 3502*l.* 18*s.* 5*d.*; and whereas by such return it appears that there is a balance due from that fund of 1275*l.* 0*s.* 2*d.* advanced for the relief of emigrants out of the general revenues of the province.

And whereas, in addition to the appropriations then made, and the balance so reported as due to the province, this House have been compelled to pass a Bill, charging the revenues of this province with the sum of 13,511*l.* 11*s.* 11*d.* for expenses incurred in relieving the great destitution of last year, as by reference thereto will more fully appear; and whereas great additional expenses must necessarily be incurred by the fixed residence of hundreds of emigrant paupers of 1847, with which the different almshouses in the province are now crowded; and whereas from the assurances given by the Imperial Government, no doubt is entertained that a munificent grant will be made by the Imperial Parliament to relieve this province from such an intolerable burthen.

Therefore resolved, That an humble address be presented to His Excellency the Lieutenant-Governor, praying that His Excellency will be pleased to forward a copy of the Bill, if it becomes law, to Her Majesty's Government, with a confident expectation that an Imperial Parliamentary Grant will be made to refund this province the great expenses thus unavoidably incurred.

(Signed) CHARLES P. WETMORE, Clerk.

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Encl. 2 in No. 12.

Enclosure 2 in No. 12.

Anno Undecimo Victoriæ Reginæ, cap.

AN ACT to provide for the Expenses incurred in the support, relief, and maintenance of indigent, sick, and distressed Emigrants and Orphans who arrived in this Province during the past year. (Passed March 30, 1848.)

WHEREAS, in consequence of the impoverished and deplorable state in which the emigrants left Great Britain and Ireland during the past year, and the unparalleled sickness, destitution, and distress which have prevailed among them on their arrival in this province, great and unusual expenses have been incurred in various parts of this province for their relief and assistance. And whereas Her Majesty's Government stand pledged to make an equitable contribution from imperial funds towards the payment of such expenses, but in the mean time it is necessary to make immediate provision for the payment of such expenses.

I. Be it therefore enacted by the Lieutenant-Governor, Legislative Council, and Assembly, that there be granted to the Lieutenant-Governor or Administrator of the Government for the time being the sum of thirteen thousand five hundred and eleven pounds eleven shillings and eleven pence for the payment of such expenses, to be appropriated as follows:—

Alexander Reed, keeper of the light-house on Partridge Island, compensation for damages on account of losses sustained in consequence of depredations committed upon his property on the island by the numerous emigrants there landed by order of the public authorities, the sum of fifty pounds.

James Portmore, for lumber, &c., supplied emigrants for flooring tents and making coffins in June, July, and August last, while he was erecting a pest-house on Partridge Island, fifteen pounds.

The overseers of the poor for the parish of Moncton, county of Westmoreland, for expenses incurred in the support and relief of sick and distressed emigrants the past year, thirty-two pounds twelve shillings and five pence.

The Reverend James Quin, Catholic missionary at Saint John, for expenses incurred and for other services in daily and semi-weekly visits to the emigrants on Partridge Island the past year, fifty pounds.

The overseers of the poor, parish of Carraquet, county of Gloucester, for necessaries supplied to sick and destitute emigrants landed from a vessel called the "Eliza Liddell," in July last, twenty-nine pounds one shilling and two-pence.

The overseers of the poor of the parish of Studholm, King's County, to reimburse expenses incurred in the support and relief of the sick and distressed emigrants in July last, six pounds seventeen shillings and sixpence.

The justices of the peace for the county of Northumberland, to reimburse them the balance due, expended in the support and relief of distressed emigrants the past year, eight hundred and eighty-five pounds four shillings and nine-pence.

George T. Harding, resident health officer on Partridge Island, for his services in attending upon sick, distressed, and diseased emigrants the past year, three hundred pounds.

Doctor Murphy, of Sackville, county of Westmoreland, for his services in attending upon sick and distressed emigrants in the year one thousand eight hundred and forty-seven, seven pounds fifteen shillings and ten-pence.

James McGowan, who has been a confidential servant in charge of the sick for the last thirteen years on Partridge Island, extra allowance for himself and his wife, as one of the nurses, in the year one thousand eight hundred and forty-seven, thirty pounds.

Overseers of the poor of the parish of Saint George, in the county of Charlotte, to reimburse expenses incurred in the support of sick, indigent, and distressed emigrants, in the year one thousand eight hundred and forty-seven, one hundred and nine pounds and ten-pence.

Overseers of the poor of the parish of Shediac, county of Westmoreland, to reimburse advances for a similar purpose, five pounds nine shillings and nine-pence.

Overseers of the poor of the parish of Saint Stephen, county of Charlotte, to reimburse similar advances, twenty-seven pounds seventeen shillings and five pence.

Overseers of the poor of the parish of Chatham, county of Northumberland, to reimburse similar advances, fourteen pounds eleven shillings and five-pence.

Overseers of the poor of the parish of Hampton, King's County, to reimburse similar advances, sixty-seven pounds fourteen shillings and four-pence.

Overseers of the poor of the parish of Norton, King's County, to reimburse similar advances, fifty-five pounds six shillings and one penny.

William Hamilton, of Dalhousie, county of Restigouche, to reimburse expenses of erecting a temporary lazaretto by order of the magistrates, and for the support of, and medical attendance on, sick, distressed, and indigent emigrants, the past year, one hundred and ten pounds three shillings and ten-pence.

Overseers of the poor of the parish of Sheffield, county of Sunbury, to reimburse expenses incurred in the support and relief of sick and distressed emigrants the past year, ten pounds seven shillings and eleven-pence.

Commissioners of the almshouse, for the city and county of Saint John, to reimburse expenses incurred in the support and relief of sick and distressed emigrants, from the first day of December to the 31st day of January, both inclusive, one thousand five hundred and forty-three pounds nineteen shillings and sixpence.

Doctor William Bayard, for his professional services and attendance on the numerous emigrants at the almshouse, three hundred pounds.

Doctor Wetmore, for his services during the illness of Dr. Bayard with typhus fever of a most malignant character, seventy-five pounds.

Doctor Paddock, for his services during the illness of Doctor Bayard and Doctor Wetmore with typhus fever until he himself took the disease, seventy-five pounds.

William Craig, superintendent and keeper of the almshouse, for his services and those of his wife, as matron, one hundred and fifty pounds.

William C. Smith, a Commissioner of the almshouse, for purchasing and providing for the almshouse and quarantine establishment on Partridge Island, disbursing for the year nearly ten thousand pounds, on which no Commission was charged, and other services, three hundred pounds.

Mayor of Saint John, to reimburse advances made to emigrants, fifteen pounds; for boat hire to the medical attendant's visiting Partridge Island, one pound; for payment for special services, per pound, by members of the quarantine establishment, forty-five pounds; for past services of a messenger, sixteen pounds: seventy-seven pounds.

James Boyd, for services rendered at Saint Andrew's, in charge of sick and distressed emigrants at that place, fifty pounds.

Justices of the Peace, of the county of Kent, to reimburse expenses incurred in the support and relief of a diseased emigrant last year, five pounds four shillings and sixpence.

Overseers of the poor of the parish of Burton, county of Sunbury, to reimburse expenses incurred in the support and relief of distressed emigrants, in the year one thousand eight hundred and forty-seven, thirteen pounds and sixpence.

Doctor George L. Murphy, assistant to the health officer on Partridge Island, balance due him. twenty-five pounds.

His Excellency the Lieutenant-Governor to provide for warrants drawn on the Provincial Treasury over and above three thousand pounds, voted at the last session for the support and relief of sick, distressed, and indigent emigrants, viz.:—

Commissioners of almshouse, Saint John, at four different periods, two thousand six hundred and forty-four pounds fifteen shillings and eight-pence.

Commissioners for sheds for emigrants, ninety-six pounds seventeen shillings and one penny.

Commissioners for relief of orphan emigrants, three hundred pounds.

Benjamin Wolhaupter, expenses of emigrant hospital, Fredericton, six hundred pounds.

For medical attendance and relief of sick emigrants at Saint John, four hundred and sixty-five pounds thirteen shillings and eight-pence.

Medical attendance of the late Doctor Frye, at St. Andrew's, one hundred and thirty pounds.

S. T. Gove, medical attendance at Saint Andrew's, forty-five pounds, amounting in the whole to four thousand two hundred and eighty-two pounds six shillings and five-pence.

To his Excellency the Lieutenant-Governor, in order to provide for the expenses of indigent distressed emigrants in the various hospitals in this province arrived during the last year until the first day of May next, from the first day of January, in the year one thousand eight hundred and forty-eight, three thousand five hundred pounds.

Benjamin Wolhaupter to reimburse balance of expenses incurred at Fredericton, in the county of York, for the support and relief of sick, distressed, and indigent emigrants, one thousand and forty-eight pounds eight shillings and eleven-pence.

Benjamin Wolhaupter, for his services as superintendent, eighty pounds.

Justices of the Peace, of the county of Gloucester, to reimburse balance of expenses incurred at Bathurst and Shippegan, for the support and relief of sick, distressed, and indigent emigrants, one hundred and thirty pounds eight shillings and ten-pence.

Doctor Baldwin, medical attendance on emigrants at Shippegan, forty-nine pounds, amounting in the whole to the sum of thirteen thousand five hundred and eleven pounds eleven shillings and eleven-pence.

II. Provided always and be it enacted, that all monies which may be contributed by Her Majesty's Government from imperial funds towards the payment of the above expenses shall be paid into the treasury of this province, towards reimbursing to the said treasury the monies appropriated by this Act.

III. And be it enacted, that all the before-mentioned sums of money appropriated by this Act shall be paid by the treasurer of this province by warrant of the Lieutenant-Governor or Administrator of the Government for the time being, by and with the advice of the Executive Council, out of any monies that may be in the treasury, or as payment may be made to the same.

Enclosure 3 in No. 12. Encl. 3 in No. 12.

AN ACT to regulate VESSELS arriving from EUROPE with EMIGRANT PASSENGERS.

(Passed March 30, 1848.)

WHEREAS large numbers of destitute and diseased emigrants have recently been landed in this province, and have become extremely burthensome, and have introduced disease among the inhabitants thereof: And whereas it has, in consequence, become necessary to make temporary regulations to mitigate and provide against such evils;

1. Be it enacted by the Lieutenant-Governor, Legislative Council and Assembly, That the master or person having charge of any ship or vessel which may arrive at any port or place in this province from any port or place in Europe with passengers and emigrants, shall at the time of reporting such ship or vessel pay to the treasurer of the province, or any deputy treasurer at the port or place where such ship or vessel may arrive, the sum of ten shillings for

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each and every such passenger and emigrant, provided that such ship or vessel shall be reported to the treasurer of the province, or the deputy treasurer at the port or place of arrival, between the first day of April and the first day of September in any year; and if any ship or vessel with passengers and emigrants as aforesaid, shall be so reported as aforesaid, between the first day of September and the first day of October in any year, that then the master or person having charge of such ship or vessel, shall at the time of reporting as aforesaid, pay to the treasurer of the province, or deputy treasurer as aforesaid, the sum of fifteen shillings for each and every such passenger and emigrant; and if any ship or vessel with passengers and emigrants, as aforesaid, shall be so reported as aforesaid, between the first day of October in any year, and the first day of April in the succeeding year, that then the master or person having charge of such ship or vessel, shall at the time of reporting as aforesaid, pay to the treasurer of the province, or deputy treasurer as aforesaid, the sum of one pound for each and every such passenger and emigrant; all which several sums the said treasurer and deputy treasurers respectively are hereby authorized and required to demand and receive.

II. And be it enacted, That if any ship or vessel arriving at any port or place in this province, from any port or place in Europe with passengers and emigrants, shall be placed in quarantine on any other account than merely for the purpose of cleaning or observation, that then and in such case the master or person having charge of any such ship or vessel at the time of reporting such ship or vessel, in addition to, and over and above all or any other sum or sums required to be paid by this Act, shall pay to the treasurer of the province, or the deputy treasurer at the port or place where such ship or vessel may arrive, the further sum of five shillings for each and every passenger or emigrant on board such ship or vessel; and if any such ship or vessel, so placed in quarantine as aforesaid, shall be detained in such quarantine for any longer period than ten days, that then and in such case, the master or person having charge of such ship or vessel, in addition to, and over and above all or any other sum or sums required to be paid by this Act, shall pay to the treasurer, or deputy treasurer as aforesaid, the further sum of five shillings for each and every passenger and emigrant on board such ship or vessel; which said additional and further sum or sums, the said treasurer, and deputy treasurer, respectively, are also hereby authorized and required to demand and receive.

III. And be it enacted, That upon the refusal or neglect of the master or person having charge of any ship or vessel arriving with passengers and emigrants, as aforesaid, to pay the said several sum or sums for each and every passenger and emigrant on board such ship or vessel, it shall and may be lawful to and for the treasurer of the province, or deputy treasurer, as the case may be, to sue for and prosecute the same before any two of the magistrates for the county, or city and county, where such ship or vessel may be; and on conviction, the said magistrates shall and may levy the same by warrant of distress, under their hands and seals, directed to any sheriff, marshal, or constable, at or near the place where the said ship or vessel may be, and by sale under the said warrant of the guns, boats, anchors, chains, tackle, apparel and furniture of such ship or vessel; and the overplus (if any) of such distress and sale, after deducting the costs, shall be paid to the master or person having charge of such ship or vessel; and provided also, that no ship or vessel which may have arrived at any port or place in this province with passengers and emigrants from Europe, as aforesaid, shall be cleared out or proceed to sea, until all and every sum or sums of money due and payable for and on account of such passengers and emigrants, by virtue and authority of this Act, shall be first paid to the treasurer of this province, or the deputy treasurer, at the port or place where such ship or vessel may have arrived.

IV. And be it enacted, That an Act made and passed in the second year of the reign of His late Majesty William the Fourth, intituled "An Act to regulate Vessels arriving from the United Kingdom with Passengers and Emigrants," shall be suspended in its operation during the continuance of this present Act, and no longer.

V. And be it enacted, That this Act shall be in force and continue in operation for the space of two years, and no longer.

No. 13. (No. 22.) No. 13.

Copy of a DESPATCH from Earl Grey to Lieutenant-Governor Sir E. Head, Bart.

Sir, Downing-street, May 11, 1848.

I have to acknowledge the receipt of your predecessor's Despatch No. 39, of the 9th ultimo, enclosing an address from the House of Assembly of New Brunswick, praying that the sum of 13,511*l.* 11*s.* 11*d.*, granted under the authority of a Provincial Act (a copy of which is also enclosed) to provide for the relief and maintenance of indigent and sick emigrants, may be repaid to the colony from the funds of this country.

The information transmitted by Sir W. Colebrooke is too indefinite to enable Her Majesty's Government to arrive at any satisfactory decision upon the application of the House of Assembly. I am, therefore, compelled to refer you to my Despatch to Sir W. Colebrooke, of the 2nd of December last, to which I called your attention on the 14th ultimo; and to request that you will cause accurate and complete accounts of the expenditure incurred under the

head of emigration, including the receipts and appropriation of the Emigrant Tax, to be prepared and transmitted to me as soon as may be practicable.

I regret the delay which will thus arise, but it is indispensable that Her Majesty's Government should be in possession of more clear and perfect information than is supplied by the Despatch now before me, before we can come to any decision as to the amount of the grant for which it will be proper to apply to Parliament to meet the claim which is now brought forward on behalf of the province of New Brunswick.

I have, &c.,

Lieutenant-Governor Sir E. Head, &c. &c. &c.

(Signed) GREY.

(No. 15.) No. 14.

No. 14.

COPY of a DESPATCH from Lieutenant-Governor Sir E. HEAD, Bart., to Earl GREY.

Government House, Fredericton,
May 3, 1848.

MY LORD, (*Received June* 21, 1848.)

I HAVE the honour to enclose for your Lordship's information a copy of a letter from Mr. Perley, Government Emigration Officer at St. John's, announcing the arrival of the emigrant ship "Redwing" from Galway, and enclosing the ship return for the same vessel.

1st Enclosure.

2nd Enclosure.

I have, &c.,

The Right Hon. Earl Grey, &c. &c. &c.

(Signed) EDMUND HEAD.

Enclosure in No. 14.

Encl. in No. 14.

Government Emigration Office, St. John,
May 1, 1848.

SIR,

I HAVE to report the arrival of the brig "Redwing" from Galway, with 141 passengers, for which vessel ship return is enclosed.

Return No. 3.

The passengers by this vessel were in part small farmers; the rest agricultural labourers and fishermen A majority of them intend proceeding at once to the United States.

I have not received any notice of the sailing of this vessel from Galway, nor any communication from the Emigration Officer at that port the present season.

Lieut. Patterson, R.N., Goverment Emigration Officer, Galway.

The master of the "Redwing" reports that two other vessels would sail from Galway for this port about 15th April with passengers, under the new Act, which he avoided by getting to sea a few days before it came into operation.

I have, &c.,

(Signed) M. H. PERLEY, H. M. Emigration Officer.

The Hon. John S. Saunders,
Provincial Secretary.

SHIP RETURN No. $\frac{3}{1848}$.

Report on the Immigrants by the brig "Redwing," Thomas Irbister, Master, which arrived at the Port of St. John, N. B., from Galway, on the 1st of May, 1848.

Boarded and examined 1st May, 1848.

M. H. P.

(*To be signed at the end by the Emigrant Agent.*)

	Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Totals.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Numbers Embarked	..	..	..	..	..	..	63	37	14	15	5	5	82	57
Deaths on the Voyage	1	1	..	..	..	1	..	..	..	..	..	..	..	..
Deaths in Quarantine	None.													
Total Deaths							1	1	..	..	..	1	1	2
Number of Births on the Voyage							One child still-born.							
Total landed in the Colony							62	36	14	15	5	4	81	55

Steerage	136 passengers.
Cabin, 5 male adults	5 ,,
Total	141 ,,

NEW BRUNSWICK.

Number of Agricultural Laborers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Number for whom Cost of Passage Defrayed.		Number engaged for Government Works.	Number assisted on arrival out of Public Funds.	Total Amount paid.	REMARKS. N.B.—Under this head it is desirable to describe the Vessel, the quality of Food and Water, and the general condition of the Emigrants.
				By Parish.	By private Funds.				
	M.	F.							
35	..	..	5	..	..	..	..	..	The "Redwing" is a stout collier brig with just sufficient height between decks to enable her to carry passengers. No complaints of provisions or water. The passengers were chiefly supplied with oatmeal by their own desire. They were clean and healthy; the vessel arrived in good order.

M. H. PERLEY,
H. M. Emigration Officer.

No. 15.

(No. 28.) No. 15.

COPY of a DESPATCH from Earl GREY to Lieutenant-Governor Sir E. HEAD, Bart.

SIR, Downing-street, June 1, 1848.

I HAVE to acknowledge the receipt of your despatch No. 15, of the 3rd ultimo, enclosing a letter from the Emigration Agent at St. John's, New Brunswick, reporting the arrival of the emigrant ship "Redwing" from Galway; and I have to request that you will acquaint Mr. Perley, with reference to his remark as to the non-receipt of any communication from the Emigration Officer at the port of Galway, that the amount of emigration appears too small to require the appointment of any officer at that port for the present.

I have, &c.,
(Signed) GREY.

Lieutenant-Governor Sir E. Head, Bart.
&c. &c. &c.

No. 16.

(No. 14.) No. 16.

COPY of a DESPATCH from Lieutenant-Governor Sir E. HEAD, Bart. to Earl GREY.

Government House, Fredericton,
May 3, 1848.

MY LORD, (*Received May* 23, 1848.)

For Lord Grey's Despatch, 14 April, No. 10, *vide* Papers relative to Emigration, to North America; presented by Command, April, 1848; p. 65.

YOUR Lordship's Despatch of April 14, No. 10, requests that I would furnish you with full particulars of the nature and amount of the expenditure incurred last year on account of emigrants in this province.

On referring to the copies of Sir William Colebrooke's last Despatches, which he forwarded to me from St. John's, I find that he has already, in his Despatch of April 9, No. 39, enclosed a copy of the address from the House of Assembly on this subject, as well as a copy of the Act for appropriating 13,511*l.* 11*s.* 11*d.* to defray expenses incurred in connexion with the emigration of last year.

Two Enclosures.

I have the honour to enclose in this Despatch copies of the same documents; and should further information be necessary, I will not fail to obtain it.

(*Vide* Enclosure of Sir W. Colebrooke's Despatch of April 9, 1848, p. 37.)

Your Lordship's Despatch of April 14, No. 10, and its enclosure, shall be laid before the Executive Council without delay.

I have, &c.,
(Signed) EDMUND HEAD.

The Right Hon. Earl Grey,
&c. &c. &c.

(No. 30.) No. 17. NEW BRUNSWICK. No. 17.

Copy of a DESPATCH from Earl Grey to Lieutenant-Governor Sir E. Head, Bart.

Sir, Downing-street, June 5, 1848.

I have to acknowledge the receipt of your Despatch of the 3rd ultimo, accompanied by an address of the Assembly respecting the expenditure incurred last year on account of the emigration from the United Kingdom to New Brunswick.

You will since, however, have learned from my Despatch No. 22, of the 11th ultimo, that the information which this document affords is insufficient, because it does not appear whether or not a claim is preferred for other balances alluded to besides the sum of 13,511*l.*; for which direct application is made, nor yet whether Her Majesty's Government may understand that this is the last demand which will have to be submitted on the present head.

I may take this opportunity of mentioning that, although more than one copy of the late Emigrant Tax Act has been received in the Despatches from your predecessor and yourself, and that I am thus in possession of the enactments of the Legislature on the subject, there has not yet arrived a copy certified as correct by the Lieutenant-Governor of the province, which attestation is necessary for some purposes. I have to request, therefore, that you will supply this defect in respect to that Act, and also of the other laws, of which the titles are subjoined.

Act for appropriating 13,511*l.*
Act to provide for the failure of the Potato Crop.

I have, &c.,
(Signed) GREY.

Lieutenant-Governor Sir E. Head,
&c. &c. &c.

(No. 19.) No. 18. No. 18.

Copy of a DESPATCH from Lieutenant-Governor Sir E. Head, Bart., to Earl Grey.

Government House, Fredericton,
May 10, 1848.

My Lord, (*Received May* 31, 1848.)

I have the honour to enclose, for your Lordship's information, a copy of a letter from the Emigration Officer at St. John, announcing the arrival of the emigrant barque "British Queen," and enclosing the ship return for that vessel.

1st Enclosure.
2nd Enclosure.

I have, &c.,
(Signed) EDMUND HEAD.

The Right Hon. Earl Grey,
&c. &c. &c.

Enclosure in No. 18. Encl. in No. 18.

No. 1.

Government Emigration Office, St. John,
May 9, 1848.

Sir,

I have to report the arrival of the barque "British Queen" from Londonderry, with 122 passengers, for which vessel a ship return is enclosed. Return, No. 4.

These passengers are of the better class of peasantry from the north of Ireland, and appear to possess some means. Nearly all of them intend proceeding immediately to the United States. These persons would make a valuable class of settlers; and it is to be regretted that no arrangements exist for offering them inducements to remain in New Brunswick.

I have, &c.,
(Signed) M. H. Perley, H. M. Emigration Officer.

The Hon. John S. Saunders,
Provincial Secretary.

NEW BRUNSWICK.

No. 2.

SHIP RETURN.—No. $\frac{4}{1848}$.

Report on the Immigrants by the Barque "British Queen," Thomas Bell, Master, which arrived at the port of St. John, New Brunswick, from Londonderry on the 8th of May, 1848.

Boarded and examined 8th May, 1848.

M. H. P.

(*To be signed at the end by the Emigrant Agent.*)

	Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Totals.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Numbers Embarked . . .	..	..	..	..	..	..	53	41	15	9	2	2	70	52
Deaths on the Voyage . .	None.													
Deaths in Quarantine . .	None.													
Total Deaths							None.							
Number of Births on the Voyage							None.							
Total Landed in the Colony							53	41	15	9	2	2	70	52

Total 122 passengers.

Number of Agricultural Laborers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Number for whom Cost of Passage Defrayed.		Number engaged for Government Works.	Number assisted on arrival out of Public Fund.	Total Amount paid.	REMARKS.
				By Parish.	By private Funds.				N.B.—Under this head it is desirable to describe the Vessel, the quality of Food and Water, and the general condition of the Emigrants.
	M.	F.							
11	..	..	6	..	..	..	..	..	The "British Queen" is a substantial barque, rather low between decks, but so arranged as to comply with the Act. The passengers were of the better class, clean and healthy. The water and provisions good.

M. H. PERLEY,
H.M. Emigration Officer.

No. 19.

(No. 23.) No. 19.

COPY of a DESPATCH from Lieutenant-Governor Sir E. HEAD, Bart., to Earl GREY.

Government House, Fredericton,
May 16, 1848.

MY LORD, (*Received June* 7, 1848.)

1st Enclosure.

2nd Enclosure.

I HAVE the honour to enclose, for your Lordship's information, a copy of a letter from the Emigration Officer at St. John's, announcing the arrival of the emigrant ship "Bache M'Evers," together with the ship return for the same vessel.

I have, &c.,

The Right Hon. Earl Grey, (Signed) EDMUND HEAD.
&c. &c. &c.

Encl. in No. 19.

Enclosure in No. 19.

Government Emigration Office, St. John,
May 10, 1848.

SIR,

Return No. 5.

I HAVE to report the arrival of the brig "Bache M'Evers" from Cork, after a passage of 52 days, with 116 passengers, and enclose a ship return.

I shall make full inquiry as to the short allowance of water on the voyage.

The passengers by the vessel, almost without exception, expressed their desire to proceed to the United States as quickly as possible. Although in humble circumstances, they are much superior to those that came last year from Cork and Kerry.

I have, &c.,

(Signed) M. H. PERLEY, H. M. Emigration Officer.

The Hon. John S. Saunders,
Provincial Secretary.

SHIP RETURN.—No. 5.

Report on the Immigrants by the brig "Bache M'Evers," Edward Sullivan, Master, which arrived at the Port of St. John, New Brunswick, from Cork, on the 9th of May, 1848.

Boarded and examined 10th May, 1848.

M. H. P.

(*To be signed at the end by the Emigrant Agent.*)

	Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Totals.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Numbers Embarked . . .	..	..	..	..	..	..	42	30	15	22	4	3	61	55
Deaths on the Voyage . .	None.													
Deaths in Quarantine . .	None.													
Total Deaths							None.							
Number of Births on the Voyage							None.							
Total Landed in the Colony							42	30	15	22	4	3	61	55

Total 116 passengers.

Number of Agricultural Laborers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Number for whom Cost of Passage Defrayed.		Number engaged for Government Works.	Number assisted on arrival out of Public Fund.	Total Amount paid.	REMARKS.
				By Parish.	By private Funds.				N.B.—Under this head it is desirable to describe the Vessel, the quality of Food and Water, and the general condition of the Emigrants.
	M.	F.							
32	..	..	3	..	..	..	..	..	The "Bache M'Evers" is an old vessel, well known in the passenger trade; a very dull sailor. The passengers on the voyage were Cork and Kerry peasantry, a few of whom had held land; the rest were mere cottiers. They arrived in good health, and tolerable condition for persons of their class. During half the voyage they were on short allowance of water. The captain alleges that part of the water casks were stoved in a gale, and that leakage in others was occasioned by rats, as to which further inquiry will be made.

M. H. PERLEY,
H. M. Emigration Officer.

(No. 26.) No. 20. No. 20.

COPY of a DESPATCH from Lieutenant-Governor Sir E. HEAD, Bart., to Earl GREY.

Government House, Fredericton,
May 20, 1848.

MY LORD, (*Received June* 7, 1848.)

I HAVE the honour to enclose, for your Lordship's information, letters from the Emigration Officer at St. John's, announcing the arrival of the emigrant ships "Leviathan," "Lord Sandon," "Clare," and "Triumph," together with the ship returns for the same vessels. 1st Enclosure. 2nd Enclosure. 3rd Enclosure.

I have, &c.,
(Signed) EDMUND HEAD.

The Right Hon. Earl Grey,
&c. &c. &c.

Enclosure in No. 20. Encl. in No. 20.

Government Emigration Office, St. John,
May 17, 1848.

SIR,

I HAVE to report the arrival this day of the barque "Triumph," from Limerick, with 100 passengers, and enclose ship return. Ship return No. 9.

The "Triumph" was in as foul a state when I boarded her this morning as could well be conceived, and it may be deemed very fortunate that fever did not appear. The ventilation was good, and may have been serviceable in preserving the health of the passengers.

I have, &c.,
(Signed) M. H. PERLEY, H. M. Emigration Officer.

The Hon. John S. Saunders,
Provincial Secretary.

NEW BRUNSWICK.

SHIP RETURN.—No. 8.

Report on the Immigrants by the Brig "Leviathan," Robert M'Dowall, Master, which arrived at the Port of St. John, New Brunswick, from Baltimore (Ireland), on the 16th of May, 1848.

Boarded and examined 16th May, 1848.

M. H. P.

(*To be signed at the end by the Emigrant Agent.*)

	Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Totals.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Numbers Embarked	..	..	..	..	..	..	36	38	11	6	3	..	50	44
Deaths on the Voyage	None.													
Deaths in Quarantine	None.													
Total Deaths							None.							
Number of Births on the Voyage							None.							
Total Landed in the Colony							36	36	11	6	3	..	50	44

Total 94 passengers.

Number of Agricultural Laborers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Number for whom Cost of Passage Defrayed.		Number engaged for Government Works.	Number assisted on arrival out of Public Fund.	Total Amount paid.	REMARKS.
	M.	F.		By Parish.	By private Funds.				N.B.—Under this head it is desirable to describe the Vessel, the quality of Food and Water, and the general condition of the Emigrants.
12	..	..	4	..	..	..	..	..	The "Leviathan" is a stout brig well known in the passenger trade. The passengers had ample room and arrived in good health. They were of a better class than those which have on former seasons arrived from the extreme south of Ireland, near Cape Clear, and by no means destitute. They were perfectly satisfied with the provisions and water.

M. H. PERLEY,
H. M. Emigration Officer.

SHIP RETURN.—No. 7.

Report on the Immigrants by the barque "Lord Sandon," Daniel O'Brien, Master, which arrived at the Port of St. John's, New Brunswick, from Kinsale, on the 16th of May, 1848.

Boarded and examined 16th May, 1848,

M. H. P.

(*To be signed at the end by the Emigrant Agent.*)

	Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Totals.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Numbers Embarked	..	..	..	..	..	..	57	62	24	24	..	..	81	86
Deaths on the Voyage	None.													
Deaths in Quarantine	None.													
Total Deaths							None.							
Number of Births on the Voyage							None.							
Total Landed in the Colony							57	62	24	24	..	..	81	86

Total, 167 passengers.

Number of Agricultural Laborers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Number for whom Cost of Passage Defrayed.		Number Engaged for Government Works.	Number Assisted on Arrival out of Public Fund.	Total Amount Paid.	REMARKS.
				By Parish.	By Private Funds.				N.B.—Under this head it is desirable to describe the Vessel, the quality of Food and Water, and the general condition of the Emigrants.
	M.	F.							
30	..	..	5	..	..	..	..	..	The "Lord Sandon" is a fine vessel, and the accommodations ample. The passengers were very clean and healthy, and expressed themselves well satisfied with the provisions and water. This vessel is the first which has brought a surgeon and cook under the recent Act of Parliament; and the presence of both appeared to have been advantageous.

M. H. Perley,
H. M. Emigration Officer.

Ship Return.—No. 6.

Report on the Immigrants by the Brig "Clare," Gilbert Allen, Master, which arrived at the port of St. John, New Brunswick, from Donegal, on the 13th of May, 1848.

Boarded and examined 16th May, 1848.

M. H. P.

(*To be signed at the end by the Emigrant Agent.*)

	Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Totals.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Numbers Embarked . . .	..	..	..	..	..	..	41	37	7	6	..	..	48	43
Deaths on the Voyage . .	None.													
Deaths in Quarantine . .	None.													
Total Deaths							None.							
Number of Births on the Voyage							None.							
Total Landed in the Colony							41	37	7	6	..	..	48	43

Total 91 passengers.

Number of Agricultural Laborers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Number for whom Cost of Passage defrayed.		Number engaged for Government Works.	Number assisted on arrival out of Public Fund.	Total Amount paid.	REMARKS.
				By Parish.	By private Funds.				N.B.—Under this head it is desirable to describe the Vessel, the quality of Food and Water, and the general condition of the Emigrants.
	M.	F.							
26	..	..	4	..	..	..	..	..	The "Clare" is a good brig, with fair accommodation for passengers. No complaints of provisions or water. The passengers arrived in excellent health, and cleanly. There was no sickness on the voyage.

M. H. Perley,
H. M. Emigration Officer.

NEW BRUNSWICK.

SHIP RETURN.—No. 9.

Report on the Immigrants by the barque "Triumph," John Dudley, Master, which arrived at the Port of St. John, New Brunswick, from Limerick, on the 17th of May, 1848.

Boarded and examined 17th May, 1848.

M. H. P.

(*To be signed at the end by the Emigrant Agent.*)

	Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Totals.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Numbers Embarked . . .	..	..	..	..	..	..	45	32	7	15	1	3	53	50
Deaths on the Voyage . .	2	1												
Deaths in Quarantine . .	None.													
Total Deaths							2	1	..	..	..	..	2	1
Number of Births on the Voyage							None.							
Total Landed in the Colony							43	31	7	15	1	3	51	49

Total 100 passengers.

Number of Agricultural Laborers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Number for whom Cost of Passage Defrayed.		Number engaged for Government Works.	Number assisted on arrival out of Public Fund.	Total Amount paid.	REMARKS.
				By Parish.	By private Funds.				N.B.—Under this head it is desirable to describe the Vessel, the quality of Food and Water, and the general condition of the Emigrants.
	M.	F.							
15	..	..	4	..	..	..	..	..	The "Triumph" is a clumsy old barque, with so great sheer as to be almost crescent-shaped; she has a "kettle-bottom," and rolls so much in a sea-way as to render it very difficult to board her, as I have found on more than one occasion. The passengers were chiefly peasantry, stout and hearty people, but excessively dirty. The ship was shockingly dirty, and in great disorder on arrival. Three deaths occurred on the voyage from dysentery, and one person much debilitated by it was landed at Partridge Island, being the first and only person landed there this season. No complaints as to provisions or water. From the state of the vessel it is surprising more were not ill.

M. H. PERLEY,
H. M. Emigration Officer.

No. 21.

No. 21.

COPY of a DESPATCH from Earl GREY to Lieutenant-Governor Sir E. HEAD, Bart.

SIR, Downing-street, June 29, 1848.

May 3, 1848, No. 15.
May 10, „ 17.
May 16, „ 23.
May 20, „ 26.

I HAVE the honour to acknowledge the Despatches enumerated in the margin, accompanied by seven returns of emigrant ships, in which 834 persons, including children, had embarked in the United Kingdom.

I have had much pleasure in seeing the contrast, which the returns, as far as they yet go, present with those of last year as to the healthiness of the emigration. In five of the ships I observe no deaths occurred; in one, two deaths, and in the remaining one three deaths. This last ship is reported to have arrived in a very dirty state, but she sailed before the Order in Council was passed prescribing rules for preserving order, and for securing cleanliness and ventilation. On the whole, therefore, the account appears very satisfactory.

I have, &c.

Lieut.-Governor Sir E. Head, &c. &c. &c.

(Signed) GREY.

(No. 36.) No. 22.

NEW BRUNSWICK.
No. 22.

COPY of a DESPATCH from Lieutenant-Governor Sir E. HEAD, Bart., to Earl GREY.

Government House, Fredericton,
June 5, 1848.

MY LORD, (*Received June* 22, 1848.)

I HAVE the honour to enclose a copy of a letter from the Government Emigration Agent at St. John's, announcing the arrival of the emigrant barque "M'Donnell," together with the ship return for the same vessel. Encl. No. 1. Encl. No. 2.

I have, &c.

The Right Hon. Earl Grey, &c. &c. &c. (Signed) EDMUND HEAD.

Enclosure in No. 22.

Enclosure in No. 22.

No. 1.

Government Emigration Office, St. John,
June 2, 1848.

SIR,

I HAVE to report the arrival of the barque "M'Donnell," from Cork, with 220 passengers, and enclose a Ship Return. Return No. 12.

This ship was in very good order on arrival, and the emigrants were cleanly and healthy. They have published a card of thanks to the master and the surgeon (Mr. Boyle Travers), who appears to have been very attentive,

The ship "John Francis" has been discharged from observation at the Quarantine Station, but has not yet been able to enter port owing to the stormy weather.

The whole number of passengers landed the present season up to this date is 1714. Seventeen deaths have occurred on the voyage, chiefly children. Only 15 sick have been landed on Partridge Island, one of whom has been discharged, and the rest have improved very much since landing. No death has occurred at Partridge Island this season. By the Mail this day lists of passengers by the following vessels were received:—

"Lord Maidstone," Londonderry	350 passengers.
"Princess Royal," Cork	116 ,,
"Adeline Caun," Waterford	98 ,,
Total . . .	564

These vessels, with one from Donegal and one from Galway now on the voyage, will probably finish the emigration for the season, as the emigration officers at the principal ports in Ireland are of opinion that few more, if any, will depart for New Brunswick this year.

I have, &c.

The Hon. John S. Saunders, Prov. Sec. (Signed) M. H. PERLEY, H.M. Emigration Officer.

No. 2.

SHIP RETURN.—No. 12.

Report on the Immigrants by the barque "M'Donnell," Hugh M'Donnell, Master, which arrived at the Port of St. John, New Brunswick, from Cork, on the 1st of June, 1848.

Boarded and Examined, 1st of June 1848,

M. H. P.

	Adults.		Children between 14 and 7.		Children under 7.		Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Totals.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Numbers Embarked . . .	..	..	..	..	..	..	85	60	31	38	4	2	120	100
Deaths on the Voyage . .	None.													
Deaths in Quarantine . .	None.													
Total Deaths							None.							
Number of Births on the Voyage							None.							
Total Landed in the Colony.							85	60	31	38	4	2	120	100

Total 220 passengers.

NEW BRUNSWICK.

Number of Agricultural Laborers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Number for whom Cost of Passage Defrayed.		Number engaged for Government Works.	Number assisted on arrival out of Public Fund.	Total Amount paid.	REMARKS. N.B.—Under this head it is desirable to describe the Vessel, the quality of Food and Water, and the general condition of the Emigrants.
				By Parish.	By private Funds.				
	M.	F.							
60	..	8	11	..	..	..	..	..	The "M'Donnell" is a fine vessel, with good height between decks, and ample accommodation for passengers. The passengers were healthy and clean on arrival, and expressed themselves well satisfied with their treatment and the fare on the voyage.

M. H. PERLEY,
H.M. Emigration Officer.

No. 23.

(No. 38.)

No. 23.

COPY of a DESPATCH from Earl GREY to Lieutenant-Governor Sir E. HEAD, Bart.

SIR, Downing-street, June 30, 1848.

I HAVE the honour to acknowledge your Despatch, No. 36, of the 5th instant, covering a letter from the Government Emigration Agent at St. John, in which he reports the arrival of the "McDonnell," and affords some information on the general results of this year's emigration up to that date.

From this report, it appears that the whole number landed this year having been 1714, the deaths on the voyage have only been 17, chiefly of children, and that whilst the sick landed at Partridge Island have not amounted to more than 15, none of them have died, and all are improving. On looking back to the returns last year, I perceive that of 17,074 persons who embarked for New Brunswick, 2115 died either on the voyage, or in the hospital, after landing. In other words, the deaths this year have been less than 1 in 100; last year they were at the rate of considerably more than 1 in 9. Whether or not a difference of opinion may prevail as to the necessity for the full extent of the precautionary measures which have been adopted, no one can hear without gratification of this happy change in the fate of the emigrants who have gone to New Brunswick.

I have, &c.

Lieut.-Governor Sir E. Head, Bart., &c. &c. &c.

(Signed) GREY.

No. 24.

(No. 39.)

No. 24.

COPY of a DESPATCH from Lieutenant-Governor Sir E. HEAD. Bart., to Earl GREY,

Government House, Fredericton, June 9, 1848.

MY LORD, (*Received June* 26, 1848.

Enclosure.

I HAVE the honour to enclose a copy of a letter from the Government Emigration Agent at St. John's, which, I regret to say, announces the loss of the emigration ship "Commerce," from Galway.

I have directed particular inquiry to be made as to the state of health in which such of the survivors as are at St. John's have arrived.

I have. &c.,

The Right Hon. Earl Grey, &c. &c. &c.

(Signed) EDMUND HEAD.

Encl. in No. 24.

Enclosure in No. 24.

Government Emigration Office, St. John, June 7, 1848.

SIR,

Wreck of the barque "Commerce," of and from Galway, Alex. Holliday, Master.

I HAVE the honour to report, for the information of his Excellency the Lieutenant-Governor, that the barque "Commerce," from Galway, with 68 passengers, for this port, was totally lost on the coast of Nova Scotia, on the 31st ultimo, and that eight of the passengers

were unfortunately drowned. About forty of the survivors, with the master of the "Commerce," arrived here yesterday in the steamer "Herald."

The master, in his sworn protest, states that he sailed from Galway on the 28th April last; that on the 30th May he judged himself 20 miles to the southward of the Isle of Sable; that at 2 o'clock in the morning of the 31st, the night being very dark with a dense fog and rain, the vessel struck on rocks and passed over them; and again striking on a bold rocky shore, remained stationary and immediately filled with water, the gale increasing and the sea running high, the masts were cut away to ease the ship. At day-light the long-boat was got out and made two trips to the shore with passengers, when the boat was stove and two of the passengers were drowned. All the remaining passengers were got on shore with ropes, except six, who were drowned in the transit. The master, the crew, and the passengers, lost everything, save what they had on; some of the passengers were left nearly naked. The ship broke up entirely, and the effects drifted to sea; nothing was saved but one small boat.

The names of those drowned are as follows:—Mary Burk and infant child; Mrs. Coyne and infant; Patrick Circenan, aged 21 years; Fogarty, a boy, aged eight years of age; Cummings, an infant, twelve months old; and a lad named John Leyden. One of the crew, an apprentice, was also drowned.

The "Commerce" was wrecked on Port Monton Island, a little to the westward of Liverpool, Nova Scotia, at which place a part of the passengers have remained.

There being no emigration officer at Galway, I had no notice of the sailing of this vessel, or any list of the passengers.

This is the first and only wreck of a passenger vessel which I have had to report during the six years that I have held this situation.

I have, &c.,
M. H. Perley,
H.M. Emigration Officer.

The Hon. John S. Saunders,
Provincial Secretary.

PRINCE EDWARD ISLAND.

PRINCE EDWARD ISLAND.

(No. 31.) No. 25.

Copy of a DESPATCH from Lieutenant-Governor Sir Donald Campbell to Earl Grey.

Government House, Prince Edward Island,
May 1, 1848.

My Lord, (*Received May* 23, 1848.)

No. 723.

I have the honour to transmit an Act passed by the Legislature of this Island during the present Session, intituled "An Act to repeal the Laws now in "force relating to Emigrants, and to make other provisions in lieu thereof," together with the opinion of the Attorney-General on its policy and principle.

For Lord Grey's Despatch, 2nd Dec., 1847, No. 5, *vide* Papers relative to Emigration to North America, Sess. Paper, House of Commons, 1847-8, No. 50, p. 166. Ditto House of Lords, No. 19, p. 166.

The stringent provisions embodied in this Act, regarding the introduction of immigrants into this island, are assimilated to those of the Emigrant Act recently passed in Canada, and are in accordance with the suggestions communicated in your Lordship's Despatch of the 2nd December last, No. 5.

I have, &c.,
(Signed) DONALD CAMPBELL.

The Right Hon. Earl Grey,
&c. &c.

Encl. in No. 25.

Enclosure in No. 25.

Attorney-General's Opinion on a Prince Edward Island "Act to repeal the Laws now in force relating to Emigrants, and to make other provisions in lieu thereof."

This Act repeals the Act of the 5th Victoria, cap. 5, intituled "An Act to create a Fund for defraying the expense of providing Medical Assistance for Sick Emigrants, and of enabling indigent persons of that description to proceed to the place of their destination." And also an Act of the 8th Victoria, cap. 9, intituled "An Act to continue and amend an Act relating to Sick and Indigent Emigrants;" and imposes a tax of 8*s.* 4*d.* sterling per head on all emigrants to be landed or brought into this colony over the age of eighteen calendar months, which tax is to be doubled if the vessel shall be quarantined by any Board of Health for five days, and to be trebled if the vessel shall be so quarantined for ten days; and before emigrants are by this Act allowed to be landed, the master of the vessel is to enter into a bond to indemnify the local government, or other authorities, for any necessary aid given by it or them, within twelve calendar months after their landing; to male emigrants of the age of 60 years and upwards, and to female emigrants of the age of 50 years and upwards, and such other emigrants as shall be declared by any Board of Health to be indigent and impotent, or the master if he so elects, instead of entering into such bond, may land such aged, indigent, and impotent emigrants, on payment of the extra rate of duty of 10*s.* per head.

This Act also defines the quantity of food and water to be provided and required to be on board emigrant vessels at the period of their sailing from the United Kingdom, and also regulates the daily issue of such food and water at one pound and three-quarters of the former, and three quarts of the latter to each emigrant, for the voyage, one half-pound of the daily issue of food to consist of bread or biscuit, another half-pound of beef or pork, and the residue of flour, oatmeal, rice, or potatoes, five pounds of potatoes being computed to be equal to one pound of the other articles; but this regulation as to food and water is not to be binding on the masters of vessels if inconsistent with the provisions of any Imperial Act in force at the time of their sailing from the United Kingdom.

In doubling and trebling the rate of tax, should the vessel be quarantined, and the amount to be paid at the election of the master per head for all aged, indigent, and impotent emigrants landed in the colony, in addition to the tax imposed on other descriptions of emigrants, the Legislature appears to have been governed by the Despatch from the Right Honourable Earl Grey, Secretary of State for the Colonies, to the Governor-in-Chief, dated December, 1847, and in establishing the quantum of food and water required to be on board at the period of sailing, and also the quantum of the daily issue to each emigrant, it has adopted the suggestions to that effect in the Report on that subject to the Imperial Government, which was transmitted with Earl Grey's Despatch.

The rate of tax (8*s.* 4*d.* sterling per head, and doubling and trebling it, according to the number of days the vessel may be quarantined), imposed by this Act, allowing for the difference of exchange between the moneys in circulation in the two colonies, is understood to be the same as the tax imposed on emigrants by the Act of the Canadian Legislature recently passed, and it is believed that the Legislature of this colony would have been satisfied with a lower rate of

tax, had they not feared that by adopting a lower rate than that imposed by the Canadian Legislature, they would have held out an inducement to the cupidity of masters and owners of emigrant or passenger vessels to pour into the colony numbers of emigrants far beyond its resources for finding them either with employment or food, and thereby inevitably entail want, and its usual accompaniment, disease, not only upon its inhabitants, but also upon the emigrants themselves.

This Act contains stringent enactments to carry out its object, and to enforce the various penalties imposed for breaches of its provisions, affording the strongest evidence that the sad experience of the last year has excited the fears of the colonists in no ordinary degree on this subject.

This Act is to be in force for two years, and to the end of the then next Session of the General Assembly, which is the limit suggested in Earl Grey's Despatch before referred to, in order to avoid the necessity of a disallowance of it, should it be thought to contain "any provisions of a questionable character."

April 28, 1848. R. Hodgson, Attorney-General.

(No. 723.) Cap. 3.

An Act to repeal the Laws now in force relating to Emigrants, and to make other Provisions in lieu thereof.

Whereas the increase of emigration to this colony renders it necessary that means be resorted to for indemnifying the Colonial Government against expenses that are likely to accrue to it by having to assist and afford medical aid to many emigrants whose personal means are insufficient for that purpose, it is therefore deemed necessary and expedient to enforce a rate or duty payable by masters or owners of all vessels bringing emigrants into this island for the purpose of creating a fund to defray the expenses of medical aid to sick emigrants, and for extending assistance to aged and indigent persons of that description, and to make other provisions as hereinafter is mentioned, and to repeal certain Acts now in force relating to the premises.

I. Be it therefore enacted by the Lieut.-Governor, Council, and Assembly, that from and after the passing of this Act, the several Acts hereinafter mentioned shall be and the same are hereby repealed, that is to say, an Act passed in the fifth year of the reign of Her Majesty Queen Victoria, intituled "An Act to create a Fund for defraying the Expense of providing Medical Assistance for Sick Emigrants, and of enabling Indigent Persons of that description to proceed to the Place of their destination;" and also an Act made and passed in the eighth year of the reign of Her Majesty Queen Victoria, intituled "An Act to continue and amend an Act relating to Sick and Indigent Emigrants."

Repeals Act o. 5th Victoria, cap. 5, also Act of 8th Victoria, cap. 9.

II. And be it enacted, That from and after the passing of this Act, there shall be raised, levied, collected, and paid in the manner hereinafter prescribed, from the master, owner, or person in charge or command of every vessel hereafter arriving in any of the ports of this island with passengers or emigrants, a pecuniary rate or head duty of eight shillings and fourpence of sterling money of Great Britain for every such passenger or emigrant on board such ship or vessel, such duty to be paid by the said master or owner to the collector of impost of the port at which such vessel shall have first entered at the time of making her first report and entry, when it shall also be the duty of the said master, owner, or commander to furnish to the said collector with his said report a true and correct list and description of every emigrant and passenger on board such vessel in the manner and form as is hereinafter directed by this Act together with the manifest or list of emigrants made out at the time of clearing such vessel from the port from which such vessel sailed, and at the time of delivering such list produce to and deposit the register of such ship or vessel with the collector of impost, who shall, and he is hereby authorized to retain the same in his possession until such master shall produce a certificate from the Chairman of the District Board of Health, stating that the provisions of this Act have been complied with by such master, and directing such collector to deliver up the register to him, and no such report or entry shall be deemed to be valid, or to have any legal effect whatsoever, unless such rates or duties be thereupon paid as aforesaid. Provided always, that if, on the arrival of any such emigrant vessel, it shall be deemed necessary by any Board of Health or other competent jurisdiction, by virtue of the laws of this island, made for preventing the spreading of infectious distempers, or relating to quarantine, that such vessel be kept at quarantine for a period not less than five days; then, and in such case the rate of head duty hereinbefore imposed shall be doubled, and there shall be levied, paid, and collected in the manner and form above directed, the sum of sixteen shillings and eightpence sterling money of Great Britain, for every such passenger or emigrant as aforesaid. And further, that if it be deemed requisite by the said Board of Health, or other competent jurisdiction as aforesaid, that such vessel be kept at quarantine for a period not less than ten days; then, and in such case, the said rate of head duty shall be trebled, and there shall be levied, paid, and collected in the manner and form hereinbefore directed, the sum of one pound five shillings for every such passenger or emigrant on board as aforesaid, to be paid in like sterling money of Great Britain.

Imposes a Tax of 8s. 4d. sterling per head on Immigrants, to be paid by Master or Owner of Vessel to Collector of Impost for the Port at which Vessel shall be first reported.

Master or Owner to furnish, with report, a true List and Description of Immigrants to Collector of Impost. Also the Manifest made at Clearing. Also to deposit with Collector of Impost, Register of Vessels until certificate obtained from Chairman of District Board of Health.

No Report to be valid unless tax be paid.

III. And be it enacted, That upon the refusal or neglect of the master or person having charge of any ship or vessel arriving with passengers and emigrants, as aforesaid, it shall and may be lawful to and for the collector of impost to sue for and prosecute the same before any two of the Justices of the Peace of the county where the vessel may be, and on

Upon neglect of Master, &c., to pay Tax Collector of Impost, to sue for

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same before two Justices of the Peace.

Master, &c., of Vessel, not to permit Immigrants to land until he delivers a correct List to Collector, &c.

Requisites of List to be delivered to Collector, &c.

Form of such List.

Nor permit Immigrants to land until Bond be given to Collector.

Form of Bond so to be given.

Requisites of Bond.

For the purpose of this Act, Board of Health to be final Judges of indigency, impotency, or ages of Immigrants.

Penalty of Bond.

Fee to be paid to Collector for Bond.

Master or Owner instead of giving Bond may pay an extra Tax of 10*s.* sterling per head for each aged, &c., Immigrant.

Master, &c., after exhibiting Manifest and furnishing List, and delivering Register, to attest on oath, &c.

Collector empowered to administer oath, &c.

On receipt of permit, Master, &c. may land Immigrants.

Penalty on Master, &c. for landing Immigrants before fulfilling the conditions of this Act.

No tax to be paid for Immigrants not intended to be landed in this colony.

But Masters to give bond to Collector of Impost, &c. after delivery of register to Collector.

Forms of Bonds so to be given.

Penalty on bond.

Condition of bond.

Fee to be paid for bond.

Bond how to be cancelled.

Master, &c., may permit Immigrants to land at any port

conviction, the said Justices shall and may levy the same by warrant of distress, under their hands and seals, directed to any sheriff or constable at or near the place where the said vessel may be, and by sale under the said warrant of the guns, boats, tackle, apparel, and furniture of such ship or vessel, and the overplus (if any) of such distress and sale, after deducting of costs, shall be paid to the master or person having charge of such ship or vessel.

IV. And be it enacted, That before the master, owner, or commander of any such ship or vessel shall permit any passenger to leave such vessel on her arrival at any port or place in this island, or on the coast or islands thereof, he shall deliver to the said collector of impost a correct list and return of all the emigrants or passengers on board such vessel at the time of her arrival, which shall contain the name of each passenger, also their respective ages, trades, or occupations, and shall mention therein the heads of families and the children of each, males and females, which said list shall be in form according to that in the Schedule to this Act annexed, marked (A), and shall be furnished to the said captain or commander by the said collector, free of charge; and for the better and more effectually fulfilling the purposes of this Act, it shall be the further duty of the said master, owner, or commander of such vessel, and he is hereby required, before permitting any such passengers or emigrants to land, to give and execute to such collector a bond, with one good and sufficient surety to be approved of by the said collector, in substance and effect according to that in the schedule to this Act annexed, marked (B), in which said bond there shall be set out a list of the names of all such male passengers as appear to be of the age of 60 years and upwards, and also of all such female passengers as appear to be of the age of 50 years and upwards, and also the names of any others of the said passengers or emigrants who may appear most indigent and impotent, of whom, and also of the ages of the said men and women, the said Board of Health are hereby declared to be, for the purposes of this Act, competent and final judges, and such selection is to be made solely according to their discretion, the penalty of which said bond shall be in a sum double the aggregate amount of the rate or duty by this Act imposed on the passengers named therein, such bond being conditioned as in the said schedule marked (B) is mentioned, and the sum of 10s., and no more, shall be paid for such bond by the said master, owner, or commander; provided always that if the said master, owner, or person having the command of such vessel, do and shall, after having furnished such return or list of passengers as aforesaid, pay unto the said collector of impost an extra rate or duty of 10*s.* for each of such aged men, women, and indigent persons so to be selected by the said Board of Health according to their ages and circumstances, as hereinbefore directed, such payment being made shall obviate the necessity of his entering into the said bond, and shall be taken in lieu thereof; but it shall be optional with the said master, commander, or owner, to execute such bond in the manner aforesaid, or pay the said extra duty hereinbefore lastly imposed: and the said master, commander, or owner, having exhibited his said manifest, and furnished such correct list and return of his said passengers, and having deposited his register in the hands of the said collector, as hereinbefore directed, he shall attest to the same on oath before the said collector; which said oath such collector is hereby empowered to administer, and having paid or secured all the rates and duties by this Act imposed, and having received his receipts and vouchers therefor, and also a permit or authority from the said collector to land his said passengers, it shall and may be lawful for him to allow the said passengers or emigrants to leave the vessel; and should the master, owner, or commander, land, or permit or attempt to land, any of his said passengers, without having strictly fulfilled all the conditions required by this Act, he shall forfeit and pay a penalty of five pounds for every passenger leaving his vessel contrary to the provisions of this Act.

V. And be it enacted, That notwithstanding any thing in this Act contained to the contrary, whenever any such vessel shall arrive at any port in this island, having passengers or emigrants on board, and who are not intended to be landed in this island, then no rate or duty whatsoever shall be exacted or paid for any such passenger, provided the master or owner of every such vessel do and shall, upon reporting and entering his ship with the collector of imposts for the port or district at which he shall have arrived, and after first having delivered into the hands of such collector the register of such ship or vessel in manner aforesaid, give and execute to such collector a bond according to the form in the schedule to this Act annexed, marked (C), with one or more good and sufficient surety or sureties, to be approved of by the said collector, in a penalty of double the amount of the rate or duty, which by this Act would be imposed in case such passengers were landed, with a condition that if none of the said passengers shall either directly or indirectly be landed or escape on shore on this island, before all and every the rates, taxes, and duties imposed by this Act, shall be fully paid and satisfied in the manner and form aforesaid, then that the same shall be void, and the sum of Ten shillings, and no more, shall be paid by the said master for such bond, which said bond shall afterwards be delivered up to be cancelled on the said obligors, or any person on their behalf filing with such collector a certificate properly authenticated by any collector of customs or impost for any place out of this island, that such passengers have been landed and left there by the said master or owner, or his consignee. And provided also, that nothing in this Act contained, shall prevent the master or person having the command of any vessel, so having on board passengers or emigrants as aforesaid, from permitting any passenger to leave the vessel, at the request of such passenger, before the arrival of the vessel at this island or the coasts thereof, but in every such case the names of the passengers who may have so left, shall be entered in the

manifest or list of emigrants' names, made out at the time of clearing the vessel from the port from which she has so sailed, and the same shall be certified under the signature of the passenger or passengers so having left the vessel, and if the number of passengers remaining on board on the arrival of the vessel at this island, do not correspond with that mentioned in such manifest, after deducting those who shall have so left the vessel, and also any that may have died on the voyage, the master or person having the command, shall forfeit and pay a penalty of Five pounds for each and every passenger short of the number not found on board, unless he can account for the same to the satisfaction of the said Board of Health. Infants born on the voyage shall not be included in the account for this purpose to be taken.

not within this island.

Duty of Master, &c. in such case.

Penalty on Master, &c. offending herein.

VI. And be it enacted, That it shall be the duty of every such master, owner, or person having the command of every such vessel carrying passengers as aforesaid, to have on board at the time of leaving any port in the United Kingdom, a quantity of provisions and water sufficient to enable the daily issue of at least one pound and three quarters of solid food, and three quarts of water to each of such passengers during the voyage, which voyage shall be determined and computed to comprehend a space of ten weeks from any port in the United Kingdom to this colony, one half pound of such daily issue of food to consist of bread or biscuit, half a pound thereof of beef or pork, and the residue thereof of flour, oatmeal, rice, or potatoes, five pounds of potatoes being computed to be equal to one pound of the other articles abovementioned, and the master, owner, or person having the command of any such vessel sailing from any port in the United Kingdom for this colony, without having on board the quantity of food, and of the kinds and descriptions hereinbefore mentioned, and the quantity of water hereinbefore mentioned, for every passenger on board at the time of such vessel sailing as aforesaid, or who shall wilfully neglect or refuse to issue, or cause to be issued to the passengers on board during the voyage, the daily allowance of water and of food of the quality, kind, and descriptions hereinbefore mentioned, shall forfeit and pay a penalty of not more than One hundred pounds. Provided nevertheless that this clause shall be binding and obligatory upon the master, owner, or person having the command of any such vessel sailing from any port in the United Kingdom as aforesaid, only so far as the same shall not be contrary to or inconsistent with the provisions of any Act or law of the Imperial Parliament in force at the time of the sailing of such vessel, and Provided also that if any such Act of the Imperial Parliament in force at the time of sailing of any such vessel as aforesaid, shall impose upon the owner, master, or person having the command of such vessel the necessity of providing a sufficient supply of provisions and water for the passengers on board of such vessel for the whole voyage, and shall regulate the quantity to be taken on board at the time of the sailing of the vessel, then and in such case the said owner, master, or person in charge of the said vessel, upon his complying with the provisions of such Imperial Act, shall not be subject or liable to the penalty imposed by this clause, and in all such cases the production by the master, owner, or person in charge of such vessel of a certificate of the collector or other proper officer at the port, from which the said vessel shall have sailed or cleared in the United Kingdom, of his having complied with the requisites of such Imperial Act at the time of his clearance, shall be sufficient evidence primâ facie to discharge him from the penalty imposed by this Act, in so far as such penalty relates to his not having on board a sufficient supply of provisions and water at the time of the sailing of such vessel.

Defines the quantity and description of Food, and quantity of Water to be provided for Immigrants, and to be on board Vessels at the time leaving Ports in the United Kingdom.

Daily issue thereof to Immigrants.

Penalty on Master offending herein, or not issuing Provisions and Water daily, as herein required.

Not to be binding on Master of Vessel sailing from United Kingdom, if contrary to, or inconsistent with provisions of any Imperial Act.

And if Imperial Act shall define the quantity, &c., of Provisions, &c., for the Voyage, Master, &c., on complying therewith, not subject to Penalty imposed by this Section.

What shall be proof of such compliance with Imperial Act.

VII. And be it enacted, That all infant emigrants and passengers who have not attained the age of eighteen calendar months at the time of their arrival at this island, as aforesaid, shall be free and exempt from all taxes and duties imposed by this Act.

Exempts from tax all Infants, Immigrants under the age of 18 calendar months.

VIII. And be it enacted, That the respective rates, taxes, and duties by the provisions of this Act imposed upon the passengers and emigrants coming to this island shall be doubled whensoever and as often as the period of their arrival in this island shall be later than the first day of September in each year, and trebled if their arrival shall occur later than the first day of October in each year.

Doubles the Tax on Immigrants arriving after 1st September in each Year, and trebles it on Immigrants arriving 1st October in each Year.

IX. And be it enacted, That every passenger on board any ship or vessel arriving in any harbour of this island, to which the master or person commanding such vessel shall have engaged to convey him, shall be entitled to remain and keep his baggage on board during forty-eight hours after the master shall have duly made and completed his entry and complied with the provisions of this Act relating thereto, and every such master who shall compel any passenger to leave his vessel before the expiration of the said term of forty-eight hours, shall incur a penalty not exceeding two pounds currency for every passenger he shall so compel to leave his vessel, nor shall any master or person commanding such vessel remove or cause to be removed, before the expiration of the said forty-eight hours any berthing or accommodation used by his passengers, under a like penalty.

Immigrants may remain on board 48 hours after completion of entry by Master, &c.

Penalty on Master removing berthing before the expiration of same period.

X. And be it enacted, That every pilot who shall have had charge of any vessel having passengers on board, who shall know that any passenger has been permitted to leave the vessel contrary to the provisions of this Act, and shall not within twenty-four hours after the arrival of such vessel in any harbour of this island to which he may have engaged to pilot her, inform the collector of impost at such port or place that a passenger or passengers has or have so left the vessel, shall incur a penalty not exceeding five pounds currency, for every passenger with respect to whom he shall have wilfully neglected to give such information.

Duty of Pilot in charge of Immigrant's vessel.

Penalty on Pilot offending therein.

XI. And be it enacted, That the monies levied under the authority of this Act shall be paid by the collector of impost by whom they shall have been received into the Treasury of this island for the purposes hereinafter mentioned.

Monies levied under this Act to be paid by Collector of Impost into Treasury

XII. And be it enacted, That it shall be lawful for the Lieut.-Governor or other admi-

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Lieut.-Governor, &c., may advance from Monies levied under this Act to Boards of Health.

nistrator of the Government for the time being, by and with the consent of Her Majesty' Executive Council, by order under his hand at any time after the passing of this Act, to advance to the Boards of Health in the several counties, such sums of money as may be required for the purposes of this Act, out of the monies paid into the Treasury under the authority of this Act, to be applied and expended under the direction of the said Boards of Health.

To be expended by such Boards.

Money received by Board of Health, how to be appropriated.

XIII. Provided always, and be it enacted, That no part of the said money paid and received by the said respective Boards of Health shall by them be employed in making advances in money to any emigrant; but shall be expended in forwarding poor and destitute emigrants to the place of their destination in this or the adjacent provinces. And in no case shall any grown person in good health and unincumbered with a family, except unmarried females, who may be unable otherwise to join their friends or relatives receive assistance out of the said monies. Provided, nevertheless, that medical aid, house rent, fuel, and other unavoidable expenses may be paid out of the said monies so received by the said Board of Health, as aforesaid, together with a reasonable allowance to the Secretaries of the said Boards of Health respectively, to be determined by the Lieut.-Governor in Council.

Allowance therefrom to Secretary of Board.

Boards of Health to account to Legislature for expenditure of money received by them.

XIV. And be it enacted, That the said Boards of Health, into whose hands the monies shall be paid under the authority of this Act, shall, within fifteen days after the meeting of each Session of the Legislature during the continuance of this Act, lay before each of the branches thereof a faithful and detailed account of the expenditure of such monies, and a correct list of the emigrants by them respectively relieved, distinguishing the nation and country of each emigrant, the place to which he or they shall have been forwarded, and his or her age, and the amount expended in affording such relief, and in what manner expended to every grown person, and his or her name and trade.

Requisites of Amount to be laid before Legislature.

Mode in which Accounts of Board of Health are to be made up.

XV. And be it enacted, That the persons composing the Board of Health to whom shall be entrusted the expenditure of any portion of the monies hereby appropriated, shall make up detailed accounts of such expenditure, shewing the sum advanced to the Board of Health, the sum actually expended, the balance, if any, remaining in their hands, and every such account shall be supported by vouchers therein distinctly referred to by numbers corresponding to the numbering of the items in such account.

Penalties above 20*l.* to be recovered in Supreme Court.

Penalties of 20*l.* or under, to be recovered before three Justices of the Peace.

By Chairman of Board of Health.

Appropriation of Penalties.

Parties liable to penalty may be held to bail.

XVI. And be it enacted, That all the penalties and forfeitures in this Act mentioned or imposed may be prosecuted, sued for, and recovered in the Supreme Court of this island, or, in case of any penalty being for twenty pounds or under, before any three Justices of the Peace for the counties respectively in this island by action of debt, bill, plaint, or information by the Chairman of any Boards of Health in this island, who shall prosecute for the same within forty-five days after the offence, and when recovered shall be paid, after deducting the costs and charges of the prosecution, into the treasury of this island for the use and support of the Government thereof; and if no person shall so sue and prosecute within the said forty-five days, then the said penalties and forfeitures may be sued for and recovered by information of Her Majesty's Attorney-General, and when recovered to be paid, after deducting the costs and charges of prosecution, into the treasury of this island for the use aforesaid, and all and every person and persons who may become liable to pay any such penalty or penalties, forfeiture or forfeitures, shall and may be arrested and held to bail, according to the practice of the said Court for such penalty or penalties, forfeiture or forfeitures, at the suit of the persons hereinbefore mentioned and entitled to sue for the same by virtue of an order for that purpose to be obtained under the hand of any Judge of the said Court on proper affidavits being laid before him satisfactorily establishing the liability to pay the penalty or penalties, forfeiture or forfeitures aforesaid, which order any one of the Judges of the said Court is hereby authorized to grant, and in default of giving such bail such person or persons so, as aforesaid, ordered to be held to bail, shall be committed to prison as in other cases is accustomed. Provided always, That any judgments given by the said Justices of the Peace may be appealed against to the Supreme Court in like manner and subject to the like rules and regulations as are prescribed by the laws relating to the recovery of small debts, and where the judgment of the said Justices appealed from shall exceed the sum of ten pounds, no person shall be admissible as sureties on any such appeal until they shall have duly justified each in double the amount and costs upon oath before some one or more of the Justices before whom such judgment shall be given in like manner, as special bail in the Supreme Court now justify.

By order of Judge, on Affidavit, &c.

Judgment of Justices of the Peace may be appealed from to Supreme Court.

Security to be given on Appeal.

Taxes payable and Penalties imposed by this Act declared to be a specific lien on Vessel, and Master may be held to Bail on Vessel attached, to answer same.

Mode of proceeding for arrest of Master or for attachment of Vessel.

XVII. And be it enacted, That for the better effectuating the purposes of this Act, the several taxes, duties, and penalties imposed by this Act shall be, and the same are hereby declared a specific lien on the said ship or vessel, notwithstanding the master or owner's general liability therefore; and the said Supreme Court, in term time, or any two Justices thereof in vacation, also any three Justices of the Peace as hereinbefore mentioned, are hereby empowered on the application of the said Board of Health for that purpose, and an affidavit of the Chairman thereof for the time being, or on the application and affidavit of any collector of impost for the port at which such vessel shall arrive, that the said master or owner has, in the opinion of the said Board or collector of impost, become liable for any of the said taxes, duties, or penalties, to issue process to arrest the person of the said master or owner, or owners, and require bail for his or their appearance to answer the said suit, or to attach the ship or vessel by any process of attachment in their discretion, until security be given to the satisfaction of the said Court or Justices for the forthcoming of the said vessel, to answer the said suit, or to proceed as above directed against both master or owner, or owners, and ship at the same time, at the discretion of the said Board or

collector of impost, with power to the said Courts to hear and determine said suits, and to enforce their judgments therein by all lawful and customary means; and no plea or exception taken to the jurisdiction of the said Courts, or either of them, in proceeding as hereinbefore directed shall be held valid or tenable.

Hull and Materials of Immigrant Passengers' Vessels wrecked, to be liable for Tax imposed by this Act.

XVIII. And be it enacted, That in all cases of wrecks happening to emigrant or passenger vessels on this island, or the coast thereof, the hull and materials, or, if the same be sold, the proceeds thereof, shall be, and the same are hereby declared liable for the taxes, rates, and penalties, imposed by this Act on all passengers landed therefrom on this island, and for that purpose the same or the proceeds thereof may be attached in the manner directed in the seventeenth section of this Act.

Exempts Natives and Inhabitants of this Colony and Inhabitants of other British Colonies from Tax.

XIX. And be it enacted, That no tax or duty imposed by this Act, shall be paid by any master or owner of any ship or vessel, for or on account of any native, or inhabitant, or person, belonging to any of the neighbouring British colonies, coming to or returning from this island, or by any person who shall have previously resided in this island, on his returning to the same; but all such persons are hereby declared exempt from the duties and taxes aforesaid.

Who shall be deemed an Inhabitant of any other Colony.

XX. And be it enacted, That for the purposes of this Act, no person shall be deemed an inhabitant of any other colony, unless such person shall have resided in such colony for a period of twelve months, or shall have been a housekeeper therein for the space of six months next before his or her departure for this island, or unless such person shall have resided or kept house for any periods of time in more than one colony, which periods of time shall amount together to either of the said terms of twelve months or six months respectively as aforesaid.

Printed Copies of this Act to be furnished by the Government to Pilots for different Harbours.
Pilots to deliver to Masters of Vessels a copy of Act.
Penalty on Pilot neglecting to do so

XXI. And be it enacted, That printed copies of this Act shall be furnished by the Government of this colony, to all licensed pilots in the respective harbours of this island, and it shall be the duty of such pilots, on boarding or calling alongside of any vessel having emigrants on board, to deliver to the master or person in command of such vessel, one of the said copies of this Act, free of charge; and any pilot having had such copies duly furnished him, shall be liable to a penalty of two pounds if he neglect or refuse to deliver a copy as aforesaid.

Continuance of Act.

XXII. And be it enacted, That this Act shall continue and be in force for the space of Two years from the passing thereof, and from thence to the end of the then next Session of the General Assembly.

House of Assembly, March 31, 1848. (Signed) Joseph Pope, Speaker.

Council Chamber, April 4, 1848. (Signed) R. Hodgson, President.

Passed April 15, 1848. (Signed) Donald Campbell, Lieut.-Governor.

Schedules to which this Act refers.

Schedule (A).

Schedule A.

List of Passengers.

Number of Heads of Families.	Names of all Passengers or Emigrants on Board	Trades or Occupation.	Ages.	Number of Impotent Persons.	Total Number.

the captain (or owner, as the case may be) of the ship or vessel called the , maketh oath and saith, that the foregoing is a true and correct list and return of each and every the passengers or emigrants on board the said ship or vessel called the , of which deponent is master, and that no other passenger or passengers hath or have been landed in this island, or on the coasts thereof from the said vessel with deponent's knowledge or consent.

Sworn before me,

Schedule (B).

Schedule B.

Form of Bond to be given for aged, &c., Immigrants.

Know all men by these presents, that we at present of Prince Edward Island, are held and firmly bound unto , Collector of Imposts for the port of , in the said island, in the sum of £ sterling money of Great Britain, to be paid to the said , his heirs or successors in office, for which payment well and truly to be made we bind ourselves jointly and severally and our respective heirs, executors, and administrators firmly by these presents sealed with our seals, and dated this day of in the year of the reign of Her Majesty Queen Victoria, and in the year of our Lord One thousand eight hundred and

Whereas the above bounden the captain (or owner as the case may be) of the ship or vessel called the has received permission from the said collector to land from the said ship or vessel the following passengers who have all been by the Board of Health selected and adjudged as coming within the description of aged men, women, indigent persons, and children, under the Act of 11 Vict., cap. 3, intituled an Act (here follow the emigrants' names). Now the condition of the above obligation is such, that if the above bounden , their executors and administrators do and shall well and truly pay or cause to be paid to the said or his successors in office all such sum and sums of money which shall or may at any time or times within the space of twelve calendar months from the date thereof be paid, laid out or expended by the government of this island, or any of the competent local authorities now or at any time hereafter authorized to afford aid or assistance to the emigrants or persons above-named, either by supplying them or any of them with food or clothing,

PRINCE EDWARD ISLAND.

house-rent, fuel, medical aid, or means to defray their travelling expenses to any place for which at the time of their embarking in such vessel they may have been destined, and do and shall further indemnify and save harmless the said government or authorities from and against all other charges, damages, expenses, and outlays which may have been incurred by the said government or authorities for the space of twelve calendar months aforesaid, for or in respect of the said emigrants or persons above-named, then this obligation to be void, otherwise to be and remain in full force.

Signed, sealed, and delivered, in the presence of

Schedule (C).

Schedule C.

Form of Bonds to be given where Immigrants are not intended to be landed in the Colony.

KNOW all men by these presents, that we at present of in Prince Edward's Island, are held and firmly bound unto Collector of Imposts for the port of , in the said island, in the sum of £. sterling money of Great Britain, to be paid to the said , his heirs or successors in office, for which payment well and truly to be made, we bind ourselves jointly and severally, and our respective heirs, executors, and administrators, firmly by these presents, sealed with our seals, and dated this day of in the year of the reign of Her Majesty Queen Victoria, and in the year of our Lord One thousand eight hundred and

Whereas the above bounden the captain or owner, as the case may be, of the ship or vessel called the , now arrived from the port of , in having on board passengers or emigrants, and now bound for the port of , as appears, has stated that it is not his intention to land his said passengers, or any of them, on this island or the coasts thereof, but intends proceeding with his said vessel and passengers to the said port of . Now, the condition of the above obligation is such that, if none of the said passengers or emigrants on board the said vessel shall, either directly or indirectly, be landed or escape on shore on this island, or the coasts thereof, before the respective rates and duties imposed by the Act of 11 Vict., c. 3, shall have been fully paid and satisfied, then the above obligation shall be void and of none effect, otherwise it shall be and remain in full force and virtue.

Signed, sealed, and delivered, in the presence of

(L. S.)
(L. S.)

No. 26.

No. 26.

COPY of a DESPATCH from Earl GREY to Lieut.-Governor Sir DONALD CAMPBELL.

SIR, Downing-street, June 30, 1848.

I HAVE the honour to acknowledge your Despatch, No. 31, of the 1st of May last, accompanied by the Act of the Legislature regulating the introduction of immigrants.

To the main provisions of this Act I see no reason to object; but with respect to the 6th section, which requires the master to make certain issues of food throughout the voyage, unless any enactment to the contrary shall have been made by Parliament, I have to observe to you that this enactment is clearly inconsistent with the Passengers' Act which regulates the same subject, and in other respects exceeds the powers of the legislature. It cannot be regarded, therefore, as operative, and I must caution you on no account to allow any proceedings to be taken against the masters of vessels or others for any infringement of this particular clause.

With regard to the 4th clause requiring the master to publish correct lists of his passengers, and to give bond for all above a certain age, or who appear most indigent and infirm, I would refer you to the remarks which were made in my despatch to Lord Elgin, dated the 6th of April, upon a somewhat similar clause in the Emigration Act passed this year by the Legislature of Canada.

For Lord Grey's Despatch, 6th April, No. 193, *vide* Papers relative to Emigration to North America; presented by command, April, 1848; p. 27.

And I have also to refer you, in reference to the 18th clause of the Prince Edward Island Act, which makes the wreck of an emigrant vessel liable for any taxes, rates, and penalties claimable under that law, to the observations contained in the above-mentioned despatch on the enactment in Canada, which made the wreck liable for the maintenance of passengers and conveyance to their destination. You will perceive that when a vessel is lost, the wreck may become the property of other persons than her previous owners, and that it might interfere with fair claims and expectations on the part of insurers to render such wrecks liable to special local charges.

In order to put you more fully in possession of the correspondence which passed respecting the Canadian Act, I send you, by this opportunity, the papers on that subject laid before Parliament by Her Majesty's command in April last.

I have, &c.,
(Signed) GREY.

Sir Donald Campbell,
&c. &c.

LONDON: Printed by WM. CLOWES and SONS, Stamford Street,
For Her Majesty's Stationery Office.

EMIGRATION.

PAPERS

RELATIVE TO

EMIGRATION TO THE BRITISH PROVINCES IN NORTH AMERICA.

(*In continuation of the Papers presented February, June, and December* 1847, *and April and June* 1848.)

Presented to both Houses of Parliament by Command of Her Majesty.

JULY 1848.

LONDON:
PRINTED BY WILLIAM CLOWES AND SONS, STAMFORD STREET,
FOR HER MAJESTY'S STATIONERY OFFICE.

1848.

SCHEDULE.

CANADA.

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3.	Col. Wyndham to B. Hawes, Esq.	..	July 1	Acknowledging receipt of foregoing, and enclosing explanation of agent in Ireland	2
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NOVA SCOTIA.

16.	Sir J. Harvey to Earl Grey.	No. 18.	April 6	Transmitting copy of Emigrant Bill	22

PAPERS

RELATIVE TO

EMIGRATION TO THE BRITISH PROVINCES IN NORTH AMERICA.

CANADA.

(No. 61.) No. 1. CANADA. No. 1.

Copy of a DESPATCH from Governor-General the Right Hon. the Earl of Elgin and Kincardine to Earl Grey.

Government House Montreal, May 22, 1848.

My Lord, (*Received June* 15, 1848.)

I have the honour to transmit herewith an extract of a letter from Dr. Douglas, the Superintendent of the Quarantine Establishment at Quebec, and to request your Lordship's attention to the account contained in it of the condition of the emigrants on board the brig "Governor," from Limerick.

I have, &c.

(Signed) ELGIN and KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Enclosure in No. 1. Encl. No. 1.

Extract from Letter from Dr. Douglas, Medical Superintendent, Grosse Isle, May 16, 1848.

"I cannot avoid bringing under the notice of his Excellency the Governor-General the wretched state in which the majority of the passengers of the brig "Governor" have been sent from Limerick. This vessel cleared with 174 souls, 120 of whom were tenants from the estates of Colonel Wyndham; these people were huddled on board, almost destitute of clothing and without beds and bedding, the captain having furnished many of the women and children with spare sails to cover them. Their sole provision has consisted, during the voyage, of the ship's allowance of biscuit, with a small quantity of tea and sugar. A great number of them have assured the master and surgeon that their sole subsistence for two years previous to leaving was green food—turnips, nettle-tops, &c., with a chance and precarious supply of Indian corn-meal.

"I feel persuaded, from the great care and attention, and the liberal supply of animal food and medical comforts which I have seen supplied many years to the tenants sent out from the estates in Norfolk of Colonel Wyndham and his father the late Earl of Egremont, that Colonel Wyndham is not personally acquainted with the manner in which these people have been cleared from his Irish estates by this vessel. So wretched, diseased, and miserable were they even on embarking in port, that Captain Hugill, the master, assures me that if he had not been despatched immediately, he would have re-landed every one, or left the vessel himself.

"Out of 174 who left, 20 have died up to last night, and as many more are sent to hospital."

No. 2. No. 2.

Copy of a LETTER from B. Hawes, Esq., to Colonel Wyndham.

Sir, Downing Street, June 22, 1848.

I am directed by Earl Grey to transmit to you, for your information, the enclosed copy of a report addressed to the Governor-General of Canada by the Medical Superintendent at the quarantine station, respecting the condition in

CANADA.

which a large body of tenants from your estates in Ireland had been shipped in the brig "Governor," and respecting the state in which they had reached Canada. More than a tenth of their number, it will be observed, had died already, and as many more were removed into hospital, sick. There is reason to believe that the present case forms an exception to the general character of this year's immigration into British North America. Having no distinct knowledge whether those tenants were sent by your aid or with your authority, but feeling confident that in that case you could not approve of their being forwarded in such a condition, Lord Grey has felt it due to you to put you in possession of these facts, and to mention that experience has clearly proved that to despatch people in the miserable state in which these passengers sailed, involves the almost certain destruction of a large proportion of their numbers by pestilence.

I have, &c.

Colonel Wyndham, &c. &c.

(Signed) B. HAWES.

No. 3.

No. 3.

Copy of a LETTER from Colonel Wyndham to B. Hawes, Esq.

10, Grosvenor Place, July 1, 1848.

Sir, (*Received July* 3, 1848.)

I received your letter of the 22nd ult., with its enclosure from Dr. Douglas. I referred both to my agent in Ireland, and I beg to forward to you his explanation. I can forward the original letter if you wish it, but there are other subjects mentioned.

I am, &c.

B. Hawes, Esq., &c. &c.

J. WYNDHAM.

Encl. in No. 3.

Enclosure in No. 3.

(Copy.)

Dear Sir, Ennis, June 29, 1848.

I return you herewith the extract of Dr. Douglas's letter, as also that of Mr. Hawes, respecting the emigrants sent out in the "Governor;" these people in fact were not your tenants, they were a parcel of people put on the lands of Erribule by the late Mr. Barclay, in direct opposition to the covenants in his lease, and on your evicting Mr. Barclay for non-payment of rent, these emigrants came here, requesting to be sent to America; you were but a few days in possession of the land at the time. With respect to their supply of provisions, it was the same as all the others had whom you sent out, and double the quantity of that supplied in the ordinary way to other passengers. Before I wrote this I went to Limerick to make inquiry at Mr. Spaight's lest there might be any omission in giving the supply, and found all as I have stated, and also that an additional quantity of rice, which I had advised in case of illness, was added to their sea-store; and, as a further proof of the sufficiency, I yesterday received a letter from the captain of the vessel, in which he states that a large supply of food remains, for which he could not procure sale at Quebec, and will bring it back to Limerick. The number of passengers on board, I suppose, could not exceed what the law permits, but as to their illness, I cannot see how you or any other person can be accountable: they were inspected by a doctor before sailing, who reported them in good health, and so certified, and this doctor accompanied them to Quebec. As to their clothing, the few who applied to me I supplied; there was no demand for beds or bedding, in general they bring such with them. The extra provisions for these people in the "Governor" cost you 151*l.* 5*s.*; for their passage 484*l.*; and money on landing 72*l.* 5*s.*; total for this ship, 707*l.* 10*s.* As to the statement of these people that their food for the last two years was principally nettle-tops, &c., I do not credit it; I am well aware how they exaggerate, not doubting, however, that they have been very badly off for some time.

I remain, &c.

Colonel Wyndham.

(Signed) Thos. Crowe.

No. 4.

(No. 249.)

No. 4.

Copy of a DESPATCH from Earl Grey to Governor-General the Right Hon. the Earl of Elgin and Kincardine.

My Lord, Downing Street, July 5, 1848.

With reference to your Lordship's Despatch, No. 61, of May 22, accompanied by a Report from Dr. Douglas on the state in which certain tenants from Colonel Wyndham's estates in Ireland arrived in the "Governor," I have

the honour to enclose for your Lordship's information the copy of a letter which I caused to be addressed on the subject to Colonel Wyndham, together with the reply which he has returned, containing the explanations of his agent in Ireland.

I have, &c.

The Right Hon. the Earl of Elgin, (Signed) GREY.
&c. &c. &c.

No. 5. No. 5.

Copy of a LETTER from B. Hawes, Esq., to Colonel Wyndham.

Sir, July 7, 1848.

I am directed by Earl Grey to acknowledge the receipt of your letter of the 1st instant, accompanied by the explanation which has been furnished to you by your agent in Ireland respecting the circumstances under which the emigrants by the "Governor" were despatched; and I am desired to state that it will be quite unnecessary that you should give yourself the trouble of sending the original letter, but that Lord Grey will forward a copy of what you have communicated to Lord Elgin for his information.

I have, &c.

Colonel Wyndham, (Signed) B. HAWES.
&c. &c.

(No. 79.) No. 6. No. 6.

Copy of a DESPATCH from Governor-General the Right Hon. the Earl of Elgin and Kincardine to Earl Grey.

Government House, Montreal, June 14, 1848.

My Lord, (*Received July* 6, 1848.)

I have the honour to transmit herewith the chief emigrant agent's Report of emigrants arrived at Quebec from the 1st to the 27th May.

I have, &c.

(Signed) ELGIN and KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Enclosure in No. 6.

No. 1.—RETURN of EMIGRANTS arrived at the Ports of Quebec and Montreal from the 1st day of May to the 27th day of May, 1848.

Deaths at Sea.	Date.	Vessel's Name.	Master.	Where from.	Days on the Passage.	No. of Passengers.				Infants	Cabin.	Trade or Occupation.	Sent out by parish or Government aid.	Voluntarily.	Remarks.
						Adults.		Children 1 to 14 years.	Total.						
						M.	F.								
..	May 1	Caledonia	Greenhorn	Glasgow	35	4	4	6	14	1	5	Farmers, &c.	..	14	Went to friends in Montreal and Kingston.
..	,,	Canada	Barclay	,,	33	..	1	2	3	1	..	..	..	3	A woman and family that proceeded to her husband in Scarborough.
..	May 2	Albion	M'Arthur	,,	33	9	2	3	14	1	2		..	14	
..	May 3	Cambria	Harrison	,,	35	10	4	6	20	1	10		..	20	
..	,,	Great Britain	Swinburn	London	35	..	..	..	..	..	10		..	..	
..	May 5	Sir Richard Jackson	Doran	Liverpool	32	4	..	..	4	..	2		..	4	
..	,,	Mearns	Smith	Glasgow	33	1	..	..	1	..	3		..	1	
..	,,	Fingalton	Craig	,,	32	2	3	1	6	..	3		..	6	
..	May 6	St. Andrew	Larby	London	38	..	..	..	..	..	9		..	..	
..	,,	Pearl	Chalmers	,,	35	3	7	7	17	..	7		..	17	
..	,,	Anne	M'Garry	,,	36	..	..	..	..	..	1	Farmers	..	..	Two remained in Quebec; the majority proceeded
..	May 9	Royalist	Beveridge	Greenock	33	6	4	5	15	..	..	and a few	..	15	to settle in the neighbourhoods of Kingston,
..	,,	Mary	Munro	Glasgow	32	4	3	2	9	1	15	tradesmen.	..	9	Toronto, &c.
..	May 10	Earl Powis	Walker	Dundee	39	7	10	9	26	3	5		..	26	
..	,,	Margaret	Field	Torquay	38	3	2	3	8	..	..		..	8	
..	,,	John Bull	Duffill	London	38	6	2	4	12	..	11		..	12	
..	,,	Syria	Davis	Liverpool	41	1	..	..	1	..	..		..	1	
..	May 11	Montezuma	Kendall	,,	38	..	..	..	..	..	4		..	..	
..	,,	Samson	Murdoch	Ayr	30	..	..	..	..	..	1		..	..	
..	,,	George	Simpson	Leith	33	6	3	1	10	..	..		..	10	
..	May 13	Ottawa	Thrift	Bridgwater	41	36	29	45	110	8	1	Labourers, &c.	35	75	15 sent out by Poor Law Commissioners; 20 by parishes, &c. Nearly the whole proceeded to the neighbourhood of Toronto.
..	,,	Fame	Millar	Limerick	28	84	48	42	174	8	6	Do.	45	129	Those assisted to emigrate by their landlords were tenants of Sir John Walsh, the Rev. Mr. Doer, and Mr. Wallace. The majority of the passengers are very poor; and nearly all have proceeded to friends in the neighbourhood of Toronto.
..	,,	Eliza	Brown	Troon	35	2	3	7	12	1	..		..	12	Two families going to relations in North Gower, Dalhousie District, Upper Canada.
..	May 14	Lord Metcalfe	Boin	Aberdeen	34	16	8	6	30	1	..		..	30	
..	,,	Collingwood	Guthrie	Troon	33	..	..	..	..	..	9		..	..	Proceeded to Canada West.
..	,,	Charles Jones	Cothay	Liverpool	42	1	..	..	1	..	2		..	1	
..	,,	Lady Elgin	Jones	London	43	..	..	..	..	..	1		..	..	
..	,,	Elizabeth	Scott	Halifax	15	1	1	3	5	..	..	Farmers, &c.	..	5	A few remained in Quebec; the others went up the
..	,,	Actress	Cary	,,	39	1	..	..	1	..	..		..	1	country to settle on land, respectable settlers
..	May 15	Berbice	Elliot	Aberdeen	34	14	10	9	33	..	..		..	33	with good means.
..	,,	Ocean Queen	Williams	Bristol	44	23	9	13	45	2	..		..	45	A few remained in Quebec; the others went up the country to settle on land, respectable settlers with good means. This ship, the Ocean Queen, was fined on account of having two passengers more than her list certified.
..	May 16	St. Lawrence	Tulloch	Aberdeen	36	49	31	33	113	6	1		..	113	

	,,	Envoy	Patton	Londonderry	36	82	58	69	209	5	..	Labourers, &c.	2	207	Two sent out by Mr. Stuart, of Ardah. A few remained in Quebec; the others went to various parts of Canada West.
4	May 18	Jane Black	T. Gorman	Limerick	39	147	95	71	313	16	1		96	217	The majority very poor, but healthy. Some remained in Quebec; others proceeded to the eastern townships for employment; the greater part went to join friends in Canada West. Col. Wyndham sent out about 36, and Mr. Spaight 60, in the Jane Black; Mrs. Vandeleur 12 in the Eliza and Anne; Lady Coakley 30 in the Menapia; and Col. Wyndham about 40 in the Jessy. Col. Wyndham's tenantry received on landing from 4*l.* to 6*l.* each family.
3	,,	Ayrshire	O'Neil	Newry	31	56	72	86	214	19	..		..	214	
1	,,	Eliza and Anne	Ferguson	Limerick	42	61	22	6	89	5	5	Labourers, &c.	12	77	
1	,,	Menapia	Rossiter	Wexford	42	31	24	37	92	2	..		30	62	
2	,,	Energy	Warren	Limerick	43	61	33	36	130	9	..		..	130	
4	,,	Jessy	D. Gorman	,,	42	200	132	102	434	24	11		40	394	
3	,,	Fergus	Martin	Hull	38	57	27	40	124	8	..	Farmers, &c.	5	119	Five sent out by their parish. One family went below to Bathurst; the others to Canada West.
18	May 19	Governor	Hugill	Limerick	34	45	44	73	162	12	1	Labourers, &c.	130	32	130 sent out by their landlords. Owing to sickness on board, all the passengers were detained in quarantine. They have now proceeded up the country. The families sent out have received here, by order of Col. Wyndham, various sums, at the rate of 15*s.* sterling each adult.
	May 20	Triumph	O'Brien	Killibegs	31	49	28	4	81	..	..		..	81	A few went to the States; the remainder to friends about Toronto.
1	,,	Prince Regent	Chambers	Hull	45	49	26	21	96	10	..		6	90	Six sent out by their parish. Some proceeded to the States; the others to Kingston, &c.
	,,	Spermaceti	Moon	Plymouth	43	93	61	69	223	14	3		..	223	A few proceeded to the States; the majority were destined to settlements in Canada West.
	,,	Eromango	Ramsay	Glasgow	30	29	20	10	59	4	16	Farmers, &c.	..	59	
	,,	James Andus	Barker	Bristol	43	17	8	10	35	..	..		..	35	
	,,	Isabella	Davidson	Leith	35	6	1	4	11	..	2		..	11	
	,,	Delia	Adey	Poole	46	1	..	..	1	..	9		..	1	
	,,	Favourite	Wylie	Glasgow	36	34	19	35	88	2	1		..	88	
	,,	Alexander Wyse	Coulthard	Ayr	44	1	..	..	1	..	..		..	1	
2	May 21	Lady Peel	Johns	Plymouth	45	104	56	90	250	10	4	Farmers, Miners, &c.	..	250	40 of these were miners, who proceeded chiefly to Mineral Point, the others to Kingston, &c.
	,,	Alchymist	Richards	Falmouth	43	13	7	14	34	1	..	Do.	..	34	A few (miners) proceeded to the States; remainder to Toronto.
3	,,	Dominica	Murphy	Cork	37	82	53	52	187	6	..	Labourers, &c.	..	187	About 20 went to the States; some remained in Quebec; the majority proceeded to join friends in Bytown, Hamilton, &c.
	,,	Celeste	Mulcahy	Limerick	37	69	49	20	138	6	..	Do.	..	138	
	,,	Lady Campbell	Hodge	Liverpool	43	1	..	..	1	..	1		..	1	Some, who were miners, proceeded to the States; remainder to Cobourg and other settlements.
	May 22	Woodbine	Sceoch	Falmouth	41	11	..	..	11	..	17		..	11	
	,,	Springflower	Richards	Ditto	43	1	..	..	1	..	..	Farmers, &c.	..	1	
	,,	Constance	Savage	Bristol	44	22	5	9	36	..	..		..	36	
	,,	Roslyn Castle	Sadler	Plymouth	46	84	58	63	205	16	1		..	205	
	,,	Civility	Bale	Bideford	46	24	12	13	49	4	4	Do.	8	41	8 sent out by their parishes. All the passengers went up the country.
1	,,	Moodkie	Howlin	Wexford	46	53	31	26	110	8	5	Labourers, &c.	35	75	12 sent out by Lady Coakley, and 23 by Mr. Kennedy. Chiefly proceeded to Toronto, &c.
	May 23	Alert	Loughlin	Waterford	32	40	35	39	114	11	2	Do.	..	114	A few remained in Quebec; the majority proceeded to join friends about Hamilton, Toronto, &c.
2	,,	Maria	O'Malea	Limerick	34	49	34	16	99	3	..	Do.	..	99	
1	,,	Dahlia	Tozer	Plymouth	46	48	30	35	113	10	6		9	104	9 sent out by their parish. About 20 went to the States; remainder to Darlington.
	,,	Fawcett	Flynn	Maryport	39	3	3	5	11	..	..	Farmers, &c.	..	11	Proceeded up the country to settle on land.
	,,	Pallas	Perris	Newcastle	43	4	2	2	8	..	..		..	8	
	,,	Credo	Humphrys	Aberystwith	47	4	..	..	4	..	..		..	4	

RETURN of EMIGRANTS arrived at the Ports of Quebec and Montreal from the 1st day of May to the 27th day of May, 1848—*continued.*

Deaths at Sea.	Date.	Vessel's Name.	Master.	Where from.	Days on the Passage.	No. of Passengers. Adults. M.	Adults. F.	Children 1 to 14 years.	Total.	Infants	Cabin.	Trade or Occupation.	Sent out by Parish or Government aid.	Voluntarily.	Remarks.
	May 24	Florence	Brumage	Plymouth	40	10	5	10	25	2	..	Farmers, &c.	..	25	Proceeded up the country to settle on land.
	,,	Columbine	Taylor	Hull	40	..	..	..	..	..	19		..	..	
	May 26	Ulia	Bollany	Halifax	14	1	1	2	4	..	..		..	4	
	,,	St. Croix	Bernier	,,	13	1	2	3	6	..	..		..	6	
	,,	Boreas	M'Donald	New Ross	36	46	31	16	93	4	..		..	93	A considerable number went to the States; the remainder proceeded up the country, chiefly to Montreal and Kingston.
1	,,	Norway	Hughes	Donegal	37	39	38	24	101	4	6		..	101	
	,,	Cremona	Dunn	Cork	42	93	63	40	196	6	1		..	196	About 30 proceeded to the States; one man to Miramichi; the remainder to Kingston, Toronto, &c.
2	,,	Odessa	Laverty	Dublin	39	67	47	67	181	8	2		74	107	About 20 were sent out by the Marquis of Kildare, and 54 by the Hon. Willis Fitzpatrick. All proceeded to Montreal; many having no destination, but seeking employment.
2	,,	Aberfoyle	Anderson	New Ross	36	96	84	91	271	5	..	Labourers, &c.	192	82	About 72 were sent out by Lord Clifton, and 120 by Lord Fitzwilliam. About 50 went to the States; the remainder to Montreal, Kingston, &c.
7	,,	John Hall	Tacey	Limerick	50	69	45	49	163	15	1		..	163	About 40 proceeded to the States; the majority to friends in Bytown, Hamilton, &c.
2	,,	Jessy	Fitzgerald	,,	37	38	23	26	87	2	..		..	87	About 20 proceeded to the States; the majority to friends near Toronto.
	,,	Oronoco	Flaherty	Waterford	35	52	29	34	115	6	..		..	115	A few remain in Quebec; a woman and child proceeded to her husband in Halifax, and an orphan boy to Prince Edward Island, and the remainder to Montreal, Toronto, &c.
	,,	Clio	Easthope	Padstow	41	120	59	61	240	24	..	Miners, Farmers, &c.	8	232	Eight sent out by their parish. A considerable number, miners, &c., went to the States; a few remained in Quebec; the others proceeded to Darlington, Hamilton, &c.
61					38½ Average.	2,556	1,656	1,690	5,902	315	226	..	727	5,175	

RECAPITULATION.

	Steerage.	Infants.	Cabin.	Total.
From England	1,655	109	112	1,876
„ Ireland	3,767	184	41	3,992
„ Scotland	464	22	73	559
„ Lower Ports	16	..	..	16
	5,902	315	226	6,443
To same period last year	4,818	301	..	5,119
Increase in favour of 1848	1,084	14	226	1,324

NOTE.—The Emigrants arrived during the period embraced in this Return have landed, except those on board the "Governor" and "John Hall," from Limerick, in good health. 18 deaths occurred during the passage on board the former, and 7 in the latter. Neither of these vessels had a medical officer on board, and the "John Hall" cleared on the 29th April under the old Act. All the other vessels, with the exception of the "Jessy," Gorman, master, cleared under the new Act, and have conformed to its several regulations. The deaths during the passage I have entered in the margin.

Of the Emigrants included in this Return 727 were aided in their emigration by their landlords or parish authorities, and 5175 emigrated voluntarily; of those who have been assisted the largest number were sent out by Colonel Wyndham from Limerick; they all received a sum of money on landing here, varying from 10*s.* to 15*s.* each adult. Of the voluntary Emigrants a large number are in comfortable circumstances, many of whom have brought out considerable sums of money. The great majority of them intend settling in Upper Canada.

The whole adults are classed as follows:—714 farmers; 1444 labourers; and 398 mechanics: of the latter 159 are miners from Cornwall, who are proceeding to the Western States.

The number of persons assisted by this department from the several vessels included in this Return is 2471, equal to 1946 adults, at an expenditure of 364*l.* 17*s.* 6*d.* Amount of Emigrant Tax received to 29th ult. is 3138*l.* 10*s.*

Emigration Department, Quebec, June 6, 1848.

A. C. BUCHANAN, Chief Agent.

NEW BRUNSWICK.

(No. 32.) No. 7. No. 7.

COPY of a DESPATCH from Lieutenant-Governor Sir E. HEAD, Bart., to Earl GREY.

Government House, Fredericton, May 27, 1848.

MY LORD, (*Received June* 22, 1848.)

I HAVE the honour to enclose for your Lordship's information a copy of a letter from the Government Emigration Agent at St. John's to the Provincial Secretary, respecting the proposed immigration of a body of Scotch farmers. 1st Enclosure.

I consider this class of settlers as so desirable for the interests of the province in its present state, that I referred the matter to the Surveyor-General of Crown Lands, a copy of whose report I now have the honour to enclose. 2nd Enclosure.

I have also the honour to enclose a copy of another letter from the Government Emigration Agent at St. John's, announcing the arrival of the emigrant barque "Exchange," together with the ship return for the same vessel. 3rd Enclosure. 4th Enclosure.

I have, &c.

The Right Hon. Earl Grey. (Signed) EDMUND HEAD.
&c. &c. &c.

(Copy.) Enclosure 1 in No. 7. Encl. 1 in No. 7.

Government Emigration Office,

SIR, St. John, May 17, 1848.

I HAVE the honour to state that the brig "Magog," from Ayr, has brought as passengers the Rev. Mr. Hunter, an Independent clergyman, and William Dunlop, an Ayrshire farmer, who are the leaders or pioneers of about sixty Ayrshire farmers desirous of emigrating to this province with their families and property. Each family can command from 200*l.* to 2000*l.* sterling, and several persons among them have taken premiums for the superior cultivation of their farms in Ayrshire.

I have gone over the map of the province carefully with Mr. Hunter, and he has concluded, in the first place, to examine the "Mechanics' settlement," about 70 miles from this city, where there is much vacant land, of good quality, already surveyed.

The reverend gentleman leaves for this settlement with farmer Dunlop to-morrow morning, and wishes to know officially, should he conclude to take up land there, if a sufficient quantity to accommodate the whole party would be reserved until he could communicate with them in Ayrshire, for a period not exceeding twelve months; and what advantages, if any, the Provincial Government could offer to such a body of settlers.

If farmer Dunlop's report is satisfactory, some of them wish to come out this season, and the rest next spring.

The accession of so many persons, possessing both capital and skill, would be highly advantageous to any part of the province, and to its interests generally.

I beg to be informed what reply I shall give Mr. Hunter on his return from the settlement.

I have, &c.

(Signed) M. H. PERLEY,

Hon. John S. Saunders, Provincial Secretary. H. M. Emigration Officer.

(Copy.) Enclosure 2 in No. 7. Encl. 2 in No. 7.

SIR, Crown Land Office, May 23, 1848.

I HAVE the honour to acknowledge the receipt of your letter of the 18th instant, enclosing one from the Emigrant Agent at St. John addressed to yourself, stating that the Rev. Mr. Hunter, an Independent clergyman, and William Dunlop, an Ayrshire farmer, have arrived at St. John as leaders or pioneersof a number of Ayrshire farmers, who are possessed of property and are desirous to become settlers in this province.

It appears that these gentlemen are about to examine a tract of land which was sur-

NEW BRUNSWICK.

veyed some years ago, and known as the "Mechanics' Settlement," and wish to know officially, should they conclude to take the land there, if a sufficient quantity to accommodate the whole party would be reserved until they could communicate with their friends in Ayrshire, for a period not exceeding twelve months, and what advantages, if any, the Provincial Government could offer to such a body of settlers.

I have the honour to acquaint you, for the information of His Excellency the Lieutenant-Governor, by whose commands you have referred the matter to me, that there are at present about eighteen thousand acres of land in that neighbourhood surveyed and vacant, and about forty thousand more could be found which I have reason to believe is in every respect eligible for settlement.

This tract lies south of the river Pettecodiac, and is watered by the tributaries of that river.

I am not aware that the Executive Goverment possesses the power to hold out any inducement to such a class of settlers, however desirable it may be, and even the Bill which I introduced into the Assembly last session, to authorize the Government to expend on roads in the shape of labour the proceeds of the sale of the Wilderness Crown Lands, was lost, so that it is impossible to say what encouragement could be given to settlers in every respect so truly desirable.

The tract of country of which I have now been writing is in much need of roads, and without which many years must elapse before it can be advantageously settled; yet with our present system of disposing of the Crown lands, divested as the Executive Government is of all power of opening the country by the formation of roads, it is impossible to say when this or any other tract of land can be rendered fit for the habitation of civilized man.

I trust His Excellency will pardon this little digression from the strict line of official answer to your communication, but, feeling as I do that the province is suffering for want of power in the Executive to extend the settlement of the country, I could not refrain from making these remarks.

I have, &c.

The Hon. John S. Saunders, &c. &c.

(Signed) Thomas Baillie, Surveyor-General.

Encl. 3 in No. 7.

Enclosure 3 in No. 7.

Government Emigration Office,
St. John, May 25, 1848.

Sir,

I have to report the arrival of the barque "Exchange," from Sligo, with 59 passengers, and enclose a ship return.

Return No. 10.

It is very gratifying to observe that the emigrants of this season arrive in good health, and free from all sickness.

I have, &c.

(Signed) M. H. Perley,
H. M. Emigration Officer.

Hon. John S. Saunders, Provincial Secretary.

Encl. 4 in No. 7.

Enclosure 4 in No. 7.

Ship Return.—No. 10.

Report on the Immigrants by the Barque "Exchange," Robert Hourson, Master, which arrived at the Port of St. John, from Sligo, on the 24th of May, 1848.

Boarded and examined 25th May, 1848.

M. H. P.

	Adults.		Children between 14 and 7 Years.		Children under 7 Years.		Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Totals.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Numbers Embarked . . .	..	..	..	..	..	..	32	19	2	3	1	2	35	24
Deaths on the Voyage . .	None.													
Deaths in Quarantine . .	None.													
Total Deaths							None.							
Number of Births on the Voyage							None.							
Total Landed in the Colony							32	19	2	3	1	2	35	24

Total, 59 passengers.

Number of Agricultural Laborers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Number for whom Cost of Passage defrayed.		Number engaged for Government Works.	Number assisted on Arrival out of Public Fund.	Total Amount paid.	REMARKS. N.B.—Under this head it is desirable to describe the Vessel, the quality of Food and Water, and the general Condition of the Emigrants.
				By Parish.	By Private Funds.				
	M.	F.							
21	..	..	4	..	..	..	..	..	The "Exchange" is a good vessel. As she had little more than half complement, the passengers had ample space and plenty of fresh air. They arrived in very good health and cleanly condition. Biscuit only was served on the voyage, of which the passengers complained, as they had never before eaten any. Water in abundance.

M. H. PERLEY, H. M. Emigration Officer.

(No. 43.) No. 8. No. 8.

COPY of a DESPATCH from Earl GREY to Lieutenant-Governor Sir E. HEAD, Bart.

SIR, Downing-street, July 10, 1848.

I HAVE the honour to acknowledge the receipt of your despatch, No. 32, of the 27th of May last, enclosing the copy of a letter from the Emigration Agent at St. John's, respecting the proposed immigration into the colony of a body of Scotch farmers, together with the copy of a report of the Surveyor-General of Crown Lands, to whom you referred the subject.

I entirely concur with you that it is most desirable for the interests of the province that the introduction of settlers of the class of those who intend to emigrate from Scotland should be encouraged, and with this view I am anxious to point out to you, and through you to the legislature, that the true object to be attained by the system of sale now in force in the British North American provinces is the acquisition of land by those only who have the will and the power to improve it. I am of opinion, therefore, that the principle of selling, and not of granting land, should exclusively prevail, but that the whole price paid for it should be invested in such a manner as to render it more valuable to the bonâ fide occupier. To this end, in the southern hemisphere, the sums received for land sales are mainly expended in the introduction of labourers, by which means the value of land is most directly increased. A similar principle is, I conceive, advantageously applicable to New Brunswick, where all money received for land might be expended in improving the means of communication by opening roads.

By allowing no land to be obtained otherwise than by purchase (which does not necessarily exclude receiving payment in labour instead of in money), and at the same time strictly applying the proceeds of land sales to the improvement of the district from which they are derived, the danger of abuse from parties taking land which they are not able or willing to bring into cultivation would be effectually guarded against, while the land might be sold at a higher price than is usually acquired in New Brunswick, and yet prove really cheaper to the purchaser than when sold at almost a nominal price, and left without roads or other improvements.

On the other hand it is obvious that, if the money received for land is not expended in rendering it more available for settlement, the result must be to increase most seriously the difficulty experienced by valuable settlers in establishing themselves in the province, by exhausting their capital in paying for the land, without affording them any corresponding advantages.

Entertaining these views, I earnestly trust that the legislature of New Brunswick may see fit to enable you to offer encouragement to the settlers proposing to emigrate from Scotland, by empowering you to undertake, on the part of the local Government, that the whole purchase-money of any land they may buy shall be applied in the manner I have pointed out, and that similar encouragement will be given to other parties, who, I trust, may, by the means I have recommended, be induced to follow their example.

I have, &c.

Sir E. Head, Bart., &c. &c. (Signed) GREY.

NEW BRUNSWICK.

No. 9.

(No. 34.) No. 9.

COPY of a DESPATCH from Lieutenant-Governor Sir E. HEAD, Bart., to Earl GREY.

Government House, Fredericton, June 1, 1848.

MY LORD, (*Received June* 22, 1848.)

I HAVE the honour to enclose for your Lordship's information copies of three letters from the Government Emigration Officer at St. John's, announcing the arrival of the emigrant ships "Charles" and "John Francis," together with the Ship Returns for the same.

I have, &c.

The Right Hon. Earl Grey, (Signed) EDMUND HEAD.
&c. &c. &c.

Encl. 1 in No. 9.

(Copy.) Enclosure 1 in No. 9.

Government Emigration Office,
St. John, May 29, 1848.

Return, No. 11.

SIR,

I HAVE to report the arrival of the brigantine "Charles," from Youghal, with 95 passengers, and enclose a ship return.

The whole of the passengers by this vessel, except three, intend proceeding by the first steamer to Boston, to join their friends there.

The last English mail brought no passenger list whatever, and, as at present advised, I am of opinion that the immigration for the season will be closed at the end of June.

I have, &c.,

(Signed) M. H. PERLEY.

Hon. John S. Saunders, Provincial Secretary. H. M. Emigration Officer.

Encl. 2 in No. 9.

Enclosure 2 in No. 9.

SHIP RETURN.—No. 11.

Report on the Immigrants by the Brigantine "Charles," Stephen Hanlin, Master, which arrived at the Port of St. John, New Brunswick, from Youghal, on May 27, 1848.

Boarded and examined 27th of May, 1848.

M. H. P.

	Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Totals.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Numbers Embarked . . .	..	..	..	..	..	..	40	35	6	10	..	..	46	45
Deaths on the Voyage . .	..	1												
Deaths in Quarantine . .														
Total Deaths							..	1	..	..	..	..	..	1
Number of Births on the Voyage							None.							
Total Landed in the Colony							40	34	6	10	..	..	46	44

Steerage	90 passengers.
Cabin, 2 male, 2 female adults, and 1 female under 14	5 ,,
Total	95 ,,

Number of Agricultural Laborers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Number for whom Cost of Passage Defrayed.		Number engaged for Government Works.	Number assisted on arrival out of Public Fund.	Total Amount paid.	REMARKS.
				By Parish.	By private Funds.				N.B.—Under this head it is desirable to describe the Vessel, the quality of Food and Water, and the general condition of the Emigrants.
	M.	F.							
18	..	4	3						The "Charles" is a smart brigantine with good accommodations for a vessel of her size. The passengers expressed themselves satisfied with the provisions and water. They were very clean and in good health, except four, who were landed on Partridge Island to recruit. The death on board arose from chronic disease and not fever.

M. H. PERLEY,
H. M. Emigration Officer.

NEW BRUNSWICK.

(Copy.) Enclosure 3 in No. 9.

Encl. 3 in No. 9.

Government Emigration Office,
St. John, June 3, 1848.

Return, No. 13.

SIR,

I HAVE now to report the arrival of the barque "John Francis," from Cork, with 183 passengers, and enclose a ship return.

The passengers by this vessel, being peasantry from the extreme south-west of Ireland, are quite destitute, and there is a larger number than usual of aged persons among them. They intend proceeding to the United States as soon as they can raise means.

I have, &c.,

(Signed) M. H. PERLEY,
Hon. John S. Saunders, Provincial Secretary. H. M. Emigration Officer.

Enclosure 4 in No. 9.

Encl. 4 in No. 9.

SHIP RETURN.—No. 13.

Report on the Immigrants by the Barque "John Francis," Henry Deaves, Master, which arrived at the Port of St. John, New Brunswick, from Cork, on June 3, 1848.

Boarded and examined 3rd June, 1848.

M. H. P.

	Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Totals.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Numbers Embarked	..	..	..	..	..	..	59	59	26	21	4	7	89	87
Deaths on the Voyage	..	..	..	1	..	1								
Deaths in Quarantine	None.													
Total Deaths							..	..	..	1	..	1	..	2
							59	59	26	20	4	6	89	85
Number of Births on the Voyage							..	..	..	..	..	1	..	1
Total Landed in the Colony							59	59	26	20	4	7	89	86

Steerage	175 passengers.
Cabin, 4 males and 4 females	8 ,,
Totals	183 ,,

Number of Agricultural Laborers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Number for whom Cost of Passage defrayed.		Number engaged for Government Works.	Number assisted on arrival out of Public Fund.	Total Amount paid.	REMARKS.
	M.	F.		By Parish.	By private Funds.				N.B.—Under this head it is desirable to describe the Vessel, the quality of Food and Water, and the general condition of the Emigrants.
30	.	..	1	..	..	..	..	..	The "John Francis" is a fine barque with good accommodations. The passengers were a very humble class of peasantry from the western part of the County of Cork.

M. H. PERLEY, H. M. Emigration Officer.

(Copy.) Enclosure 5 in No. 9.

Encl. 5 in No. 9.

Government Emigration Office,
St. John, May 29, 1848.

SIR,

THE ship "John Francis" arrived at the quarantine station on Saturday evening, and is still detained there. Two persons died on board yesterday, and five sick persons were landed at Partridge Island. After landing a few more passengers, it is thought the vessel may be safely allowed to come into port. There are 180 passengers on board, as also a surgeon under the late Act.

I have, &c.,

(Signed) M. H. PERLEY,
Hon. John S. Saunders, Provincial Secretary. H. M. Emigration Officer.

NEW BRUNSWICK.

No. 10.

(No. 35.) No. 10.

COPY of a DESPATCH from Lieutenant-Governor Sir E. HEAD, Bart., to Earl GREY.

Government House, Fredericton, June 5, 1848.

MY LORD, (*Received June* 22, 1848.)

Enclosure.

I HAVE the honour to enclose a copy of a letter from Mr. James Boyd, of St. Andrew's, with reference to the ship "Star," which has arrived in that port with emigrants.

I regret to state that the vessel is not in so healthy a condition as those which have hitherto brought passengers to St. John's.

Applications have been made to me to appoint a Board of Health at St. Andrew's, with especial reference to the arrival of this ship. I brought the question before the Executive Council at their last meeting, when the members of that body were of opinion that the emergency was hardly sufficient to justify calling into active operation the somewhat arbitrary powers of the Provincial Act, 3 William IV. cap. 27; and they appeared to think that it was not expedient to create alarm by an exercise of this authority on the part of the Government, especially as no great amount of emigration is expected at the port of St. Andrew's.

Mr. Boyd had signified his readiness to act as emigration agent, and I have accordingly appointed him in that capacity, on the express understanding that his remuneration is to depend on the services which he shall in the opinion of the Legislature have performed.

I have to add that the following extract from a subsequent letter of Mr. Boyd's, addressed to the Provincial Secretary, shows that new cases of the fever have occurred since the emigrants were landed :—

"May 31, 1848.

"I wrote you on the 29th, setting forth my proceedings with regard to the emigrants by the "Star." I again visited the island yesterday. The sick had all been landed, and were carefully provided for. Since my first visit there have been ten new cases, and one death. I omitted to say in my last that I had made arrangements with Drs. Gove and M'Stacy to visit the island week about. . . . . I had to-day to engage an extra man to attend the sick, as I found, from my visit yesterday, one man was not sufficient for the duties."

I have, &c.

The Right Hon. Earl Grey, (Signed) EDMUND HEAD.
&c. &c. &c.

Encl. in No. 10.

(Copy.) Enclosure in No. 10.

SIR, St. Andrew's, May 29, 1848.

I HAVE to acknowledge receipt of yours of the 22nd, in reply to mine of the 16th, and in compliance with the request made therein I have visited the ship "Star," which vessel arrived here last evening, having had a passage of thirty-seven days.

I have now to state for the information of his Excellency, that the whole number of passengers is 383, of whom 63 were taken sick on the passage, 9 of whom have died. There has been 1 birth, the child since dead. A portion of the sick are convalescent. There still remain 26 cases of typhus and dysentery.

I found the ship perfectly clean, counted the passengers, compared them with the lists, and found all correct.

I questioned the passengers, in the presence of the master of the ship, as to the general treatment and supply of provisions and water. They all unequivocally spoke in the highest terms of the master and the surgeon, there being one on board. The latter informed me that every precaution had been taken to cleanse, ventilate, and fumigate the ship; disinfecting fluid and chloride of lime were freely used; and that no symptoms of sickness appeared until they neared the banks, when the weather became so bad, together with rain, that they were obliged to close the hatches frequently.

I have reported to the magistrates, as well as to the visiting physician, that the sick should be immediately landed on the Hospital island, and the ship sent to the quarantine station for at least ten days: one half of the well passengers to be landed, and their body and bed clothes immediately washed; they to remain a few days for observation. The remainder of the passengers to be employed in washing and cleaning on board, and then to be landed on the island for a few days previous to their final discharge.

NEW BRUNSWICK.

I would have had them all landed at one time, but that the accommodations on the island are not sufficient for over 150 without being too much confined. Much expense would be obviated by an outlay of about 50*l.* in the erection of a large shed on the main land about half a mile from the town, as boating to and from the island forms a large item in the accounts, and makes the charge for visiting by the physicians much greater.

I have provided and placed on the island the necessary provisions, &c., for the sick. I intend that the master of the ship shall find provisions for the well. I have also obtained a jar of the disinfecting fluid sent out last year by the Admiralty, of which I shall cause the proper use to be made.

I should like to have my powers and duties defined, as I have from experience found that when more than one person is connected with the management of such matters, much confusion ensues and much more expense is unnecessarily incurred. The overseers of the poor refuse to have anything to do with such cases: I am therefore willing to undertake to carry out all the details connected with the service.

From the appearance of the sick I am inclined to think that a large proportion of the adults will recover. The children, particularly the younger ones, I have not much hope of.

On the doctor's report the ship was ordered to quarantine station, the sick to be immediately landed, and the well in divisions as accommodations could be afforded them. The vessel is now at the station.

I shall proceed to the island early in the morning, and attend to having the sick placed in the hospital, which has no connection with the other buildings.

Awaiting further orders and instructions, I have, &c.

The Hon. John S. Saunders, (Signed) James Boyd.
Provincial Secretary.

(No. 41.) No. 11. No. 11.

Copy of a DESPATCH from Lieutenant-Governor Sir E. Head, Bart., to Earl Grey.

Government House, Fredericton, June 15, 1848.

My Lord, (*Received July* 6, 1848.)

I have the honour to enclose copies of the following papers relating to the arrival of the brig "Princess," for the information of your Lordship:—

1. A letter from Mr. Perley, Emigrant Agent at St. John's, addressed to the Provincial Secretary, in which he states that the brig "Princess" from Dublin to Boston had been compelled, after landing all her passengers except eighteen, who were sick, to put into the port of Dorchester. The original number of emigrants on board the "Princess" was eighty. On her arrival at Boston, bonds to the amount of 1000 dollars for each passenger who was sick were demanded by the authorities there. Such security the Captain was unable to furnish, and he therefore cleared the ship for Dorchester in this province, where the owners reside. 1st Enclosure. 2nd Enclosure.

2. On the arrival of the vessel at Dorchester, Dr. Murphy of Sackville took charge of the emigrants, and of five of the crew who were also ill with fever. The passengers recovered, and on their becoming able to proceed to Boston Dr. Murphy was directed by Mr. Perley to call upon the owners to fulfil their contract. On his suggestion I forwarded immediately to Dr. Murphy such an authority as would enable him, in case of refusal, to proceed to enforce the provision of the statute 5 & 6 Vict., c. 107, s. 29. It appears, however, from a letter of Dr. Murphy, which was not received until after the authority in question had been sent, and of which a copy is enclosed, that the owners had already hired a vessel to take all the passengers to Boston. 3rd Enclosure.

3. I wish to be understood as giving no opinion on the reasonableness of Dr. Murphy's claim for 86*l.* for his services, but I have desired him to send the account of his expenses in detail, and I will then bring his demand under the consideration of the Executive Council.

Both Mr. Perley and Dr. Murphy appear to have acted with great promptitude and efficiency in this matter.

I have, &c.

The Right Hon. Earl Grey, (Signed) EDMUND HEAD.
&c. &c. &c.

(Copy.) Enclosure 1 in No. 11. Encl. 1 in No. 11.

Government Emigration Office, St. John,
June 8, 1848.

Sir,

I have the honour to acquaint you that on or about the 15th May the brig "Princess" arrived at Dorchester, in this province, from Boston, having on board 18 emigrants ill from fever.

NEW BRUNSWICK.

The "Princess" sailed from Dublin for Boston with 80 passengers. On arrival at Boston they were all landed, save those 18 who were reported sick. The master being unable or unwilling to give the required security, the vessel sailed with them for Dorchester, where the owners reside. On arrival there they were kindly taken in charge by Dr. Murphy, of Sackville, as also five of the crew, who were likewise ill with the fever.

Dr. Murphy has communicated with me by each mail since the arrival of the "Princess." Under his care the passengers have become convalescent, and are now desirous of proceeding to Boston, their place of destination, for which their passage-money has been paid.

The master of the "Princess" having caught the fever, now lies dangerously ill, and the owners evince an unwillingness to send the emigrants to Boston, as they ought to do.

Under my directions Dr. Murphy has secured the parliamentary contract tickets, which afford evidence of the undertaking to land these persons in Boston; as there is no person at Dorchester qualified or authorized to enforce the provisions of the "Passengers Act," I beg to suggest that *Dr. Jasper Nugent Murphy*, of Sackville, be appointed by writing under the hand and seal of the Lieut.-Governor (pursuant to the Act 5 & 6 Vict., cap. 107, s. 29), to sue for the penalties under that Act, sections 24 and 27, which penalties should be enforced unless the emigrants are forwarded to Boston free of charge, and their expenses while in this province are defrayed by the master or owners of the ship.

As these emigrants are now awaiting some movement on their behalf, it would save time to communicate directly with Dr. Murphy. I have, &c.

(Signed) M. H. Perley,
H. M. Emigration Officer.

The Hon. John J. Saunders,
Provincial Secretary.

Encl. 2 in No. 11. (Copy.)

Enclosure 2 in No. 11.

Sir, British Consulate, Boston, May 12, 1848.

The brig "Princess" having arrived at this port with passengers, Captain Lyons applied to Mr. M'Kay, to whom the passengers were assigned, and requested him to pay the "head-money" and give the required bonds for the sick passengers, which Mr. M'Kay refused to do, and the captain not being able to find any person here who would do it for him, applied to me for assistance. I succeeded after a great deal of trouble in getting the collector and the city authorities to allow the well passengers to be landed after paying the "head-money" and to send the remainder, 18 persons, away in the vessel. This is the only possible thing that could be done; for the captain could on no account have given the required bonds, amounting to 18,000 dollars, to enable him to land the passengers, and I consider it a very great personal favour to me that the collector of the port allowed a part to be landed and the others sent away. It has never been done before, and he told me that it must not be considered a precedent in other similar cases. My firm advanced the money to Captain Lyons, and have taken his draft on you for the balance of the account, 150 dollars, which I trust you will duly honour.

The charterer in Dublin should pay all your expenses and detention, for had I not taken the matter up and managed it in the manner I have, it must have been attended with very serious consequences to the vessel.

I remain, &c.

(Signed) William Elliott,
British pro-Consul.

Encl. 3 in No. 11. (Copy.)

Enclosure 3 in No. 11.

Sir, Sackville, June 7, 1848.

I have the honour to inform you, for the information of his Excellency the Lieutenant-Governor, that on the 16th ultimo the brig "Princess," of St. John, New Brunswick, James Lyons master, arrived at this place under very peculiar circumstances, with eighteen emigrants on board sick with the "ship fever."

It appears that the "Princess" cleared from Dublin with sixty passengers for Boston; that on her arrival at Boston the captain learned that the person to whom the vessel was consigned had retired from business; he then applied to Her Majesty's consul, who advanced the "head-money" for forty-two, the remainder being sick were not permitted to land by the health officer, unless bonds could be procured to keep them off the parish for ten years. The consul then advised the captain to clear his vessel for some British port, and when the emigrants were convalescent to send them back to Boston. The captain, acting upon this advice, cleared for Dorchester, on his arrival entered his vessel and paid the "head-money" to the deputy treasurer for the eighteen emigrants, and yesterday the owner hired a vessel to take all the passengers to Boston. I enclose a copy of the consul's letter to the owners.

On the day of the brig's arrival I was requested to go on board, which I did, and found the emigrants all ill. Before allowing any person to land I communicated the fact of

there being a malignant disease on board to the magistrates. A meeting was convened the same day; Hon. Amos Botsford decided at once that the vessel must be immediately sent to St. John, but at my suggestion Mr. Perley, Her Majesty's emigration officer, was written to for advice how to act in the matter, and I enclose his original answer, together with his two subsequent letters. NEW BRUNSWICK.

I beg leave to submit to you for his Excellency's due consideration the extreme hardship of my case. After toiling day and night since the 16th ultimo, keeping a boat to attend the sick, injuring my private practice, as few dared employ me while in contact with the sick emigrants, my servants leaving me, and my wife obliged to do the most menial offices, and for many days travelling nineteen miles per day while the vessel was lying in the bay,—after all this I am advised to demand payment from the owners of the vessel. I will do Her Majesty's emigration officer the justice to say, that such advice did not emanate from him, but from a party in Westmorland, adverse to the owners of the brig and to me personally.

The amount of compensation I claim for medical services, &c. &c., rendered to these eighteen emigrants is 86*l.* 12*s.*

I trust you will bring this communication under his Excellency's notice at your earliest convenience, and that his Excellency will be pleased to grant me the sum prayed for out of the Emigration Fund, or such an amount as his Excellency may deem adequate for my professional services.

I am, &c.
(Signed) J. N. Murphy, M.D.

(No. 46.) No. 12. No. 12.

Copy of a DESPATCH from Lieutenant-Governor Sir E. Head, Bart., to Earl Grey.

Government House, Fredericton, June 19, 1848.

My Lord, (*Received July* 6, 1848.)

With reference to my Despatch of June 5 (No. 35), relating to the arrival of the emigrant ship "Star," I have now the honour to enclose the ship return. Enclosure.

I am sorry to say that a misunderstanding has arisen between Mr. Boyd and the magistrates at St. Andrew's, which will probably make it necessary to appoint a Board of Health to act at that port. This can, however, be done only when the Executive Council meet.

2. In a letter, June 8, addressed to the Provincial Secretary, Mr. Boyd says:—"Since my last report there have been landed at the place appointed by the managers of the railroad 185 more of the passengers, making in all landed 265, and leaving on Hospital Island 98, 87 of whom are in various stages of sickness, and quite a number of bad cases. With the sick I left 11 of their relatives to assist in taking care of them. There were two more deaths yesterday, making in all, up to the 7th, 11 deaths.

"On my return from the island yesterday, I visited the place where the passengers were landed, and found seven new cases of sickness. I lost no time in sending a physician, who, on his return, reported to me that they were fever cases, and ought to be immediately removed to the island; and that, from the crowded state of those who are in charge of the Railroad Company, he was fearful there would be many more cases. I have addressed a note to these gentlemen requesting that they would provide more extensive accommodation for them, supply them with a better description of food, and remove the sick to the island without loss of time, which I presume they will attend to. There are now several widows, and quite a number of children, for whom I shall make provision until further orders."

3. In order to explain the reference to the Railroad Company, I ought to state that I believe a considerable number of labourers, passengers on board the "Star," were assisted to emigrate from Ireland, with a view to employment being afforded them on the proposed line of railway between St. Andrew's and Woodstock.

The vessel has been charged with duty upon the passengers of 15*s.* per head, amounting in the whole to nearly 300*l.* I regret exceedingly that one of the few attempts which have been made to conduct emigration to this province in a systematic manner, should have met with difficulties of this description.

The ship had a surgeon on board, as will be seen by the return, but he is himself at this moment ill of the fever.

NEW BRUNSWICK.

4. Understanding from Mr. Boyd that the Commissioners, or overseers of the poor at St. Andrew's, declined doing anything for emigrants newly arrived, I caused a letter to be addressed to them, pointing out the fact that they were bound to relieve all poor, whether emigrants or natives, in a state of destitution; and that although I did not wish them to take special charge of the emigrants as such, the legal obligations to meet cases of urgent want rested with them.

2nd Enclosure. I enclose a list of the names of the persons who have died on shipboard and since landing, which Mr. Boyd has forwarded.

I have, &c.

The Right Hon. Earl Grey, &c. &c. &c. (Signed) EDMUND HEAD.

Encl. 1 in No. 12.

Enclosure 1 in No. 12.

Ship Return.

Report on the Immigrants by the Ship "Star," John Baldwin, Master, which arrived at St. Andrew's, New Brunswick, from New Ross (Ireland), on the 28th of May, 1848.

	Adults.		Children between 14 and 7 Years.		Children under 7 Years.		Adults.		Children between 14 and 1 Year.	Children under 1 Year.		Totals.	
	M.	F.	M.	F.	M.	F.	M.	F.	M. & F.	M.	F.	M.	F.
Numbers Embarked . . .	..	..	..	..	..	..	133	122	125	1	2		
Deaths on the Voyage . .	3	1	1	3	1								
Deaths in Quarantine . .	5	1	4	1									
Total Deaths							8	2	9	1			
Number of Births on the Voyage							..	..	..	1			
Total Landed in the Colony							130	121	121	1	2		

Number of Agricultural Laborers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Number for whom Cost of Passage defrayed.		Number engaged for Government Works.	Number assisted on arrival out of Public Fund.	Total Amount paid.	REMARKS.
				By Parish.	By private Funds.				N.B.—Under this head it is desirable to describe the Vessel, the quality of Food and Water, and the general condition of the Emigrants.
	M.	F.							
116	..	..	14	..	All by Earl Fitzwilliam	None. — 100 engaged on the Railroad.	100	..	*Vessel.*—First Class. *Food.*—Hard biscuit, rice or oatmeal, water plenty. *Condition.*—Poor and destitute.

James Boyd,
Emigration Officer.

St. Andrew, 8th June, 1848.

Encl. 2 in No. 12.

Enclosure 2 in No. 12.

Deaths on the Passage.

Adults.

David White
Matthew Byrne
Dennis Jolly
Bridget Byrne

Under 14 years of age.

An Infant . . . 10 days
Peg. Kelly . . . 4 years
Biddy Nolan . . . 2 „
Frank Mc.Donnell . 2 „
Jane Caffrey . . . 6 „

Deaths since Landing.

Adults.

June 4 John Summers . 70 years
„ 4 Pat. Tyrrell . . 70 „
„ 5 Michael Fullong. 50 „
„ 7 Margaret White . 38 „
Dennis Keely . 70 „

Under 14 years of age.

May 29 Peter Mc.Donnell 10 years
„ Patrick Byrne . 2 „
„ 31 Ellen Maher . . 2 „
„ Martin Nolan . 4 „
June 2 Jerry Mc.Donnell 15 (? months)
„ 4 Patrick Byrne . 8 months

The children of the family of David White, seven in number, are orphans.

(No. 47.) No. 13.

NEW BRUNSWICK. No. 13.

COPY of a DESPATCH from Lieutenant-Governor Sir E. HEAD, Bart., to Earl GREY.

Government House, Fredericton, June 19, 1848.

MY LORD, (*Received July* 6, 1848.)

I HAVE the honour to enclose the following papers relating to the arrival of the emigrants at St. John :—

1, 2. Ship return of the ship "Grace Darling" from Newry to St. John's, and letter from the Emigrant Agent relating to the same. — 1st Enclosure.

3. Copy of letter from M. J. Perley, Esq., to the Provincial Secretary, announcing the arrival of the barque "Springhill" from Donegal. — 2nd Enclosure.

4. Copy of letter from M. J. Perley, Esq., to the Provincial Secretary, with reference to the condition of the passengers landed at St. John's from the wreck of the ship "Commerce," to which my Despatch of June 9 (No. 39) relates. — 3rd Enclosure. — 4th Enclosure.

I have, &c.

The Right Hon. Earl Grey, &c. &c. (Signed) EDMUND HEAD.

For Sir Edmund Head's Despatch, 9th June, No. 39, vide Papers relative to Emigration to North America, presented by H. M. command, June 1848, p. 50.

Enclosure 1 in No. 13.

Encl. 1 in No. 13.

SHIP RETURN.—No. 14.

Report on the Immigrants by the Barque "Grace Darling," Bernard Hanratty, Master, which arrived at the Port of St. John, New Brunswick, from Newry, on the 12th of June, 1848.

Boarded and examined 12th June, 1848.

M. H. P.

	Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Totals.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Numbers Embarked . . .	..	..	..	..	..	..	29	41	22	13	2	1	53	55
Deaths on the Voyage . .	None.													
Deaths in Quarantine . . .	None.													
Total Deaths							None.							
Number of Births on the Voyage							None.							
Total Landed in the Colony							29	41	22	13	2	1	53	55

Steerage	108 passengers.
Cabin, 1 male	1 ,,
Total . . .	109 ,,

Number of Agricultural Laborers.	Number of Domestic Servants. M.	F.	Number of Mechanics and Tradespeople.	Number for whom Cost of Passage Defrayed. By Parish.	By private Funds.	Number engaged for Government Works.	Number assisted on arrival out of Public Fund.	Total Amount paid.	REMARKS. N.B.—Under this head it is desirable to describe the Vessel, the quality of Food and Water, and the general condition of the Emigrants.
18	..	16	..	..	..	..	..	..	The "Grace Darling" is a good vessel, with fair accommodations. The passengers were clean and healthy on arrival, and expressed themselves well satisfied with the provisions and water, which were good and in sufficient quantity.

M. H. PERLEY,
H. M. Emigration Officer.

Enclosure 2 in No. 13.

Encl. 2 in No. 13.

Government Emigration Office, St John,
June 13, 1848.

SIR,

I HAVE to report the arrival of the barque "Grace Darling," from Newry, with 109 passengers, for which vessel a ship-return is enclosed.

The passengers by this vessel were chiefly farming people of the better class, who intend proceeding to the United States. Many of them left in the steamer for Portland this morning.

Case of the "Grace Darling," Bernard Hanratty, Master.

NEW BRUNSWICK.

See 11 Vict., c.6, ss. 4 and 5.

The "Grace Darling" had 105 steerage passengers above the age of one year; and not having an allowance of 14 superficial feet of deck for each passenger, ought to have brought a surgeon, in compliance with the recent Passengers Act. But although there were a ship's cook, and cooking apparatus for the passengers, as directed by the third section of the Act, under a penalty of fifty pounds, there was no surgeon on board the "Grace Darling."

I cannot find any penalty prescribed by the Act for neglecting to bring a surgeon, unless the fourth and fifth sections so qualify the first section of the Act, as to render the captain liable to a penalty of five pounds for each passenger in excess, calculated upon the scale of fourteen feet of deck to each passenger above the age of one year. I beg that this point may be submitted to the law officers of the Crown; and that I may be instructed whether to prosecute or not in this case.

The "Grace Darling" was inspected and passed by a tide-surveyor at Warren's Point, near Newry. This officer should not have allowed the vessel to proceed to sea without a surgeon, and seems not to have been aware of his duty.

I have, &c.

The Hon. John S. Saunders, &c. &c. (Signed) M. H. Perley, H. M. Emigration Officer.

Encl. 3 in No. 13.

Enclosure 3 in No. 13.

Government Emigration Office, St. John, June 8, 1848.

Sir,

The Barque "Springhill," from Donegal, with 99 passengers, arrived at the island last evening. Twelve of the passengers are ill with fever of a malignant type, and the master is also ill. The vessel has been placed in quarantine, and the whole of the passengers will be landed at Partridge Island; the sick to be placed in hospital, and the rest for cleansing and specification. So soon as this letter is despatched I shall go down to the island and see that proper arrangements are made.

The ship "Lord Maidstone," from Londonderry, 350 passengers, is reported in the offing.

I have, &c.

The Hon. John S. Saunders, &c. &c. (Signed) M. H. Perley, H. M. Emigration Officer.

Encl. 4 in No. 13.

Enclosure 4 in No. 13.

Government Emigration Office, St. John, June 12, 1848.

Sir,

I have to acknowledge your letter of the 9th instant, requesting me to report the state of health of the passengers who landed here from the wreck of the "Commerce."

I have in reply the honour to report that these passengers landed here in very good health. A large majority of them proceeded immediately by the steamer to Boston; of those who remained three applied to me for assistance, and were referred to the commissioners of the almshouse.

The master of the "Commerce" states that nearly the whole of the passengers had money, and intended to proceed to the United States. That having disposed of every thing saleable before leaving Ireland, they had little to lose but their money, which they saved on their persons. I have reason to believe that this statement of the master is correct.

The inhabitants of the locality where the wreck took place were very kind to the passengers, and supplied those who were nearly naked with warm clothing. The master assures me that those passengers who had saved most money begged stoutly, and were most clamorous for relief.

I have, &c.

The Hon. John S. Saunders, &c. &c. (Signed) M. H. Perley, H. M. Emigration Officer.

No. 14.

(No. 49.)

No. 14.

Copy of a DESPATCH from Lieutenant-Governor Sir E. Head, Bart., to Earl Grey.

For Lord Grey's Despatch, 11th May, No. 22, vide Papers relative to Emigration to North America, presented by H. M. command, June 1848, p. 40.

Government House, Fredericton, June 19, 1848.

My Lord, (*Received July* 6, 1848.)

In compliance with your Lordship's desire, expressed in your Despatch of the 11th of May (No. 22), I have caused the Auditor to prepare an account of the expenditure on the emigrants of the year 1847, together with a statement of the receipts and appropriation of the emigrant tax.

Enclosure.

The original of this account I have now the honour to enclose.

I have, &c.

The Right Hon. Earl Grey, &c. &c. (Signed) EDMUND HEAD.

Enclosure in No. 14.

SCHEDULE of Sums paid on account of Emigrants from the 1st of January, 1847, to the 31st of May, 1848, by Warrants on the Treasury.

Date of Warrant.	No.	ON WHAT ACCOUNT.	£. s. d.	Amount. £. s. d.
1847.		For Expenses connected with Emigrants who arrived prior to 1847, but paid in 1847.		
April . .	215	Assisting emigrants to Richibucto in 1846 .	66 11 7	
,,	216	Medical officer, Partridge Island, St. John .	50 0 0	
,,	217	Assisting emigrants to Charlotte County . .	120 0 0	
,,	223	Ditto ditto Charlotte County . .	9 6 0	
,,	224	Ditto ditto Charlotte County . .	40 11 11	
,,	225	Ditto ditto Dalhousie	3 10 0	
,,	226	Ditto ditto Miramichi	29 8 9	
,,	227	Ditto ditto York County . . .	35 10 6	
,,	228	Ditto ditto Saint John	460 17 10	
,,	229	Ditto ditto Miramichi	52 5 7	
July . . .	434	Ditto ditto Richibucto	44 4 2	
		Total under this head . .		912 6 4
1847.		For Expenses connected with Emigrants who arrived in the year 1847.		
April . .	206	Repairing emigrant buildings, St. Andrew's .	100 0 0	
June . .	344	Emigrant hospital, St. John	400 0 0	
,,	345	Emigrant agent, St. John, office rent . .	100 0 0	
,,	349	Emigrant buildings, Partridge Island, St. John	200 0 0	
,,	354	Relieving destitute emigrants, Miramichi . .	500 0 0	
,,	393	Ditto ditto St. John . .	250 0 0	
July . .	446	Ditto ditto ditto . . .	423 19 11	
,,	447	Medical attendance on emigrants, St. John .	100 0 0	
August .	463	Relieving destitute emigrants, St. Andrew's .	133 17 2	
,,	485	Ditto ditto Miramichi . .	300 0 0	
,,	488	Ditto ditto Gloucester . .	100 0 0	
,,	495	Ditto ditto St. Andrew's .	14 5 10	
September	503	Ditto ditto St. John . .	431 17 0	
,,	504	Ditto ditto St. John . .	500 0 0	
,,	507	Ditto ditto St. John . .	500 0 0	
October .	522	Ditto ditto St. Andrew's .	132 6 11	
,,	526	Medical services ditto St. John . .	90 0 0	
,,	528	Additional accommodations, St. John . . .	96 17 1	
,,	529	Relieving destitute emigrants, Fredericton .	600 0 0	
,,	530	Accommodations, emigrant orphans, St. John .	300 0 0	
November.	545	Relieving destitute emigrants, St. John . .	1,000 0 0	
,,	546	Ditto ditto St. John . .	679 10 4	
,,	562	Ditto ditto St. John . .	465 5 4	
,,	565	Medical attendance on emigrants, St. Andrew's	130 0 0	
,,	589	Additional accommodations, St. John . . .	100 0 0	
,,	594	Relieving destitute emigrants, St. John . .	150 0 0	
,,	597	Ditto ditto St. Andrew's .	82 11 11	
,,	598	Medical attendance on emigrants, St. Andrew's	45 0 0	
,,	599	Repairing emigrant buildings, St. John . .	150 13 8	
,,	601	Medical attendance on emigrants, St. John .	225 0 0	
1848.				
January .	612	Ditto ditto St. Andrew's	114 15 6	
,,	615	Relieving destitute emigrants, St. John . .	1,708 9 11	
February .	37	Relieving emigrant orphans, St. John . . .	290 6 11	
,,	38	Relieving destitute emigrants, St. John . .	286 13 0	
March .	115	Ditto ditto Miramichi . .	885 4 9	
April . .	163	Ditto ditto Fredericton . .	1,128 8 11	
*	246	Contingent outlays, emigrant agent, St. John .	35 11 2	
*	267	Relieving destitute emigrants, St. Andrew's .	144 10 2½	
*	278	Damages committed by emigrants, St. John .	50 0 0	
*	279	Relieving destitute emigrants, Sheffield . .	10 7 11	
*	280	Coffins for emigrants deceased at St. John .	15 0 0	
*	281	Relieving destitute emigrants, Moncton . .	32 12 5	
*	282	Clerical visitor to emigrants, St. John . . .	50 0 0	
*	283	Relieving destitute emigrants, Canaquet . .	29 1 2	
*	284	Ditto ditto Studholm . .	6 17 6	
*	286	Medical assistance to emigrants, St. John . .	300 0 0	
		Carried forward . . .		

* These warrants were ordered to issue in April, 1848, but bear date May, 1848.

NEW BRUNSWICK.

Schedule of Sums paid on Account of Emigrants—*continued.*

Date of Warrant.	No.	ON WHAT ACCOUNT.	£.	s.	d.	Amount. £.	s.	d.
		Brought forward . . .						
*	287	Medical Assistance to emigrants at Sackville .	7	15	10			
*	288	Attendance on emigrants, St. John . . .	30	0	0			
*	289	Relieving destitute emigrants, St. George . .	109	0	10			
*	290	Ditto ditto Shediac . . .	5	9	9			
*	291	Ditto ditto St. Stephen .	27	17	5			
*	292	Ditto ditto Chatham . .	14	11	5			
*	293	Ditto ditto Hampton . .	67	14	4			
*	294	Ditto ditto Norton . . .	55	6	1			
*	295	Ditto ditto Dalhousie . .	110	3	10			
*	296	Ditto ditto St. John . .	1,543	19	6			
*	297	Medical attendance to emigrants, St. John and Shippigan	524	0	0			
*	298	Keeper of almshouse, St. John, services . .	150	0	0			
*	299	General Superintendant, St. John, services .	300	0	0			
*	300	Contingent outlays by Mayor of St. John . .	77	0	0			
*	301	Superintendant, St. Andrew's, services . . .	50	0	0			
*	302	Relieving destitute emigrants, Kent . . .	5	4	6			
*	303	Ditto ditto Burton . . .	13	0	6			
*	305	Ditto ditto Gloucester . .	130	8	10			
*	376	Ditto ditto St. John, to 30th of April	985	9	1			
*	377	Relieving inmates of the Orphan Emigrant Asylum, St. John, to 30th of April . . .	451	6	5			
		Total to 1st of May, 1848, for emigrants of 1847 . .				18,047	12	8½
		Total outlay for emigrants, from January 1, 1847, to May 1, 1848 . . . . . £				18,959	19	0½

Audit Office, Fredericton, June 19, 1848.

* These warrants were ordered to issue in April, 1848, but bear date May, 1848.

Destitute Emigrants from Great Britain and Ireland in Account with the Province of New Brunswick..

Dr. *Cr.*

	£.	s.	d.		£.	s.	d.
To Expenditure for relieving Emigrants in the year 1833 .	285	4	2	By proceeds of Emigrant Tax, in the year 1832 . . .	73	15	10
Do. do. do. 1834 .	920	15	8	Do. do. do. 1833 .	1,120	0	9
Do. do. do. 1835 .	1,378	11	0	Do. do. do. 1834 .	2,100	14	2
Do. do. do. 1836 .	949	0	4	Do. do. do. 1835 .	812	16	1
Do. do. do. 1837 .	3,376	5	2	Do. do. do. 1836 .	1,762	19	7
Do. do. do. 1838 .	3,472	16	2	Do. do. do. 1837 .	2,310	6	5
Do. do. do. 1839 .	1,395	6	5	Do. do. do. 1838 .	225	6	1
Do. do. do. 1840 .	369	13	10	Do. do. do. 1839 .	792	18	8
Do. do. do. 1841 .	2,803	5	7	Do. do. do. 1840 .	1,942	14	0
Do. do. do. 1842 .	3,364	5	6	Do. do. do. 1841 .	1,764	8	10
Do. do. do. 1844 .	1,373	13	6	Do. do. do. 1842 .	1,938	12	10
Do. do. do. 1845 .	95	0	0	Do. do. do. 1843 .	339	12	8
Do. do. do. 1846 .	428	14	11	Do. do. do. 1844 .	565	7	8
To additional expenses paid in 1847 for relieving Emigrants who arrived in 1846 . .	912	6	4	Do. do. do. 1845 .	1,360	13	0
				Do. do. do. 1846 .	2,117	6	11
				Do. do. do. 1847 .	3,227	11	8
To expenditure for relieving Emigrants who arrived in 1847	18,047	12	8½	By a payment in February in 1848, on account of temporary relief afforded to passengers per "Eolus"	250	0	0
				By over-expenditure, carried down	16,467	6	1½
	£39,172	11	3½		£39,172	11	3½
To over-expenditure to 1st May, 1848, on account of emigrants of 1847 and previous years . brought down .	16,467	6	1½				

Note.—In stating the expenditure prior to 1847 I have confined myself to payments under warrants issued specifically on the Emigrant Fund, although numerous payments have been made annually on account of Emigrants under warrants issued on the general Provincial Revenues; and extra head-

money has, in many instances, been returned to owners of emigrant passenger ships, and such sums have been charged to the Provincial Revenues, although they had in the first instance been credited to the Emigrant Fund. No warrants issue on that fund until detailed accounts of the expenditure have been duly inspected and approved by me, excepting in some instances where the inspection has been made by a Committee of the House of Assembly. Outlays for relief to indigent emigrants continue to be chargeable against the Emigrant Fund for twelve months subsequent to their arrival in the province, after which period they become parochial charges; and as destitute emigrants continued to arrive in the province until near the close of the year 1847, accounts for aid rendered them will continue to be furnished until near the close of the present year.

Audit Office, June 13, 1848. F. P. ROBINSON.

(No. 50.) No. 15. No. 15.

COPY of a DESPATCH from Lieutenant-Governor Sir E. HEAD, Bart., to Earl GREY.

Government House, Fredericton, June 19, 1848.

MY LORD, *(Received July 6, 1848.)*

MR. BAILLIE, the Surveyor-General, has placed in my hands the enclosed paper (Limerick Chronicle of May 20), with a letter calling attention to the advertisement of the ship "John Hawkes" for Miramichi. Enclosure.

Mr. Baillie observes very truly that the route from Miramichi to St. Andrew's is 200 miles by an expensive land conveyance; and that the steamers do not leave St. Andrew's daily, as represented, but only once or twice a-week.

It seems most important that the emigrant agents in Ireland should take all the means in their power to undeceive persons likely to be misled by such advertisements, by putting forth some sort of public notice the moment misrepresentations of this character are circulated.

Of course as regards the ship "John Hawkes," any such caution will come too late.

I have, &c.

The Right Hon. Earl Grey, &c. &c. (Signed) EDMUND HEAD.

Enclosure in No. 15. Encl. in No. 15.

FOR MIRAMICHI.—On or about 25th May, wind and weather permitting, the splendid first-class ship, now in port, "John Hawkes," 400 tons burthen, William Richards, commander.

This splendid vessel will be fitted up in a manner to insure the utmost comfort and convenience to passengers, and an abundant supply of the best provisions will be put aboard for the voyage, according to Act of Parliament.

Persons wishing to embark for the United States can have a splendid opportunity by going in this vessel to St. Andrew's, and steamers ply daily from the latter port to New York and Boston.

Apply to Wm. Gleeson and Co., Ship and Commission Agents, South End Wellesley Bridge.—May 13.

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NOVA SCOTIA.

(No. 18.) No. 16.

No. 16.

EXTRACT of a DESPATCH from Lieutenant-Governor Sir J. HARVEY, K.C.B., to Earl GREY, dated Government House, April 6, 1848.

(*Received April* 20, 1848.)

"IT may be proper to invite your Lordship's attention to the Emigrant Bill, a copy of which is enclosed, that publicity may be given to it in Great Britain and Ireland before the spring ships leave.

"Your Lordship will perceive that it is a measure of protection forced upon us by the legislation of the neighbouring colonies, and in conformity with your Lordship's Despatch; but I may remark that the general feeling of this province is favourable to a well-regulated system of colonization."

Enclosure in No. 16.

Halifax Royal Gazette of March 29, 1848, containing the following:—

Encl. in No. 16.

AN ACT* to regulate Immigrant Vessels and Passengers, passed 15th March, 1848.

WHEREAS large numbers of destitute and diseased immigrants have recently been landed in this province, and have become burthensome and introduced disease among the inhabitants thereof; and it has in consequence become necessary to make temporary regulations to mitigate and provide against such evils.

I. Be it enacted, by the Lieutenant-Governor, Council, and Assembly, That the master or person having charge of any ship or vessel which may arrive at any port or place in this province, from any port or place whatever, with passengers or immigrants, or from which any passenger or immigrant shall have been landed in this province, shall, at the time of reporting such ship or vessel, pay to the collector or other officer of the Customs at the port or place where such ship or vessel may arrive, the sum of 10*s.* for every such passenger or immigrant then on board, or so landed as aforesaid:—Provided such ship or vessel shall be reported to the collector or other officer of the Customs at the port or place of arrival between the 31st day of March and the 1st day of September, in any year; and if any ship or vessel with passengers or immigrants, as aforesaid, shall be so reported, as aforesaid, between the 31st day of August and the 1st day of October in any year; then the master or person having charge of such ship or vessel, shall at the time of reporting, as aforesaid, pay, as aforesaid, the sum of 15*s.* for every such passenger or immigrant; and if any ship or vessel with passengers or immigrants as aforesaid, shall be so reported as aforesaid, between the 30th day of September in any year, and the 1st day of April in the succeeding year, then the master or person having charge of such ship or vessel shall, at the time of reporting as aforesaid, pay, as aforesaid, the sum of 1*l.* for every such passenger or immigrant—all which several sums the said collector and officer of the Customs are hereby authorized and required to demand and receive.

II. And be it enacted, That if any ship or vessel arriving at any port or place in this province, from any port or place whatever, with passengers or immigrants, shall be p aced in quarantine on any other account than merely for the purpose of cleaning or observa tion, the master or person having charge of any such ship or vessel, in addition to and over and above all other sums required to be paid as hereinbefore provided, shall also pay as aforesaid, the further sum of 5*s.* for every passenger or immigrant on board such ship or vessel; and if any such ship or vessel so placed in quarantine, as aforesaid, shall be detained in such quarantine for any longer period than 10 days, then the master or person having charge of such ship or vessel, in addition to and over and above all other sums required to be paid by this Act, shall pay as aforesaid, the further sum of 5*s.* for every passenger or immigrant on board such ship or vessel—which said additional and further sum the said collector or other officer of the Customs respectively are also hereby authorized and required to demand and receive.

III. And be it enacted, That upon the refusal or neglect of the master or person having charge of any ship or vessel arriving with passengers or immigrants as aforesaid, to pay the said several sums for every passenger or immigrant, as provided by the two preceding sections, it shall be lawful for the collector or other officer of the Customs, as the case may be, to sue for and prosecute the same before any two justices of the peace, in any county in which such ship or vessel has arrived, in a summary way, which justices are hereby empowered to try the same, and on conviction the same shall and may be levied by warrant of distress, under the hands and seals of any two justices of the peace, directed to any sheriff, marshal, or constable, at or near the place where the said ship or vessel may be, and by sale under the said warrant of the guns, boats, anchors, chains, tackle, apparel, and furniture of such ship or vessel; and the overplus (if any) of such distress and sale, after deducting the costs, shall be paid to the master or person having charge of such ship or vessel. And provided also, that no ship or vessel which may have arrived at any port or place in this province, with passengers or immigrants as aforesaid, shall be cleared out

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* *The Act in question has not yet been received in an authentic shape.*

or proceed to sea, until all sums of money due and payable for and on account of such passengers or immigrants, by virtue or authority of the two preceding sections, shall be first paid to the collector or other officer of the Customs at the port or place where such ship or vessel may have arrived.

IV. And be it enacted, That the owner and charterer of every ship or vessel so arriving with passengers or immigrants as aforesaid, as well as such ship or vessel, shall be bound and answerable for the payment of all such sums of money as are payable under the said two first sections, with costs of suit.

V. And be it enacted, That whenever any ship or vessel shall arrive at or come to any port or place within this province, the master or commander of such ship or vessel, immediately after the arrival thereof, and before any such ship or vessel shall be admitted to an entry, and before any passenger shall be landed therefrom, shall either make and subscribe a declaration before the collector or other principal officer of the Customs for the port or place where such ship or vessel shall arrive as aforesaid, that no passenger embarked or sailed on board of such ship or vessel on her said voyage, or otherwise shall make out and deliver to the said collector or other principal officer a schedule or list in writing, to be signed by him, setting forth the name, age, trade, occupation, profession, or employment of every passenger respectively who may have embarked or sailed on board of such ship or vessel on her said voyage, and also the name, age, trade, occupation, profession, or employment of every passenger respectively who may have arrived or been landed from any such ship or vessel in any port or place within this province.

VI. And be it enacted, That all monies which shall be collected and received by the collector or other officer of the Customs under the provisions of this Act, shall be from time to time, and when and so soon as the same shall be collected and received by them respectively, paid into the treasury of this province, to be applied as hereinafter directed.

VII. And be it enacted, That it shall be lawful for the Governor, by warrant under his hand and seal, to draw from the treasury from time to time such monies, and to pay and apply the same in such manner and to such uses and purposes for the benefit of poor immigrants, arriving in this province, as he shall deem most expedient: Provided always that an account of the disposal and application of such monies shall be submitted to the House of Assembly at the then next session of the General Assembly.

VIII. And be it enacted, That if any master or commander of any ship or vessel, with passengers on board, arriving at any port or place within this province, shall neglect or refuse to make out, sign, and deliver to the collector or other principal officer of the Customs, such schedule or list in writing as is hereinbefore required, or shall fraudulently make and subscribe any such declaration, or make out and deliver any such schedule or list which shall be false in any particular, then and in every such case such master or commander shall forfeit and pay a penalty not exceeding 50*l.*

IX. And be it enacted, That any master or other person in charge of any such ship or vessel which may arrive at any port or place within this province, who, not being compelled thereto by absolute necessity (to be adjudged of by the collector or other principal officer of the Customs at such port or place), shall land or shall knowingly suffer to land or be landed any passengers in any port or place within this province before making the entry and declaration hereinbefore required, or otherwise contrary to the provisions of this Act, shall forfeit and pay the sum of 10*l.* for every such passenger so landed.

X. Provided always, and be it enacted, That nothing in this Act contained shall extend or be construed to extend to any of her Majesty's ships of war or her Majesty's steam or other packets, or to any ship or vessel actually engaged or employed as a transport or store ship for the transport or conveyance of her Majesty's troops or military stores or otherwise in the employment or service of her Majesty's Government.

XI. And be it enacted, That for the purpose and within the meaning of this Act, two children, each being under the age of fourteen years, shall, in all cases, be computed as one passenger; and that children under the age of one year shall not be included in the computation of the number of passengers.

XII. And be it enacted, That if any passenger, landed from any ship or vessel which shall not have been cleared for any port or place in this province, shall have required aid, either from the public treasury or the Poor Fund, or from any overseers of the poor of any township or settlement in this province, and such aid shall have been provided for the support and sustenance of such passenger, the owner and charterer, and also the master or commander of such ship or vessel, shall be liable and responsible to the extent of the monies so advanced; and the said ship or vessel shall not be cleared out or suffered to depart from this province until such monies shall have been fully repaid.

XIII. And be it enacted, That in case any ship or vessel having passengers on board shall at any time hereafter be wrecked on the coasts of this province, and such passengers be liable to become chargeable on the said province, and any part of the said ship or vessel or her furniture or appurtenances be saved, and the owner, charterer, master, or other person in charge shall not provide for the sustenance of the said passengers and their transport to their place of destination, it shall be lawful for the collector or other principal officer of the Customs at the port nearest to the place where such wreck shall take place, or such other person as the Governor shall appoint for such purposes, to take charge of the said wreck and the furniture and appurtenances thereof, and sell the same, and out of the proceeds of such sale, after paying any amount that may be due for salvage and the wages of the seamen, to deduct such sum as may be required to defray the necessary sustenance of the said passengers and their expenses to their place of destination, and to

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pay over the balance (if any) to the owner, if present, and in his absence to the master or commander of such vessels.

XIV And be it enacted, That it shall be lawful for the Governor in Council, on the arrival of any ship or vessel at any port or place in this province with passengers or immigrants, and liable to the quarantine or head money by the second section of this Act imposed, to relieve the owner, charterer, captain, or agent of said ship or vessel from the payment of the said quarantine or head money in whole or in part, as to the said Governor in Council as aforesaid may appear just and reasonable, and on such terms as they may think it necessary to impose.

XIV. And be it enacted, That this Act shall not be construed to apply to any person in or on board of any such ship or vessel arriving with passengers or immigrants as aforesaid, who shall have been born or domiciled in this province, nor to any resident or inhabitant of the United States, or any of the colonies of British North America, who come to this province only for a temporary purpose, whether of pleasure or of business, and who have a *bonâ fide* intention of returning to their place of residence, and shall make the same appear to the satisfaction of the collector, or other officer of the Customs, as aforesaid.

XVI. And be it enacted, That all penalties imposed by this Act for offences against the same may be sued for and recovered by the collector or other officer of her Majesty's Customs, or by any person commissioned for that purpose by the Governor, by bill, plaint, or information, in any Court of Record in this province, or before two or more justices of the peace for the county in which the offence shall have been committed, or cause of complaint shall have arisen, or in which the offender or party complained against shall happen to be; and upon complaint being made, in a case over which two justices have jurisdiction as aforesaid, before any one justice of the peace, he shall issue a summons, requiring the party offending or complained against to appear on a day, and an hour, and place to be named in such summons; and every such summons shall be served on the party offending or complained against, or shall be left at his last house, place of residence or business, or on board any ship to which he may belong; and either upon the appearance or default to appear by the party offending or complained against, it shall be lawful for any two or more justices to proceed summarily upon the case, and either with or without any written information; and upon proof of the offence or complainant's claim, either by confession of the party offending or complained against, or upon the oath of one or more credible witnesses (which oath such justices are hereby authorised to administer), it shall be lawful for such justices to convict the offender, and upon such conviction to order the offender or party complained against to pay such penalty as the justices may declare to have been incurred, and also to pay the costs attending the information or complaint; and if forthwith upon any such order the monies thereby ordered to be paid be not paid, the same may be levied together with the costs of the distress, and sale by distress, and sale of the goods and chattels of the party ordered to pay such monies—the surplus, if any, to be returned to him upon demand; and any such justices may issue their warrant accordingly, and may also order such party to be detained and kept in safe custody until return can be conveniently made to such warrant of distress, unless such party give security to the satisfaction of such justices for his appearance before them on the day appointed for such return, such day not being more than eight days from the time of taking such security; but if it shall appear to such justices, by the admission of such party, or otherwise, that no sufficient distress can be had whereon to levy the monies so adjudged to be paid, they may, if they think fit, refrain from issuing such warrant of distress in such case; or if such warrant shall have been issued, upon the return thereof such insufficiency shall be made to appear to the justices, or any two or more of such justices as aforesaid, then such justices shall, by warrant, cause the party ordered to pay such monies and costs as aforesaid to be committed to jail, there to remain without any bail for any term not exceeding three months, unless such monies and costs ordered to be paid, and such costs of distress and sale as aforesaid, be sooner paid and satisfied.

XVII. And be it enacted, That where any distress shall be made for any penalty, monies, or costs, to be levied by virtue of this Act, the distress itself shall not be deemed unlawful, or the party making the same be deemed a trespasser, *ab initio*, on account of any irregularity which shall be afterwards committed by the party so distraining, but the person aggrieved by such irregularity may recover full satisfaction for the special damages in an action upon the case.

XVIII. And be it enacted, That it shall be lawful for the Governor in Council, in any port or place in this province where no officer of the Customs is situate, to appoint and commission a fit and proper person or agent, who shall be thereby empowered to carry out and enforce the provisions of this Act.

XIX. And be it enacted, That the Act made and passed in the sixth year of the reign of her present Majesty Queen Victoria, entitled 'An Act relating to Passengers arriving in this Province;' and also the Act passed in the seventh year of her present Majesty's reign, in amendment thereof, and every matter, clause, and thing in the said respective Acts contained, shall be, and the same are hereby repealed.

XX. And be it enacted, That this Act shall continue and be in force for one year, and thence to the end of the then next session of the General Assembly.

LONDON:—Printed by WILLIAM CLOWES and SONS, Stamford Street,
For Her Majesty's Stationery Office.

EMIGRATION.

PAPERS

RELATIVE TO

EMIGRATION TO THE BRITISH PROVINCES IN NORTH AMERICA.

(*In continuation of the Papers presented February, June, and December* 1847, *and April, June; and July* 1848.)

Presented to both Houses of Parliament by Command of Her Majesty,

AUGUST 1848.

LONDON:

PRINTED BY WILLIAM CLOWES AND SONS, STAMFORD STREET,

FOR HER MAJESTY'S STATIONERY OFFICE.

1848.

SCHEDULE.

CANADA.

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PAPERS

RELATIVE TO

EMIGRATION TO THE BRITISH PROVINCES IN NORTH AMERICA.

CANADA.

(No. 85.) No. 1. No. 1.

Copy of a DESPATCH from Governor-General the Earl of Elgin and Kincardine to Earl Grey.

Government House, Montreal,
June 28, 1848.

My Lord, (*Received July* 20, 1848.)

With the view of ascertaining, by personal observation, how matters are conducted at the Quarantine Station, I proceeded to Grosse Isle at the close of last week. My visit was altogether unexpected by the authorities, and I had accordingly the advantage of seeing the establishment in its usual working order.

2. I have much pleasure in reporting to your Lordship that I have been highly gratified by what I have thus been enabled to see of its condition and management. In order to ensure greater regularity and system, it has been placed this year under the control of a military commandant, Captain Scott, of the 71st regiment, who has shown much good sense and firmness in carrying out the instructions he has received from the Government. The accommodations provided for the large and sickly emigration of last year have moreover been found hitherto, at least, with some partial additions and repairs, amply sufficient for the requirements of the present season.

3. The island itself is admirably adapted for the purpose to which it is applied. It is nearly three miles long by one broad at the widest part, and is situated about 30 miles below Quebec, in the open channel of the St. Lawrence. Its surface is generally rocky, and picturesquely wooded, but patches of arable and fertile land occur here and there. The portion which is allotted to healthy passengers is separated from the rest by a narrow tongue of land, on which a guard-house and sentry are established. A second guard-house and sentry are placed on the verge of the hospital ground, at the distance of about a mile from the former, the interval between the two being appropriated to the military and certain officers of the establishment. All unauthorized communication between the occupants of the different divisions of the quarantine station is thus cut off, for no one can pass from one to the other without an order from the Commandant.

4. The establishment for healthy passengers contains accommodation for about 2000, but I found very few there at the period of my visit, the ships which had recently arrived having been free from sickness, and consequently permitted to proceed with their freight at once to their destination. The hospital sheds are calculated to admit a still greater number, but the patients actually there did not, I was happy to observe, amount to 200 in all, and of these the larger portion were suffering from continued fever or dysentery, cases of ship fever of the virulent typhus type being comparatively rare.

5. With the view of preventing all unnecessary interruption to trade, permission has been granted during the course of the present season to masters of ships placed in quarantine to proceed on their voyage after landing their passengers at Grosse Isle, and depositing in the hands of the authorities there a sum of money for their maintenance, calculated at the rate of 7½*d.* currency per head per day for the period of their probable detention. The diseased are at once conveyed to the hospitals, and the healthy landed at the healthy station, whence, in case of sickness, they are transferred to the other end of the island. This arrangement has been found to work well and to be conducive alike to the interest of the ship-owner, the immigrant, and the public health.

6. The best proof of the efficacy of the measures taken, whether at Grosse Isle or elsewhere, under the provisions of recent Imperial and Provincial Acts for preventing the spread of ship fever in the province is furnished by the sanitary condition of the immigrants at stations in the interior to which they are conveyed in large numbers. Tried by this test, these measures would appear to have been

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eminently successful. Upwards of 10,000 immigrants have already passed Montreal, and although a considerable number of sick have been admitted and treated in the immigrant hospital, only one case of decided typhus has declared itself there, the prevalent maladies being continued fever, cold, and dysentery, to which persons arriving in a new country are at all times subject.

7. Your Lordship will not fail to appreciate the importance of the facts which I have in this statement briefly submitted for your information. They will tend, I trust, to allay the panic occasioned by last year's immigration, and to induce the colonial public to recognize more frankly and fully the advantages which the province derives from the introduction of labour and capital from Great Britain and Ireland: they will also, I hope, enable the Government to resist inordinate demands on the Provincial Treasury, on account of alleged services and expenditure in connexion with immigration, proffered by persons who remember the liberality with which aid of this description was afforded during the past calamitous season.

8. I cannot, however, in this short review of the condition and prospects of the immigration of the season, omit to mention one circumstance, which is not only very deplorable in itself, but which is also, I fear, likely to operate to the prejudice of the immigrants. I am assured by persons well qualified to offer an opinion of the subject, that the depression now prevailing among the commercial and trading classes in the province exceeds anything of the kind ever before experienced in Canada. So unfortunate a state of things necessarily reacts upon the agriculturalists who are deprived of the accommodation to which they are accustomed, and consequently disabled from employing the usual amount of labour. I must add that some of the great public works on which large sums have been expended of late years are completed, while others are progressing less briskly than heretofore. Nor is it probable that their place will be supplied by extensive undertakings on the part of individuals or companies until credit revives. The crops on the ground at present are, however, promising; and if Providence blesses the province with an abundant harvest, some of the evils which I have indicated above will, it may be hoped, disappear.

9. Meanwhile my council are desirous to render the waste lands of the Crown more readily available for settlement, and are adopting measures with that view. It is proposed to open up roads through the unconceded lands, and to make free grants in small lots upon them to actual settlers on the principles and conditions adopted in the Owen's Sound Settlement. Each individual thus located on land, when not himself an immigrant, provides for one by creating a gap in the labour market, which the latter may fill. The smallness of the grants, and the stringent conditions of clearance and occupation insisted on, have been found in the experiments hitherto made to furnish an adequate security against their falling into the hands of speculators—a risk which, in the opinion of some, constitutes an insuperable barrier to the success of any system of settlement which involves the gratuitous alienation of land. With respect to objections to such schemes, founded on the assumption that they have a tendency toproduce over-dispersion of population and a consequent disturbance of those social relations which are indispensable to combination of labour and accumulation of national wealth, I venture to submit that they hardly apply to a measure so carefully guarded, or to the peculiar condition of a community which has the means of supplying from a source which is practically inexhaustible, any void in the labour market created by increased rapidity of settlement.

I have, &c.,

The Right Hon. Earl Grey, &c. &c. &c. (Signed) ELGIN AND KINCARDINE.

No. 2.

(No. 90.)

No. 2.

COPY of a DESPATCH from Governor-General the Earl of ELGIN AND KINCARDINE to Earl GREY.

Government House, Montreal,
July 5, 1848.

MY LORD, (*Received July* 25, 1848.)

I HAVE the honour to transmit herewith a copy of the Annual Report of the Medical Superintendent of the Quarantine Establishment for the year 1847, as directed in your Lordship's Despatch of the 6th ultimo.

I have, &c.,

The Right Hon. Earl Grey, &c. &c. &c. (Signed) ELGIN AND KINCARDINE.

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Encl. in No. 2.

Enclosure in No. 2.

SIR, Quebec, December 27, 1847.

I HAVE the honour to submit for the information of his Excellency the Governor-General a Tabular Return (A), showing the number of emigrants who have been admitted, discharged, and who have died at the Grosse Isle Quarantine Hospital Establishment for the season ending 3rd November.

To enable a comparison to be drawn between the proportion of sick this season with that of former years, I have added a Table (B), exhibiting the number treated in hospital since 1833, a period of 14 years, with the per centage of sick and deaths each bears to the total number of emigrants arrived.

These returns will show that, while the emigration of this year has been more than double that of any previous year, the sickness and deaths have been in a much greater proportion.

In the conclusion of my Annual Report of last season, I remarked, that "from the experience of many years of the causes which produce disease among emigrants, I am persuaded that next season the number of sick will exceed that of any previous year. The partial failure of the potatoe crop last season (1845) caused much sickness; its almost total failure in that country and the north of Scotland this season (1846) will have the effect of pouring upon our shores thousands of debilitated and sickly emigrants." The result of the past season's emigration has more than fulfilled my prediction. Two causes, which could not have been foreseen, have conspired to augment beyond all calculation the number of destitute and diseased emigrants.

The first of these was the enactment of a law by the general government of the United States, which, by limiting the number which each passenger vessel could carry, made the cost of a passage so high as virtually to exclude all but those having a certain amount of means of their own. A law previously in existence in the State of New York, which obliged the master or owner of a vessel bringing passengers to give bonds, that no emigrant brought out by them became chargeable to the commonwealth for a period of two years after their arrival, was more strictly enforced.

The effect of these laws was to turn the stream of pauper emigration to the British provinces. I estimate the accession to our emigration this year through the operation of this cause at from 30,000 to 40,000.

Another cause of the increase this season has been the application to Ireland of a poor-law. To avoid the enormous expense which will attend its execution in some parts of the country where destitution abounds, may landlords have given free passages to those having claims on the land. In selecting these, they have, naturally enough, abstained from choosing the young, strong able-bodied labourer, but have sought to rid their estates of helpless widows with large families, cripples unable to work, aged persons, the confirmed idle and lazy, and those whose constitutions had been enfeebled by previous sickness and destitution. Such was the character and description of many of the settlers sent out from the ports of Liverpool, Dublin, Cork, and Limerick, as more particularly described in my official reports at different times during the past season.

I will enter upon a detailed statement of the operations of the season.

On the 4th of May, the usual hospital staff left for the island, with the addition to the establishment of an hospital steward, one orderly, and one nurse, the duty of the apothecary and steward having previously been performed by the same person, 50 new iron beds were ordered, and double the quantity of straw used in former years for bedding was purchased before leaving town. An additional building was ordered and commenced immediately. These preparations were deemed sufficient for the commencement, as the greatest number of sick had in former years arrived in the months of July and August. The hospital accommodation, as it then existed, was amply sufficient for 200 sick, the average of former years never having attained half that number requiring admission at one time.

On the 14th of May, the barque "Syria" arrived from Liverpool, which port she left on the 28th of March, with 243 passengers. On mustering them for inspection at Grosse Isle, I found that nine had died on the voyage, and 52 were lying ill with fever and dysentery. The sick were landed at once and placed in hospital, and the seemingly healthy were landed with the baggage at the sheds. The day after they were landed it was found necessary to send 21 of these to hospital, and each day others fell ill until the 28th, on which day 125 were patients in hospital.

On the 19th of May, five days after the arrival of the "Syria," the barque "Perseverance" and ship "Wandsworth," both from Dublin, arrived, the former having 62 and the latter 78 cases of fever and dysentery out of 310 and 527 respectively; these were all landed, the sick placed in hospital, and the healthy in the sheds to wash and purify. The passengers of both these vessels were principally tenants from the estates of William Wandesford in Kilkenny. In the "Perseverance" nine had died on the passage, and in the "Wandsworth" 45; being in one vessel about 3 per cent., and in the other 10 per cent. The passengers of both ships were from the same estates, equally provisioned, and I can only account for the greater mortality in the "Wandsworth" from the circumstance of the master of this vessel being unused to the conveyance of passengers, and unacquainted with the necessity of enforcing cleanliness and regularity, he was in all respects a steady, careful seaman. The sickness in both these ships was said by the masters to have been caused by their passengers ravenously devouring the bread-stuffs supplied by the vessel, having previous to their embarkation suffered from starvation. The sick from these two vessels, with those admitted from the "Syria," and a few from the "Jane Black" from Limerick, filled our hospitals at once to overflowing, and afforded just

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grounds for apprehending that sickness would prevail to an alarming extent in every vessel with Irish passengers.

Two days after the arrival of these vessels four more came in, viz., the barque "John Francis," ship "Agnes" from Cork, and barques "George" and "Royalist" from Liverpool. These four vessels had lost on the passage, which had been short, 112 of their passengers, and had more than double that number lying ill with fever and dysentery. Having no room in our crowded hospitals to accommodate this number, I resolved at once to convert the sheds used for healthy passengers into hospitals, by which additional accommodation was at once obtained for 600. I reported this arrangement for the approval of his Excellency the Governor-General on the 21st of May, asking at the same time for additional medical aid, and hospital attendants, proportioned to the increase of sick. I reported at the same time that I had taken upon me to employ Dr. Benson, a passenger by the "Wandsworth," as an assistant. On the two days following this arrangement, 200 sick were landed from the "George," "Agnes," "John Francis," and "Royalist," and placed in these sheds. I sent up express to Quebec, and obtained the assistance of Drs. Jacques and M'Grath, and a large supply of bedding, and cooking utensils. These were received the following day, and I forthwith proceeded to land other sick, making up the total number under treatment on shore to 530 on the 23rd of May, being just nine days from the first admission. From this time to the end of the month passenger vessels continued to arrive, each one more or less sickly. As far as possible, the worst of the sick were landed at once, and the others received medicine, &c., on board.

On the 27th I received by steamer a large number of tents and hospital marquees, with an additional supply of hospital bedding. I received at the same time instructions to detain all passengers where fever had prevailed for a period of ten days. With some difficulty the marquees and tents were pitched, as few men could be found to engage in any work which brought them near the hopitals, and the regular hospital attendants were overworked in their attendance on the sick, and in burying the dead.

On the 30th of the month four large hospital marquees were pitched and fitted with 64 beds each, and a large number of bell-tents were also fitted with beds, and that evening 400 more sick were landed, increasing our number to 1200. But there still remained 35 vessels in quarantine, having on board 12,175 souls, and great numbers of these were falling ill and dying daily. It was with much difficulty that people could be found to make coffins, dig graves, and bury the dead, as already observed, all our regular hospital servants were either ill or exhausted by fatigue. Dr. Benson, the gentleman engaged to assist, took fever and died after a short illness. On the 1st of June, I received the aid of two other medical assistants, in addition to Drs. Jaques and M'Grath; and the Superintendent of the Board of Works was employed to erect new hospitals, and to build cook-houses for the passengers' sheds used as temporary hospitals, and now crowded in every part.

On the fourth of this month his Excellency the Governor-General was pleased to appoint a commission of three medical gentlemen to visit, examine, and report upon the means to be adopted to relieve the distress. Upon the report of these gentlemen, orders were sent to permit the healthy passengers of all vessels detained ten days at the station to embark on board steamers sent to convey them direct to Montreal. On the 6th, the passengers from 11 vessels were embarked on board three steamers, and the day following the passengers of seven other vessels were transhipped by two steamers. A few days previous to this a small steamer had been chartered specially by the chief agent to ply daily among the vessels in quarantine, and supply the passengers with fresh provisions and comforts. An additional boat's crew was also employed in visiting vessels in quarantine with a medical man and a supply of medicine.

On the 8th of this month another of the medical gentlemen was attacked with fever, and three days previous the Rev. Mr. Gauvran, the Roman Catholic chaplain, who had been unwearied in his attendance upon the sick and dying, was down with the same disease. On the 10th of June, our number of sick had reached to 1800, who were crowded into every place that could afford shelter, hospitals, sheds, tents, and churches; these last, through the kindness of the Lord Bishop of Montreal, and his Grace the Roman Catholic archbishop, were given up for the use of the sick. In the mean time the greatest exertions were being made to put up new buildings; contracts were entered into by the Board of Works for the erection of two, capable of accommodating 120 sick each. Two others of equal size were building, under the immediate direction of the active superintendent of the Board, and a fifth was contracted for in Quebec by the Chief Agent for Emigrants, to be sent down in frame ready to be put up.

On the 11th of June, the healthy passengers from those vessels where fever had prevailed, where landed at the east end of the island, where tents had been pitched on the cleared land, capable of lodging 3000 to 4000. The most destitute of these were supplied with fresh meat and soft bread, under the controul of the Commissariat Department, an officer from which was stationed permanently on the island, with a sergeant issuer, by and through whom the whole expenditure of the establishment was made.

The police of the station was increased to ten men, and a detachment of troops was stationed on the island to aid in preserving order, and to prevent intercourse between the healthy in the tents and the sick in hospital. A medical assistant resided permanently at the east end, to afford aid to those taken ill, and to pass them over to the hospitals, for which purpose a horse and vehicle was expressly kept to convey them. A deputy agent, from the Emigrant Department, and a clerk resided also at the tents to afford assist-

ance and advice, and to forward by steamer to Montreal those unable to pay for their passage.

In the hospitals, the number of sick continued to increase, being limited only by the amount of accommodation.

The accumulation of so vast a multitude of fever cases in one place generated a miasma so virulent and concentrated, that few who came within its poisonous atmosphere escaped. The clergy, medical men, hospital attendants, servants, and police, fell ill one after another. With respect to the clergymen, a judicious plan was adopted of retaining them for a week only, by this means many escaped; but, with medical men and attendants, this could not be done. The average period of time which a medical man withstood the disease was from 18 to 21 days; out of 26 employed during the season in the hospitals and visiting the vessels, two and myself alone escaped the fever, though otherwise severely affected in general health from breathing the foul air of the vessels and tents. I subjoin a Table (C.) exhibiting the number of clergymen, medical officers, hospital attendants, police, &c., who contracted fever and died during the season. I experienced much difficulty at one time in retaining any nurses or attendants, and on those days of the week, when an opportunity of leaving the island offered by the arrival of the steamer, great numbers of servants came forward and insisted upon their discharge. I found myself obliged firmly to refuse all such applications, unless the applicant could produce a substitute. It is needless to observe, that many so retained against their will neglected their duty to the sick, and sought by every means to provoke their dismissal. Those sent down to be engaged were, in many cases, the vilest and most profligate of both sexes, and were influenced by the most sordid motives.

On the 12th of June a new hospital, capable of accommodating 120 sick, was completed and occupied; two others of the same size and dimensions were finished by the end of the month. From the 19th to 26th of this month, much rain feel, with a high temperature and fog; this had a most pernicious effect upon the sick under canvas, though the tents were, in the first instance, floored with boards, after which iron bedsteads were substituted as soon as a supply of the same, was obtained from the barrack department, yet they afforded but insufficient protection from the weather when wet, and the mortality was, in consequence, much greater among the sick in tents than in the hospitals.

During the prevalence of this rain it was found impossible to wash or dry the vast quantities of hospital bedding.

The great number of sick in the early part of this month whom it was found impossible to land from want of accommodation rendered it necessary to employ two of the medical assistants to visit and prescribe for them on board.

Throughout the following months of July and August passenger vessels continued to arrive in great numbers, each more sickly than the other. The calm, sultry weather of these two months increased the mortality and sickness on board to an appalling extent, some vessels having lost one-fourth, and others one-third of their passengers, before arriving at the quarantine station. Of these I may cite the ship "Virginius," from Liverpool; this vessel left with 476 passengers, of whom 158 died before arrival at Grosse Isle, including the master, mate, and nine of the crew. It was with difficulty the few remaining hands could, with the aid of the passengers, moor the ship and furl the sails. Three days after her arrival there remained of the ship's company only the second mate, one seaman, and a boy, able to do duty; all others were either dead or ill in hospital. Two days after the arrival of this ill-fated ship, the barque "Naomi" arrived, having left Liverpool with 334 passengers, of whom 110 died on the passage, together with several of the crew. The master was just recovering from fever, on his arrival. The barque "Sir Henry Pottinger" arrived about this time from Cork, which port she had left with one cabin and 399 steerage passengers, of whom 106 died, including the master's son and several of the crew. The passengers of the two first of these vessels were sent out at the expense and from the estates of the late Major Mahon, in county Tyrone, and the survivors were, without exception, the most wretched, sickly, miserable beings I ever witnessed.

I would cite, as a further instance of the extent to which sickness and mortality prevailed about this time, the case of five vessels, viz., the "Sarah," "Erin's Queen," "Triton," from Liverpool, and "Jessie" and "Avon" from Cork. These vessels left their respective ports with an aggregate of 2235 passengers, exclusive of infants under 12 months; of this number 239 died at sea before arriving at Grosse Isle. A great number were sent to hospital, and the apparently healthy were landed at the tents where those who fell ill were passed over to hospital. After a detention of 13 days the whole number able to leave the island was 915, and of this comparative small number I am convinced a great proportion would fall ill at various places on their route.

Those who were landed at the tents in comparative good health, fell ill from the exciting causes of change of air and diet, and many died suddenly before they could be transferred to the hospitals.

By the end of August, however, long ranges of sheds had been erected, with berth-places, capable of lodging 3500 people, at the east end of the island. These buildings enabled us to dispense with all the tents.

The completion of five new hospitals, in addition to the three alluded to, enabled us to remove all the sick from the marquees and bell tents, and to restore the churches to their former use. The sickness and mortality was sensibly diminished from this period. Notwithstanding, from this to the final closing of the establishment, on the 3rd of November, every vessel coming with passengers from Liverpool, Cork, Dublin, Sligo, or other ports

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in the south and west of Ireland, had more or less sick. The greatest number was invariably found, as in former years, in vessels from Liverpool. The overwhelming number of sick Irish who crowded every part of this town has earned for it this year the appellation of the hospital and cemetery of Ireland. Cork and Dublin rivalled Liverpool in sending out sickly emigrants.

I have had occasion to observe in former reports, that emigrants who come from distant country places to large sea-ports, there to await the sailing of a vessel, living in the meantime in crowded cellars and lodging-houses, invariably suffer more from illness during the voyage, and arrive in a more unhealthy condition than those who have but a short distance te come, and little delay at the port of their embarkation.

I have heard fewer complaints from passengers this year of the quality of the ship's stores. I think, upon the whole, these were better than past seasons. No Indian corn meal was issued, and the biscuit and oatmeal was in most cases good and sound. The only exception to this remark was the use in some vessels, chiefly from Sligo and Killala, of what was called *whole meal*, a kind of coarse flour made from wheat, barley, rye, and pease, ground together, and not bolted; this, though a good article of food when freshly ground, and properly baked into bread, speedily attracts moisture on shipboard, where it heats and becomes caked into a solid mass, requiring to be broken down with an axe before using. In some of the vessels supplied with this article, I was assured by both captain and passengers that it was sweet and sound when inspected by the emigrant agent before leaving port. An inconvenience attending the use of this meal as food, is the impossibility of using it in any form but made into bread, and from the limited extent of the cooking places allotted to passengers it is difficult for each individual to get the use of the fire long enough to thoroughly bake the thick cakes into which it is made; hence it is frequently eaten when half baked, in which state it is sodden and indigestible. It would be desirable in all cases that one half at least of the rations furnished by the vessel should consist of oatmeal. The class of people who usually emigrate are accustomed to this food. In stormy weather, when the fires cannot be made (an occurrence which often takes place in the smaller class of vessels), it can be eaten mixed with water, in which state it is neither unpalatable nor unwholesome.

It would conduce much, however, to the health of passengers if a small portion of animal food was issued three times a-week during the voyage.

The great mortality and sickness this season cannot be attributed either to a deficiency of food or over-crowding. In support of this opinion I would beg to instance the fact that, out of 7500 German settlers who arrived this season, there was not during the voyage, or on arrival at Grosse Isle, as many sick as are usually found in a like number of the same class living in their native villages. The same remark applies to the English settlers from the ports of Hull, Plymouth, Padstow, and Penzance; and to the Scotch settlers from Aberdeen, Dundee, and Leith, among whom few or no sick were found. Though in the case of these emigrants (the Germans especially) they were more crowded from having a much greater quantity of baggage. And as another proof that a sufficiency of food, good medical attendance, and comforts, do not suffice to protect Irish passengers from disease and death on the voyage, I would cite the case of the pensioners and their families who came out in the transports "Blenheim" and "Maria Somes," from Cork. The passengers of these vessels were under military discipline, had the medical attendance of a staff surgeon; they received daily rations of the best of provisions, issued under the direction of the transport agent; yet fever and dysentery prevailed throughout the voyage among the passengers and among the crew after arriving at Quebec. The "Blenheim" lost 12 passengers, and had 17 sick; and in the "Maria Somes" 17 died, and from 40 to 50 were admitted to hospital.

The disease which proved so fatal was, in most cases, brought on board, and many masters of vessels would, on going into the hold, point out to me the particular berth, place, or places, where the disease originated, and the direction in which it spread; in all such cases it was ascertained that the family occupying this berth had come on board diseased or convalescent from fever with foul and unwashed clothes.

The total number of passenger vessels inspected at the station this year has been 400, being about double the number of any previous year, the number of passengers being also double that of any former season. Of these vessels, the large number of 129 have had fever and dysentery among their passengers; 20 have had small-pox, and nine have had both fever and small-pox. 5293 passengers have died on ship board, being at the rate of 5·39 per cent. upon the whole number of passengers; of these, 11 were women in child-birth.

The sickness and mortality of the masters, mates, and seamen of emigrant vessels has been proportionably great. Few of those who had fever among their passengers escaped an attack of the disease, and many died. The great demand for passages to America induced many owners of vessels to fit them out whose masters were ignorant of the trade, and of the means to be adopted to preserve the health of their passengers. When fever once broke out they became alarmed for their own safety, and would not go down into the hold, which from neglect of cleanliness soon became one vast reeking pest-house; the vitiated and contaminated air of which soon enfeebled those who were of necessity obliged to breathe it, even when not struck down with fever, and rendered them indifferent to all exertion, even to the preservation of life itself, that first law of nature. In some vessels where great mortality prevailed this apathy was so great, that difficulty was experienced by the masters in inducing the passengers to remove the dead. In one vessel, the "Sisters,"

from Liverpool, Captain Christian, had to bring up the bodies of the dead from the hold on his shoulders; neither passengers nor seamen could be induced to assist. This humane and excellent man, whose attention to his sickly passengers was beyond all praise, fell a victim to fever a few days after the arrival of his vessel in Quebec. In another vessel, the "Erin's Queen," the master could only get the dead brought up by paying his seamen a sovereign for such body.

I regret that it is not in my power to suggest any means by which the great sickness and mortality among emigrants on their voyage out may be avoided. Much may be done by strict attention to cleanliness and ventilation as far as this is practicable, in the hold of a ship, by having the berth places and new wood-work of the 'tween-decks, whitewashed with quick lime at least once a-week during the voyage, and by obliging the bedding and clothes of passengers to be taken on deck whenever the weather will permit. And, in the fitting up of the sleeping berths, the accumulation of much filth might be prevented if the lower boards were carried down flush to the main deck. It is customary, to leave the few inches of space which they are obliged by the Passenger Act to have from the deck, open, this enables the passengers to keep their pots and vessels under the berths, which, in the rolling of the ship, get capsized, and the place becomes a receptacle of filth and dirt, which remains undisturbed as it is not seen, and cannot be readily got at to clean out. As I have already observed, the health of passengers would be better if a small quantity of animal food was issued three times a week in addition to the usual allowance of bread stuffs.

All the remedial means that may be adopted, however, will not prevent the occurrence of sickness and death to a fearful extent on ship-board so long as fever and destitution prevail in Ireland as it now does. Some one of the many passengers is sure to embark either just recovering from fever, with foul clothes and bedding, or with the seeds of the disease latent in his system, which the change of life and the discomforts of a sea voyage rapidly develop in so favourable a locale as the hold of a vessel.

Medical men are generally agreed, that the three grand measures to be taken to prevent the spread of fever, are *separation*, *ventilation*, and *cleanliness*, from the nature of things the two first of these are rendered impracticable in a crowded passenger-ship, and the last, of difficult attainment. Sea-sickness and the mental depression which usually attends it render it a matter of extreme difficulty to induce people to practice a virtue which they have never been accustomed to. Hence there is much reason to apprehend that next season will bring with it a recurrence of the sickness and mortality of this year, limited only in extent by the numbers who may emigrate.

It is gratifying to know, however, that there now exists hospital accommodation at Grosse Isle, with bedding, and every requisite for 2000 sick; and there are two convalescent hospitals at the east end of the island, containing 150 beds each, together with sheds capable of lodging 3500 emigrants, with cook-houses, wash-houses, police barracks, and dwelling-house for medical officer, and deputy agent for emigration. The only requisite necessary to render the establishment complete, is a landing-place near these sheds, where emigrants may land and embark with their baggage, to wash and purify. And to enable the feather beds and woollen clothes to be more effectually purified, I would suggest the erection of a large oven, where these might be subjected to dry heat, which is generally admitted to be the readiest and most effectual means of freeing feather beds and woollen garments from febrile miasma. If, in connexion with this, there could be an apparatus for cleaning the hospital bedding, by subjecting them to the action of a stream of hot vapour, it would save many valuable lives lost every year, in the disgusting and dangerous work of washing articles saturated with the ejecta of the sick and dying. I have witnessed the use of an apparatus of this kind in the Hanwell Lunatic Asylum, near London, by which the clothes and bedding of 1200 pauper lunatics are washed, and by another machine are wrung out of the water with comparative little labour or handling by the servants. To show the necessity of some such means, I would mention that, at one period last season there had accumulated upwards of 5000 pieces of hospital bedding, consisting of blankets, rugs, paillasses, which it was found impossible to get any one to undertake the dangerous duty of washing. I was obliged, in consequence, to adopt a plan suggested by Mr. Julyan, the Commissariat officer, of making a wicker-work in the tide-way of the river; in this, the foul bed-clothes were placed, and allowed to steep for 24 hours, from thence they were carted to the wash-house, and lowered into large boilers by means of a frame-work moved by pulleys; after being thus boiled, the articles were spread out, partially dried and washed. But this was a work necessarily tedious, and still exposed those engaged in the labour more than they would be by the means above suggested. On closing the station there still remained upwards of 4000 articles of soiled bedding to be washed, which is now being done by a washerwoman and two assistants, who remain on the island during the winter for the purpose.

Though perhaps uncalled for in a report of this nature, I cannot conclude without adverting to the devotion shown by the clergy, both Protestant and Roman Catholic, in their attendance upon the sick and dying throughout the trying scenes of the past year. His Lordship the Bishop of Montreal visited the island two different periods, and passed several days each time in unremitting attendance in the tents, sheds, and hospitals, when most crowded.

I have, &c.,

(Signed) G. M. Douglas, M.D.
Medical Superintendent.

The Hon. D. Daly, Secretary,
&c. &c. &c.

A.

RETURN of Emigrants Admitted, Discharged, and Died, at the Quarantine Hospital, Grosse Island, during the season ending 3rd November, 1847.

Description.	Admitted.	Discharged.	Died.	Total.	Diseases.			
					Fever and Dysentery.	Small-pox.	Other Diseases.*	Total.
Men	3534	2173	1361	3534	3515	15	4	3534
Women . . .	2763	1794	969	2763	2730	20	13	2763
Children . . .	2394	1486	908	2394	2394	57	8	2394
Total . .	8691	5453	3238	8691	8574	92	25	8691

* In consequence of the great prevalence of fever and dysentery, it was found necessary to restrict, as much as possible, the admission to these diseases, and to small-pox.

The following table shows the average number of Sick daily, during each month of the season:—

May 15 to 31 . . .	451
June 1 to 30 . . .	$1508\frac{1}{2}$
July 1 to 31 . . .	$1454\frac{3}{4}$
August 1 to 31 . .	$2021\frac{1}{3}$
September 1 to 30th .	$1330\frac{1}{30}$
October 1 to 21 . . .	$346\frac{9}{21}$

Average daily number of sick during the season, $1307\frac{6}{159}$.

(Signed) G. M. DOUGLAS, M.D., Medical Superintendent.

B.

TABLE showing the Number and per Centage of Diseases, and of Deaths, at the Quarantine Hospital, Grosse Isle, from 1833 to 1847, both Years inclusive.

YEAR.	Number of Emigrants arrived.	Number admitted to Hospital.	Per centage of Admissions.	Number of Deaths.	Per centage of Deaths.	Diseases.								
						Cholera.	Per centage of Cholera.	Fever and Dysentery.	Per centage of Ditto.	Small-pox.	Per centage of Ditto.	Other Diseases.	Per centage of other Diseases.	Total.
1833	22,062	239	1·08	27	11·30	..	..	159	0·72	34	0·15	46	0·21	239
1834	30,982	844	2·72	264	31·16	290	0·95	404	1·30	12	0.07	138	0·45	844
1835	11,580	126	1·08	10	7·93	..	..	24	0·21	48	0·41	54	0·46	126
1836	27,986	454	1·62	58	12·78	..	..	338	1·21	50	0·18	66	0·24	454
1837	31,894	598	1·87	57	9·53	..	..	481	1·51	104	0·33	13	0·04	598
1838	2,918	65	2·23	6	9·31	..	..	42	1·44	17	0·51	6	0·21	25
1839	7,214	189	2·62	9	4·76	..	..	147	2·04	1	0·01	41	0·57	189
1840	22,065	561	1·54	41	7·31	..	..	485	2·15	60	0·27	16	0·07	561
1841	28,060	290	1·03	38	13·41	..	..	184	0·65	32	0·11	9	0·08	290
1842	44,374	488	1·09	54	11·07	..	..	340	0·76	56	0·12	74	0·16	488
1843	20,714	245	1·18	19	7·75	..	..	173	0·83	26	0·12	46	0·22	245
1844	20,142	388	1·92	17	4·38	..	..	322	1·59	11	0·05	55	0·25	388
1845	24,640	465	1·88	30	6·45	..	..	362	1·47	73	0·29	30	0·12	465
1846	32,753	892	2·72	66	7·40	..	..	613	1·87	106	0·32	173	0·53	892
1847	98,106	8,691	8·86	3,238	37·26	..	..	8,574	8·74	92	0·09	25	0·03	8,691

(Signed) G. M. DOUGLAS, M.D., Medical Superintendent.

C.

Table showing the Number of Clergy, Medical Men, Hospital Attendants, and others who contracted Fever, and died during the season, in attendance upon Sick Emigrants at Grosse Isle.

—	Number who attended the Hospitals.	Number who contracted Fever.	Number who died.
Roman Catholic priests	42	19	4
Clergymen of the Church of England . . .	17	7	2
Medical men	26	22	4
Hospital stewards	29	21	3
Nurses, orderlies, and cooks	186*	76	22
Policemen	10	8	3
Carters employed to remove the sick, dying, and dead.	6	5	2
Clerks, bakers, and servants of Mr. Ray, suttler	..	15	3
Ditto ditto of Mr. Bradford . . .	..	4	1
Deputy emigrant agent	1	1	..
Clerk of Ditto	1	1	..
Custom house officers employed to examine baggage.	2	1	..

(Signed) G. M. Douglas, Medical Superintendent.

* Many of the hospital orderlies, nurses, and cooks, where emigrants who were employed after their convalescence from fever, otherwise the proportion of sick would have been greater, as nearly all those who came down from Quebec and Montreal, to be engaged, contracted fever when at Grosse Isle, or soon after leaving it.

No. 3.

No. 3.

Copy of a DESPATCH from Earl Grey to Governor-General the Earl of Elgin and Kincardine.

My Lord, Downing-street, August 9, 1848.

I have the honour to acknowledge your Lordship's Despatch (No. 90), of the 5th of July, 1848, covering the general report made by Dr. Douglas, the Medical Superintendent of the Quarantine Establishment at Grosse Isle, on the occurrences of the year 1847.

I have perused this report with great interest. The numerous communications which have already passed between your Lordship and me on the sickness of last year render it unnecessary that I should enter again on the question of remedial measures, or of the origin of the past misfortunes, which I see are ascribed by Dr. Douglas to the same circumstances which I had previously supposed to be their cause; but I cannot read the evidence which this report affords of the unsparing efforts made by Dr. Douglas and all persons connected with the Quarantine Establishment, as well as by many benevolent unofficial persons, especially the clergy of the English and Roman Catholic Churches, without expressing my deep sense of the credit due to them for their exertions in the cause of humanity.

I am also aware of the serious illness which Mr. Buchanan, the Chief Agent for Emigrants, contracted in the discharge of his duty, and that to this cause Mr. M'Elderry, the zealous Agent at Montreal, unhappily fell a victim; and I am very desirous that your Lordship should know how much Her Majesty's Government appreciate the devotion of all the public servants concerned to the arduous duties thrown upon them by the events of last year.

I am, &c.,

The Right. Hon. the Earl of Elgin, (Signed) GREY.
&c. &c. &c.

NEW BRUNSWICK.

NEW BRUNSWICK.

No. 4. (No. 52.) No. 4.

COPY of a DESPATCH from Lieut.-Governor Sir E. HEAD, Bart., to Earl GREY.

Government House, Fredericton,
July 3, 1848.

MY LORD, (*Received July* 20, 1848.)

For Sir E. Head's Despatches, June 5 and 19, Nos. 35 and 46, *vide* Papers relative to Emigration to North America, Presented by Command, July 1848, pp. 12 and 15.

IN my Despatches of June 5 and June 19 (Nos. 35 and 46), I informed your Lordship of the arrival of the emigrant ship "Star" at St. Andrews, and I also stated the unfortunate circumstances under which the passengers by her had been landed at that port. I am happy to say that the differences of opinion between Mr. Boyd, the Acting Emigration Agent, and the magistrates have been got over, and it will consequently not be necessary at present to appoint a Board of Health at St. Andrew's under the Provincial Act in force for that purpose.

2. The Commissioners of the Poor, too, after receiving a letter from the Provincial Secretary, setting out the obligation imposed upon them by law to support the destitute within the parish, have, I believe, met such cases as appeared absolutely to require relief.

3. On the other hand, I regret much to state that Mr. Boyd is disabled from the fever which he has caught in the discharge of his duty. His son at present acts for him, and in a letter dated the 26th of June, he states as follows:—

"I have to report for his Excellency's information, that on Wednesday last 20 "of the emigrants were discharged from the island, and on Saturday last 10 were "discharged from, and one received into, the Railroad Hospital.

"The medical officer on the island informs me that the remainder under his "charge are doing well, and from personal observation I am satisfied that those at "the Railroad Hospital will soon be discharged.

"I beg to suggest the expediency of providing at an early period for the pay- "ment of supplies falling due on the 10th proximo. I would request that the "warrant be issued in my favour, as I think it doubtful if Mr. Boyd will be able "to sign the necessary order for payment.

"Mr. Boyd is reduced very low by the disease, but I have hopes that he will be "speedily restored to health.

"In the meantime no pains shall be spared on my part to perform the duty "efficiently and economically."

I have, &c.,

The Right Hon. Earl Grey, (Signed) EDMUND HEAD.
&c. &c. &c.

No. 5. (No. 53.) No. 5.

COPY of a DESPATCH from Lieut.-Governor Sir E. HEAD, Bart., to Earl GREY.

Government House, Fredericton.
July 3, 1848.

MY LORD, (*Received July* 20, 1848.)

I HAVE the honour to enclose for your Lordship's information the following papers relating to emigration.

1st Enclosure. 1. Copy of letter from Mr. Perley with reference to the ship "Lord Maidstone" and ship return for the same vessel.

2nd Enclosure. 2. Copy of letter from Mr. Perley with reference to the barque "Springhill" and the brig "Dealy," together with the ship returns for these vessels.

3rd Enclosure. 3. Copy of a letter from Mr. Perley relating to the barque "Linden," and ship return for the same.

I beg leave to direct your Lordship's attention to the statement of the emigration agent with reference to the stock of provisions on board this vessel, as well as to the following sentence in his letter.

"The passengers by the 'Linden' were chiefly persons who had held land in "Ireland and who shipped off, leaving considerable arrears of rent unpaid: conse- "quently they possess some money."

4. Copy of letter from Mr. Perley with reference to the brig "Adeline Cann," together with the ship return for the same. 4th Enclosure.

I have, &c.

The Right Hon. Earl Grey, &c. &c. &c. (Signed) EDMUND HEAD.

(No. 34.) Enclosure 1 in No. 5. Enclosure 1 in No. 5.

Government Emigration Office, St. John,
June 17, 1848.

SIR,

I HAVE to report the arrival of the ship "Lord Maidstone" from Londonderry with 343 passengers, and enclose a ship return.

These passengers were of a superior class of persons, chiefly farmers and their families, a fair proportion of whom join friends already settled in this province; the rest (about one-half) will proceed to the United States.

The provisions on board this vessel were of superior quality. There was a surgeon on board, and great attention was paid to cleanliness.

I have, &c.,

The Hon. John S. Saunders, Provincial Secretary. (Signed) M. H. PERLEY, H. M. Emigration Officer.

(No. 35.) Enclosure 2 in No. 5. Enclosure in No. 5

Government Emigration Office, St. John,
June 22, 1848.

SIR,

I HAVE to report the arrival of the barque "Springhill" from Donegal, with 103 passengers, and brig "Dealy," from Berehaven, with 128 passengers, for which vessels ship returns are enclosed.

The passengers by these vessels are in general very destitute. Those who have sufficient means go at once to the United States. For those who are compelled to remain there is no work, as the amount of employment appears to decrease every week, owing to the depression in the timber trade. As the season advances it is quite probable that hundreds who are now engaged will be thrown out of work altogether.

I have, &c.,

The Hon. John S. Saunders, Provincial Secretary. (Signed) M. H. PERLEY, H. M. Emigration Officer.

Enclosure 3 in No. 5. Encl. 3 in No. 5.

(No. 36.)

Government Emigration Office, St. John,
June 24, 1848.

SIR,

I HAVE to report the arrival of the barque "Linden," from Galway, with 177 passengers, and enclose a ship return.

The "Linden" came into port after eight days detention at quarantine, and after landing all the passengers at Partridge Island. Some of those who have come up from the island state that they had not a full supply of provisions from the ship, and that the master compelled each of them, before embarking in Galway, to put on board five stone of oatmeal.

Another portion of the passengers have published a card of thanks to the master. Those who have complained declined prosecuting.

I have strong grounds for believing that the provisions put on board by the passengers for their own use were examined and passed as the ship's stock, the master of this vessel having been guilty of that trick in 1846. The Act of Parliament of 1847 (section 3) was expressly framed to prevent the like in future. 10 & 11 Vic., c. 103, s. 3.

The victualling bill at Galway is signed by the collector of Customs and the searcher at that port, but *the quantities* of bread stuffs and provisions are left *in blank*, which is exceedingly careless. I am thus deprived of the means of ascertaining whether the Act of Parliament has been evaded or not.

The master of the "Linden" having left the ship with his wife and come up to lodgings in the city while the vessel was in quarantine, the visiting physician has reported this breach of the quarantine laws to the Common Council, who will, no doubt, take the necessary steps thereupon.

NEW BRUNSWICK.

The passengers by the "Linden" were chiefly persons who had held land in Ireland, and who shipped off, leaving considerable arrears of rent unpaid; consequently, they possess some money.

Up to this date seven deaths have occurred at Partridge Island from fever and small pox, and there are now 53 persons there ill with those diseases, but the cases are not considered of an aggravated or very dangerous character.

There are no vessels at quarantine at present.

I have, &c.,
(Signed) M. H. PERLEY,
H. M. Emigration Officer.

The Hon. John S. Saunders,
Provincial Secretary.

Encl. 4 in No. 5.

Enclosure 4 in No. 5.

(No. 37.)

Government Emigration Office, St. John,
June 29, 1848.

SIR,

I HAVE to report the arrival of the brig "Adeline Cann" from Waterford, with 98 passengers, and enclose a ship return.

The passengers by this vessel were very respectable farmers with their families. About two-thirds of the whole number on board embarked at once in the steamer for Boston (without landing), and the rest will follow by next opportunity. They are much superior to the usual class of Irish emigrants.

I have, &c.,
(Signed) M. H. PERLEY,
H. M. Emigration Officer.

The Hon. John S. Saunders,
Provincial Secretary.

No. 6.

(No. 64.)

No. 6.

COPY of a DESPATCH from Lieutenant-Governor Sir E. HEAD, Bart., to Earl GREY.

Government House, Fredericton,
July 7, 1848.

MY LORD,

(*Received July* 25, 1848.

I HAVE the honour to enclose the following papers having reference to emigration:—

1. Copy of letter from Mr. Perley relating to the brig "Princess," at Dorchester, which was mentioned in my Despatch of June 15 (No. 41).
2. Copy of letter from Mr. Perley relating to the "Princess Royal," together with the ship return for that vessel.
3. Copy of letter from Mr. Perley accompanying the abstract of the immigration returns for the quarter ended June 30.

I am, &c.,
(Signed) EDMUND HEAD.

The Right Hon. Earl Grey,
&c. &c. &c.

Encl. 1 in No. 6.

Enclosure 1 in No. 6.

(No. 40.)

Government Emigration Office, St. John,
July 3, 1848.

SIR,

Case of 19 passengers by the "Princess" landed at Dorchester.

THE Commission authorizing Dr. J. N. Murphy, of Sackville, to sue for penalties under the Passengers' Act, enclosed in your letter of 9th June, was received on the 12th, and forwarded by post to Dr. Murphy, with the necessary instructions and forms of proceeding.

I have now the honour to report that Dr. Murphy has, by this day's mail, advised me, that after his receiving the Commission, the owners of the "Princess" consented to send the 19 passengers to Boston, and provided a comfortable passage for them with stores. Dr. Murphy has heard of their safe arrival and landing at Boston in good health.

But for the beneficial operation of the Imperial Passengers' Act, these emigrants would have been left destitute in a strange country far from their place of destination and from their friends.

I have, &c.,
(Signed) M. H. PERLEY,
H. M. Emigration Officer.

The Hon. John S. Saunders,
Provincial Secretary.

Enclosure 2 in No. 6.

NEW BRUNSWICK.

Encl. 2 in No. 6.

(No. 39.)

Government Emigration Office, St. John,
July 3, 1848.

SIR,

I HAVE to report the arrival of the "Princess Royal" from Cork, which vessel entered the harbour since I addressed you this morning, without detention at quarantine.

Enclosed is a ship return, and I have pleasure in stating the good health and cleanly condition of the passengers after a very long voyage, during which the numbers on board increased.

There being 108 passengers above the age of one year in the "Princess Royal," and there not being 14 superficial feet of deck for each adult, as required by the amended Passengers' Act, the vessel ought to have brought a surgeon, but did not.

The Emigration Officer at Cork must have been under some misapprehension in this case, as I have ever found him an excellent officer, and very correct in the performance of his duty. Lieut. Friend, R.N.

I have, &c.,
(Signed) M. H. PERLEY,
H. M. Emigration Officer.

The Hon. John S. Saunders,
Provincial Secretary.

SHIP RETURN No. 20.

Report on the Immigrants by the brig "Princess Royal," Denis Driscoll, Master, which arrived at the Port of St. John, N. B., from Cork, on the 3rd of July, 1848.

Boarded and examined 3rd July, 1848.
M. H. P.

(*To be signed at the end by the Emigrant Agent.*)

	Adults.		Children between 14 and 7.		Children under 7.		Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Totals.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Numbers Embarked . . .	..	..	..	..	..	..	35	42	11	20	2	3	48	65
Deaths on the Voyage . .	None.													
Deaths in Quarantine . .	None.													
Total Deaths							..	..	..	..	..	..	..	..
Number of Births on the Voyage							..	..	..	..	1	1	1	1
Total landed in the Colony							35	42	11	20	3	4	49	66

Steerage passengers 115
Cabin, 3 males, 1 female (adults) . . 4

Total . . . 119 passengers.

Number of Agricultural Labourers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Number for whom Cost of Passage defrayed.		Number engaged for Government Works.	Number assisted on arrival out of Public Fund.	Total Amount paid.	REMARKS. N.B.—Under this head it is desirable to describe the Vessel, the quality of Food and Water, and the general condition of the Emigrants.
	M.	F.		By Parish.	By private Funds.				
18	..	..	3	..	..	..	..	..	The "Princess Royal" is a good brig. The passengers arrived in very good health, and expressed themselves satisfied with the provisions and water, both as to quantity and quality.

M. H. PERLEY,
H. M. Emigration Officer.

Enclosure 3 in No. 6.

Encl. 3 in No. 6.

(No. 38.)

Government Emigration Office, St. John,
July 3, 1848.

SIR,

I HAVE the honour to enclose the abstract return of immigration for the quarter ended 30th June, which comprises the entire immigration to New Brunswick for the present season.

NEW BRUNSWICK.

To 30 June, 1847 .	5193
To 30 June, 1848 .	3268
Decrease in 1848 .	1925

Deaths at Partridge Island.

Male Adults . . .	3
Females under 14 . .	3
Total . . .	6

Deaths on the Voyage.

	M.	F.
Adults , . .	10	7
Under 14 . .	7	5
Under 1 . .	9	8
Total .	26	20

In all 46 deaths.

Vessels to Arrive.

Hornet, Limerick .	84
Princess Royal, Cork	116
Blanche, Donegal .	67
Concord, Limerick .	76
Agnes Jermyn, ditto .	78
Total Passengers .	421

The whole number arrived to 30th June is 3268. The whole number up to the same period last year was 5193 souls, which shews a decrease in the present year of 1925 souls.

The immigrants of the present season are much superior to those who arrived last year. There has been comparatively but little sickness among them, and the cases of fever which have occurred have not been of a malignant or fatal character.

Only six deaths have occurred at Partridge Island this season, thus classed: one case of fever, two cases of small-pox, one case of dysentery, one case affection of the brain, and one case of consumption.

At present there are 56 emigrants remaining on Partridge Island. Of these, 46 are convalescing after sickness, and 10 are confined to bed, but going on very favourably.

It will be observed that 46 deaths have occurred on the voyage. A very large proportion of these deaths arose from dysentery, small-pox, and measles, chiefly among children.

There are now five small vessels on the voyage for this port, with 421 passengers, which may be hourly expected. The arrival of these vessels will nearly, if not quite, close the immigration for this season; the immigration officers in Ireland having all stated that no more vessels are likely to leave their several stations this year for New Brunswick.

About two-thirds of the emigrants of this season departed very soon after their arrival for the United States, whither nearly all the rest will follow as soon as they can procure means. There is but little demand for labourers or workmen of any description at present, and in all probability the amount of employment will decrease as the season advances.

I have, &c.,

(Signed) M. H. Perley,
H. M. Emigration Officer.

The Hon. John S. Saunders,
Provincial Secretary.

Abstract Return of Immigration to New Brunswick during the Quarter ended 30th June, 1848.

Months composing the Quarter.	Number of Ships.	Number of Deaths on Board.	Number of Births on Board.	Adults.		Children between 14 Years and 1 Year.		Children under 1 Year.		Totals.		Whole Number of Souls.
				M.	F.	M.	F.	M.	F.	M.	F.	
April:—												
Port of St. John .	2	10	1	179	161	54	49	19	20	252	230	482
May:—												
St. John . . .	12	7	1	422	338	106	115	16	15	544	468	1012
St. Andrews . .	1	10	..	132	119	65	51	2	1	199	171	370
Dorchester . . .	1	..	..	7	6	2	3	..	1	9	10	19
June:—												
St. John . . .	9	19	3	464	469	186	198	31	27	681	684	1375
St. Stephen . .	1	..	..	8	2	..	..	..	..	8	2	10
Totals , .	26	46	5	1212	1095	413	416	68	64	1693	1575	3268

Recapitulation.

	M.	F.
Adults . . .	1212	1095
Between 14 years and 1 year . .	413	416
Under 1 year .	68	64
Totals . .	1693	1575

Total—Three thousand two hundred and sixty-eight souls.

M. H. Perley,
H. M. Emigration Officer.

Government Emigration Office, St. John, New Brunswick,
July 3, 1848.

No. 7. (No. 65.) No. 7.

Copy of a DESPATCH from Lieutenant-Governor Sir E. Head, Bart., to Earl Grey.

Government House, Fredericton,
July 11, 1848.

My Lord, (*Received August* 3, 1848.

I have the honour to enclose the following papers relative to immigration:—

1st Enclosure. 1. Letter from Mr. Perley, announcing arrival of schooner "Hornet" from Limerick, with the ship return for the same vessel.

2nd Enclosure. 2. Letter from Mr. Perley, announcing arrival of schooner "Blanche" from Donegal, and the ship return for such vessel.

I have, &c.,

The Right Hon. Earl Grey, (Signed) EDMUND HEAD.
&c. &c. &c.

Enclosure 1 in No. 7.

NEW BRUNSWICK.

(No. 41.)

Encl. 1 in No. 7.

Government Emigration Office, St. John,
July 8, 1848.

SIR,

I HAVE to report the arrival of the schooner "Hornet," Michael Hedigan, master, from Limerick, with 86 passengers, for which vessel a ship return is enclosed. Return No. 21.

On inspecting this vessel, I found all the provisions put on board for passengers' use to be bad and unwholesome, and I therefore summoned the master to answer for this offence. The matter came on for hearing yesterday before two magistrates, and evidence was taken at very considerable length. It was proved, as well by the examination of witnesses as by inspection of the article in question, that the biscuit was mouldy, rotten, and full of insects; that the flour so called was not flour at all, but consisted of bran and refuse, quite musty; and that the oatmeal, although of passable quality, was dirty and gritty. Case of Michael Hedigan, master of the "Hornet."

On the hearing being resumed this morning, the captain declined further defence, and threw himself upon the consideration of the magistrates, stating that the provisions had been put on board by his owner, Mr. Bannatyne, of Limerick, who shipped the passengers himself and made all the arrangements; that the provisions had been examined and passed by the Government emigration officer at Limerick, and he, the master, thence inferred that no responsibility would rest upon him. The master then offered to make compensation to the passengers for the want of proper provisions; and this being assented to, he immediately settled with them, to their entire satisfaction, at an expense of nearly 20*l.*

The magistrates taking these matters into consideration, and also that the conduct of the master himself during the voyage had been very kind and exemplary, with my assent reduced the penalty to 5*l.* sterling, with costs of prosecution.

A certified copy of the proceedings will, as usual, be forwarded as soon as furnished by the magistrates, with such further observations as the case may appear to require.

I have, &c.,

(Signed) M. H. PERLEY,
H. M. Emigration Officer

The Hon. John R. Partelow,
Provincial Secretary.

SHIP RETURN No. 21.

Report on the Immigrants by the schooner "Hornet," Michael Hedigan, Master, which arrived at the Port of St. John, New Brunswick, from Limerick, on the 5th July, 1848.

Boarded and examined 5th July, 1848.

M. H. P.

(*To be signed at the end by the Emigrant Agent.*)

	Adults.		Children between 14 and 7.		Children under 7.		Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Totals.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Numbers embarked	..	..	..	..	..	..	36	21	20	4	1	1	57	26
Deaths on the Voyage	None.													
Deaths in Quarantine	None.													
Total Deaths							None.							
Number of Births on the Voyage							None.							
Total landed in the Colony							36	21	20	4	1	1	57	26

Total . . . . . 83 passengers.
Cabin, 2 males 1 female . . . 3 ,,

86 in all.

Number of Agricultural Labourers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Number for whom Cost of Passage defrayed.		Number Engaged for Government Works.	Number Assisted on Arrival out of Public Fund.	Total Amount Paid.	REMARKS.
				By Parish.	By Private Funds.				N.B.—Under this head it is desirable to describe the Vessel, the quality of Food and Water, and the general condition of the Emigrants.
	M.	F.							
16	..	..	1	..	..	..	..	..	The "Hornet" is a good vessel of her class, but entirely too small to carry passengers across the Atlantic. As to provisions and water see Special Report, No. 41. The passengers landed in good health.

M. H. PERLEY,
H. M. Emigration Officer.

NEW BRUNSWICK.

Enclosure 2 in No. 7.

(No. 42.)

Government Emigration Office, St. John,
July 10, 1848.

Encl. 2 in No. 7.

SIR,

Return No. 22.

I HAVE to report the arrival of the schooner "Blanche" from Donegal, with 67 passengers, and enclose a ship return.

The English mail of 24th June brought no passenger list, or intimation of vessels preparing to sail for this colony, whence it may be inferred that the emigration to New Brunswick for this season is drawing to a close.

Two small schooners from Limerick are the only vessels with passengers now on the voyage for this port.

I have, &c.,
(Signed) M. H. PERLEY,
H. M. Emigration Officer.

The Hon. John R. Partelow,
Provincial Secretary.

SHIP RETURN No. 22.

Report on the Immigrants by the schooner, "Blanche," James Green, Master, which arrived at the Port of St. John, N. B., from Donegal, on the 9th of July, 1848.

Boarded and examined 10th July, 1848.

M. H. P.

(*To be signed at the end by the Emigrant Agent.*)

	Adults.		Children between 14 and 7.		Children under 7.		Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Totals.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Numbers Embarked . . .	..	..	..	..	..	..	21	28	6	9	..	1	27	38
Deaths on the Voyage . .	None.													
Deaths in Quarantine . . .	None.													
Total Deaths							None.							
Number of Births on the Voyage							None.							
Total landed in the Colony							21	28	6	9	..	1	27	38

Steerage . . . . . 65 passengers.
Cabin, 1 male and 1 female (adults) 2 ,,
Total . 67 ,,

Number of Agricultural Labourers	Number of Domestic Servants. M.	F.	Number of Mechanics and Tradespeople.	Number for whom Cost of Passage defrayed. By Parish.	By private Funds.	Number engaged for Government Works.	Number assisted on arrival out of Public Funds.	Total Amount paid.	REMARKS. N.B.—Under this head it is desirable to describe the Vessel, the quality of Food and Water, and the general condition of the Emigrants.
11	..	21	None.	..	..	..	..	..	The "Blanche" has been some years in the passenger trade, but is a very objectionable vessel, entirely too small. The passengers were very clean, and in excellent health; a part of them at the inspection represented the provisions as good and in proper quantity, but as others have since stated differently, a further investigation will be made.

M. H. PERLEY,
H. M. Emigration Officer.

No. 8.

(No. 67.)

COPY of a DESPATCH from Lieutenant-Governor Sir E. HEAD to Earl GREY.

Government House, Fredericton,
July 15, 1848.

MY LORD,

(*Received August* 3, 1848.)

I AM informed that the ship "John Hawkes," from Limerick, has arrived at Miramichi with 96 passengers—all well. I learn this through Mr. Rankin, as there is no emigration agent at Miramichi.

The ship "John Hawkes" is the vessel to which the advertisements in the

Limerick Chronicle, mentioned by me in my Despatch of the 19th of June (No. 50), had reference. It is satisfactory to find that the passengers have arrived in good health.

I have also the honour to enclose the following papers relating to emigration :—

Copy of letter from Mr. Perley, and papers annexed thereto, with reference to the proceedings against the master of the schooner "Hornet."

I have. &c.,

The Right Hon. Earl Grey, &c. &c. &c. (Signed) EDMUND HEAD.

Enclosures.

For Sir E. Head's Despatch, June 19, No. 50, *vide* Papers relative to Emigration to North America, Presented by Command, July 1848, page 21.

Enclosure in No. 8.

Encl. in No. 8.

(No. 43.)

Government Emigration Office, St. John, July 13, 1848.

SIR,

REFERRING to my letter No. 41 of the 8th instant, I have now the honour to enclose a certified copy of the proceedings in the prosecution against Michael Hedigan, master of the schooner "Hornet."

The fine and costs in this case have been paid to the magistrates who convicted.

I beg to draw attention to the original passengers' contract tickets, which were put in evidence, and are now annexed to the copy of proceedings enclosed. The owner of the "Hornet," David Bannatyne, has not signed these tickets with his name in full, as required by the Passengers' Act, by which he has incurred a penalty of 10*l.* sterling for each passenger. The conduct of Mr. Bannatyne appears so exceedingly culpable that it would be very desirable to make a severe example of him, if it could be effected.

The emigration officer at Limerick will, I trust, be able to explain satisfactorily why he gave a certificate that a sufficient quantity of good and wholesome provisions had been shipped on board the "Hornet" for passengers' use, upon which the vessel obtained a clearance.

It was an exceedingly fortunate circumstance, that the passengers had among themselves a tolerable supply of sound provisions, as otherwise the consequence might have been fearful.

I have, &c.,

(Signed) M. H. PERLEY,
H. M. Emigration Officer.

The Hon. John R. Partelow,
Provincial Secretary.

No. 10.

M. H. P.

Not Transferable.

PASSENGERS' CONTRACT TICKET.

(Act 5 & 6 Vict. cap. 107.)

N.B.—Any one receiving money from or in respect of any passenger about leaving the United Kingdom, for any place in North Ameaica, without using this Form, and correctly filling up the blanks therein, and signing it with his name in full, will be liable to a penalty not exceeding 10*l.* for each such passenger.

Ship *Hornet*, of *Limerick*, tons register burden. To sail from *Limerick* for *St. John's*, *N. B.*, on or about the 18*th* day of *May*, 1848.

Names.	Ages.	Equal to Statute Adults.
Dan Doyle . . .	26	1
Anne „ . . .	26	1
Mary „ . . .	*Infant.*	

Paid, Poshell.
11 *May*, 1848.

I engage that the parties herein named shall be provided with a steerage passage to *St. John's*, *N. B.*, in the ship *Hornet*, with not less than ten cubic feet for luggage for each statute adult, for the sum of £7, including head money, if any, at place of landing, and every other charge; and I hereby acknowledge to have received the sum of £3 in part payment, and which sum shall be forfeited if the balance is not paid on or before the 11*th May*, 1848.

Water and provisions according to the annexed Scale will be supplied by the ship, as required by law; and also fires and suitable hearths for cooking.

Utensils for eating and drinking will be provided by the passengers.

For DAVID BANNATYNE,
POSHELL.

Deposit . .	£3 0 0	
Balance . .	4 0 0	to be paid on or before the 11*th May*, 1848.
Total . .	£7 0 0	

Limerick, 9 *May*, 1848.

Scale of Victualling.

To each Adult Passenger { Three quarts of Water per day. / Three and a half pounds of Biscuit / Three and a half pounds of Flour, Oatmeal, or Rice } per week.

NEW BRUNSWICK.

Nos. 15 & 16. Not Transferable.

M. H. P.

PASSENGERS' CONTRACT TICKET.

(Act 5 & 6 Vict. cap. 107.)

N.B.—Any one receiving money from or in respect of any passenger about leaving the United Kingdom, for any place in North America, without using this Form, and correctly filling up the blanks therein, and signing it with his name in full, will be liable to a penalty not exceeding 10*l.* for each such passenger.

Ship *Hornet*, of *Limerick*, tons register burden. To sail from *Limerick* for *St. Johns, N. B.*, on or about the 18*th* day of *May*, 1848.

Names.	Ages.	Equal to Statute Adults.
John Finlay . . .	40	1
Anne „ . . .	36	1
Edward „ . . .	9	½
Arthur „ . . .	2	½
Thomas Gillespie .	21	1
Riche „ . .	13	½
William „ . .	11	½
James Realy . .	40	1
Paid in full, Poshell. 10 May, 1848.		
		6

I engage that the parties herein named shall be provided with a steerage passage to *St. Johns, N. B.*, in the ship *Hornet*, with not less than ten cubic feet for luggage for each statute adult, for the sum of £21, including head money, if any, at place of landing, and every other charge; and I hereby acknowledge to have received the sum of £2 in part payment, and which sum shall be forfeited if the balance is not paid on or before the 11*th May*, 1848.

Water and provisions according to the annexed Scale will be supplied by the ship, as required by law; and also fires and suitable hearths for cooking.

Utensils for eating and drinking will be provided by the passengers.

For DAVID BANNATYNE,

POSHELL.

Deposit . .	£2 0 0	
Balance . .	19 0 0	to be paid on or before the 11*th May*, 1848.
Total .	£21 0 0	

Limerick, 9 *May*, 1848.

Scale of Victualling.

To each Adult Passenger { Three quarts of Water per day. / Three and a half pounds of Biscuit / Three and a half pounds of Flour, Oatmeal, or Rice } per week.

City and County of St. John, } Ss.

Magistrate's Court, July 7, 1848.

Before BENJAMIN L. PETERS and DANIEL ANSLEY, Esquires, two of Her Majesty's Justices of the Peace in and for the City and County of Saint John.

MOSES H. PERLEY, Esq., Emigration Officer . . *Plaintiff.*

against

MICHAEL HEDIGAN, Master or Captain of the schooner or vessel called the "Hornet," from Limerick in Ireland, a passenger vessel under the Act called the "Passengers' Act," with passengers for Saint John, New Brunswick . . . . . *Defendant.*

} Complaint for breach of the "Passengers' Act."

THE defendant, *Michael Hedigan*, having been duly summoned by Benjamin L. Peters, one of Her Majesty's Justices of the Peace in and for the city and county of St. John, to answer to the complaint before two of Her said Majesty's Justices of the Peace in and for said city and county, on this 7th day of July, at the office of Benjamin L. Peters, in King-street, in the city of St. John; and having appeared before us, Benjamin L. Peters and Daniel Ansley, Esquires, two of the said Justices of the Peace in and for said city and county, we, the said Justices, did inform him fully of the said charge and complaint so made against him; he the said Michael Hedigan, says, he is not guilty of the offence with which he is so charged.

DUNCAN ROBERTSON, Barrister-at-Law, appears for Defendant.

Daniel Doyle, witness, called by the complainant, and being duly sworn, says—he was one of the passengers that came from Limerick, in Ireland, to St. John, New Brunswick, in the schooner "Hornet," Michael Hedigan, master. The passengers went on board the said schooner on the 18th day of May last at Limerick in Ireland; the vessel put to sea on the 19th day of May, bound for St. John, New Brunswick. Deponent demanded provisions from James O'Brien and the mate on the fourth day after the schooner sailed from Limerick, and seven pounds of ship biscuit was delivered to deponent for the allowance of deponent and his wife; deponent used said biscuit for food, and they made him, deponent, sick; the biscuit so issued to deponent were bad, mouldy, and rotten, filled with maggots, filled with mould into heart; deponent objected to the biscuit; Captain Hedigan said he would be glad to get them before they got to St. John, the ship at the time was near Kilrush; deponent, with

other of the passengers, requested the captain to let them have a boat, they wanted to go on shore to get law, and complain to the mayor; Captain Hedigan refused to allow them a boat, and said if any of them left the vessel and went on shore, if the wind came fair, they would lose their passage; none of the passengers left the vessel that day, and the day following they came to sea. Provisions were issued to the passengers twice a-week during the voyage, seven weeks; the second day's issue was flour, it also was bad and ill-tasted; seven pounds of flour was issued to deponent for himself and his wife, the flour was sour; the third issue of provisions was oaten meal; deponent received seven pounds for his wife and himself, the meal was also bad, it was full of mice-dirt, otherwise it was sweet; deponent would not have used it had he been at home; biscuit was offered to the passengers on the two days that flour and meal was issued; the passengers would not take it as it was worse than the meal or flour. On Saturday last deponent allowed a boy to take an issue of ship-biscuit for him, deponent; the boy was short of provisions, and took the biscuit; deponent received flour and oaten meal from the ship in all cases, except the first day's allowance, and the issue on Saturday last; the flour and meal so issued, after the second issue of provisions was, some of it, better, and some worse, a small difference in the quality; deponent brought, on his own account, as provisions, seven stone of oaten meal, and three stone of flour, and 2*s.* worth of white bread; the flour and meal so brought by deponent was double better than what was issued from the ship; deponent always took the quantity of meal and flour issued to him from the ship, and eat it; deponent did not himself complain either to the captain or mate of the quality of the meal or flour issued; did not hear any of the passengers complain either to the captain or mate; they complained among themselves; deponent saw others of the passengers receive the ship biscuit, thinks they would not have taken it if they had any of their own. Captain Hedigan said the ship biscuit had been examined by Mr. Lynch, the Inspector, and Mr. Bannatyne did not care a bit about them (the passengers) when they got to St. John. The sailors had much better biscuit issued to them than was issued to the passengers, some of the passengers had better themselves, that they paid 3*s.* a stone for in Limerick; the whole of the biscuit issued to the passengers was as bad and some worse than the sample now produced; deponent saw a bag of biscuit brought out of the cabin or hold of the schooner for the inspection of Mr. Perley, the Emigration officer, on Wednesday last, Captain Hedigan was present at the time, and said bread when opened was of same quality, and as bad as the sample produced.

Cross-examined by Duncan Robertson, Attorney for Defendant.

Deponent saith—he does not know the number of passengers in the schooner; deponent was sea-sick 11 days after the schooner came to sea, as sick as any one on board the vessel, and more sick; and deponent, sick at stomach; he vomited for two days off and on, the biscuit swelled him up; deponent's wife ate of the biscuit once or twice a bit, it did not make her sick; she was afraid to eat them, and threw them overboard; others of the passengers also threw biscuit overboard. Deponent never eat any biscuit before coming to Limerick; has been sick in a boat on the water before in the same way, but not so bad as on the voyage. Captain Hedigan was very kind to the passengers generally, gave them physic when required; there was plenty of water issued, three quarts per day, he was a good, kind master; deponent never saw worse flour or meal used in Ireland as that issued to the passengers; deponent never ate worse meal, and would not have used it at home. Cannot say how many of the passengers used the biscuit, or how many did not take it, all took the flour and meal; deponent complained to captain, and others of the passengers also complained. The captain was kind to the passengers, and sometimes took some of them meat from the cabin table, and when sick he would give them brandy toddy; gave deponent castor oil when sick; brought it himself to deponent. The passengers appeared fully intended during the voyage to look about redress for the bad bread on the schooner getting to St. John, that they should see and get satisfaction according to the passengers' ticket to be paid according to contract.

(Signed) DANIEL DOYLE.

Taken, read, and sworn before us, July 7, 1848.

(Signed) BENJAMIN L. PETERS, J. P.
(Signed) DANIEL ANSLEY, J. P.

John Finley, witness called for complaint, and sworn, says—he was a passenger in the schooner "Hornet." The defendant Hedigan was master of the schooner. His passage was paid for in Ireland. The ticket produced is the passengers' ticket he received, and under which he, deponent, went on board the said schooner as passenger, and his wife and family; he paid 21*l.* passage money for himself and family. His occupation in Ireland was that of a house carpenter. The ticket produced is the one he received on paying the passage-money. Deponent went on board the schooner on the 19th of May last; his family went on board on the 18th of May. At Limerick, on the 22nd day of May, provisions were first issued to deponent and his family. One of his sons received the provisions so issued; it was ship biscuit. The biscuit now produced are part of the issue that day made. Deponent did not think it was fit for his family for fear of their getting sick and unwholesome; deponent saw worms in the biscuit. The sample produced was the best of the issue made to deponent's family; the worst was taken out by deponent's wife, and thrown overboard. Deponent had plenty of provisions of his own, and he would not eat the biscuit, as he did not consider them sound or good. Deponent saw the passengers, or some among them, take biscuit on the first issue; and after the first issue, the biscuit were generally refused by the passengers, until they became short of provisions, and then some of the passengers took the biscuit. Deponent never stood by at the time of the provisions being issued. Deponent told the mate the biscuit were bad, and he would not eat them;

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the sailors had better biscuit. Deponent had one or two that came from the sailors, and they were good. Cannot say if the sailors refused the bad biscuit, or if they were offered to them; *heard they were.* Deponent saw worse biscuit than the sample produced by Daniel Doyle with some of the passengers: he saw the passengers taking them from the cabin on the issue days, worse than Doyle's sample was, among the first day's issue to deponent's family. The vessel arrived at the wharf at St. John on Wednesday last. The flour issued to the passengers was what is called *whole meal,* with the bran and all was in it as it came from the mill, and it had a bad taste, and was musty; the oaten meal had black seeds in it, and had dirt also in it; *it was passable meal;* it was not equal to what deponent brought for his own stores; could not use it separately, mixed it with his own occasionally, and used it; it had gravel or small stones among it. The provisions were examined below the Pool by Mr. Lynch, whom deponent understood to be a Government Emigration officer. Cannot say if he inspected the provisions or not; if he did inspect them he had but a short time for doing so at that time. The passengers generally, during the voyage, were making complaint of the quality of the biscuit that was issued. Every third issue was for biscuit to the passengers, and the others the issue of flour and meal. Deponent only received the flour and meal issue; did not take the issue of biscuit except on the first day's issue, and received nothing in lieu of the biscuit not taken.

Cross-examined by Mr. Robertson.

Deponent did not use any of the biscuit; believes the passengers generally had a good supply of provisions of their own on board. Deponent considers that he should get paid for seven and a-half stone of biscuit he did not receive, as he paid Mr. Bannatyne 21*l.*, the amount in his ticket for passengers; and he, deponent, believes that the present proceedings by the passengers is for the purpose of preventing others hereafter from being treated in the same way. Captain Hedigan was very kind and good to the passengers, and extremely attentive on his duty, as was also the whole crew generally.

(Signed) JOHN FINLEY,

Taken, read, and sworn before us, July 7, 1848.

(Signed) BENJ. L. PETERS, J. P.
DANIEL ANSLEY, J. P.

Edmund Cautlon called and sworn as witness, says—he was a passenger in the schooner "Hornet." Michael Hedigan was master or commander. Deponent paid 13*l.* 10*s.* sterling for the passage of himself, with two daughters and two little boys, equal to four full passengers. Deponent and his family went on board the schooner at Limerick on the 18th of May last. About four days after, the first issue of provisions was issued; the mate and a person by the name of O'Brian issued them; the issue was biscuit. Deponent received one stone for his family. Deponent on that occasion objected to the quality of the biscuit when the bag was opened; they were rotten and musty, and also maggotty. Deponent showed them to the passengers, and they all objected to take them; and after that deponent himself took no more biscuit, and the other passengers also refused to take them until they became short of their own provisions. The biscuit deponent received on the first issue were so bad he could not eat them, and part of them were thrown overboard, as they could not be used. Deponent took flour and meal when they were issued; the flour was bad, principally bran; it was a fourth quality of flour; it was not sweet, but musty and bad. The oaten meal was gritty, it was otherwise good; there was black stuff like mice dirt in it, that when put in water they were obliged to skim off before using. Deponent bought flour from one of the passengers rather than take the biscuits issued. Deponent told the captain the biscuit was bad before the schooner got to Kilrush; he said it was not his fault, they were the same he had received for them. At Kilrush deponent and some of the passengers had determined to go on shore to get a summons for the captain for bad provisions; were making up money to get on shore for that purpose; the captain was on shore with one boat, the other was hoisted up astern; and deponent asked some of the seamen if he could get a boat to go on shore. Just at that time it was said the captain was coming on board; and it was said if any one went on shore, and the wind came fair, they would be left behind, as the ship would proceed to sea. The captain came on board, the wind was fair, and they came to sea.

[The Defendant's attorney declines asking any questions.]

(Signed) EDWARD CAUTLON.

Taken, read, and sworn before us, July 7, 1848.

(Signed) BENJ. L. PETERS, J. P.
DANIEL ANSLEY, J. P.

Moses N. Perley, Esq., produces his commission as Emigration Officer for the Port of St. John, showing him to be officially appointed as Emigration Officer, which is admitted by the defendant's attorney as sufficient.

Adjourned for further consideration until Saturday morning, at 10 o'clock.

July 7, 1848. (Signed) BENJ. L. PETERS, J.P.
DANIEL ANSLEY, J.P.

Saturday, July 8, 1848.

Met pursuant to adjournment, and Moses N. Perley, Esq., the complainant, declines offering any further evidence. Evidence for complaint closed here.

Mr. Robertson, attorney for defendant, says he shall not produce any evidence, but leave the matter in the hand of the magistrates to decide under the law.

Adjourned for further consideration until one o'clock this day, for a further hearing and consideration of the evidence.

(Signed) Benj. L. Peters, J.P.
Daniel Ansley, J.P.

One o'clock, July 8, 1848.

Met pursuant to adjournment. M. N. Perley, the prosecutor, states for the information of the magistrates that Captain Hedigan made a satisfactory settlement with the passengers as regards the allowance to indemnify them in the quantity of provisions that had not been received by them during the passage to St. John, in consequence of the quality of the biscuit being so bad they could not use it for food; and further stated as his opinion that much of the blame of having the provisions of damaged and inferior quality rested upon David Bannatyne, the owner of the schooner, who was the schooner's husband in port, and furnished said provisions for the passengers; and further, that it appearing by the evidence of the passengers that the conduct of Captain Hedigan to the passengers generally was of the most kind and attentive description, we, the said magistrates, under the circumstances, are of opinion that the owner and Government Agent are much more censurable—the owner for putting said provisions on board the schooner, and the Emigration Officer for omitting to have the provisions properly inspected.

After fully considering all the evidence in this case, we are fully of opinion that, under the Act of Parliament, the master is guilty of the offence charged in having cleared and put to sea, having on board said schooner bad and unwholesome provisions for the passengers' use, and for causing the same to be issued to said passengers during the voyage to St. John; and we do hereby convict him, the said Michael Hedigan, of the said offence, whereby he has forfeited a penalty under the said Passengers' Act; and we do further order the said Michael Hedigan to pay a fine of 5*l.* sterling money for the offence so by him committed, for the uses and purposes directed in and by the said Passengers' Act, together with the further sum of 2*l.* 3*s.* 8*d.* costs of prosecution (currency); and in default of payment being made of said amount of fine and costs, further ordered that execution do issue for the same as directed, and in and by said Passengers' Act is provided and directed.

St. John, July 8, 1848. (Signed) Benj. L. Peters, J.P.
Daniel Ansley, J.P.

City and County of St. John. } Ss.

I hereby certify that the foregoing is a true copy of the evidence taken before Benjamin L. Peters and Daniel Ansley, Esquires, two of Her Majesty's Justices of the Peace in and for the city and county of St. John, on a complaint made by Moses H. Perley, Esq., Her Majesty's Emigration Officer at the Port of St. John, against Michael Hedigan, master of schooner "Hornet," from Limerick, in Ireland, for a breach of the Passengers' Act.

(Signed) Benj. L. Peters, Justice of Peace,
City and County of St. John.

St. John, New Brunswick,
July 11, 1848.

No. 9.

Copy of a LETTER from B. Hawes, Esq., to Sir C. E. Trevelyan.

Sir, Downing-street, August 9, 1848.

With reference to my letter of the 13th of April last, and to your reply of the 14th of April, upon the question of making an allowance to the provinces of Canada and New Brunswick, in consideration of a heavy outlay which they incurred for distressed emigrants last year, and subject to the condition that henceforward they were to look to no annual grant from this country for the relief of emigrants, I am directed by Earl Grey to transmit to you, for the information of the Lords Commissioners of the Treasury, the enclosed copy of a Despatch from the Governor of New Brunswick, accompanied by a statement of the sums which had been received and disbursed in that colony on account of immigrants in each year from 1832 to 1847.

No. 49, 19th June, 1848.

Printed in series of July, 1848, page 18.

Lord Grey has repeatedly applied for a distinct account of the sum which the province could claim on the same grounds as were laid down for Canada, but has been unable to obtain anything more explicit than the present statement; upon which, therefore, he would now propose to form the best decision which these materials will admit.

According to them, the general balance of expenditure over receipts for all the past years would appear to be 16,467*l.* But it appears to Lord Grey that the proper course, in reference to the general views which were adopted on this subject, would be to deduct from the expenditure of 1847 the receipts for

NEW BRUNSWICK.

that year, and to make a grant to the province of the balance, which, by this mode of proceeding, would be 14,820*l.*

Lord Grey would wish to submit to the Lords Commissioners of the Treasury the fairness of applying to New Brunswick the same principle on this subject which has been adopted for Canada; and he would propose, therefore, that such sum should be allotted to the former province as upon a review of the foregoing statement their Lordships may deem proper.

I have, &c.,

Sir C. E. Trevelyan, &c. &c.

(Signed) B. HAWES.

London:—Printed by William Clowes and Sons, Stamford Street,
For Her Majesty's Stationery Office.

EMIGRATION (CANADA).

RETURN to an Address of the Honourable The House of Commons, dated 1 June 1847;—*for*,

" RETURNS of the ASSESSED VALUE of those TOWNSHIPS in the *Newcastle* District in *Western Canada*, which were settled by PAUPER EMIGRANTS from *Ireland*, between the Years 1825 and 1828, at the Public Expense:"

" Of the Number of the various EMIGRATION SOCIETIES formed in *Canada* in 1840, by Canadian Proprietors desirous of Settling Emigrants from *Great Britain* and *Ireland* upon their Estates."

Colonial Office, Downing-street, 30 May 1848.

B. HAWES.

(*Mr. Poulett Scrope.*)

Ordered, by The House of Commons, *to be Printed*, 30 *May* 1848.

SCHEDULE.

No.	Date.	Subject.	Page.
1. Earl Grey to Governor-general the Earl of Elgin.	1 June 1847	Transmitting copy of the Address of the House of Commons to Her Majesty, praying for certain information in regard to past Emigration to Canada, and requesting to be furnished with the required information - - - - - - -	3
2. Governor-general the Earl of Elgin to Earl Grey.	26 Aug. 1847	In reply; transmitting Return of the Assessed Value of the Townships settled by Pauper Emigrants from Ireland, and particulars of the formation of an Emigration Society in Upper Canada in 1840 - -	3
3. Earl Grey to Governor-general the Earl of Elgin.	18 Nov. 1847	Referring to Governor-general's Despatch of 26 August 1847, in reference to the settlement of Pauper Emigrants from Ireland in Western Canada; requesting to be furnished with any further information that can be obtained respecting the formation of those Settlements - - -	10
4. Governor-general the Earl of Elgin to Earl Grey.	15 Mar. 1848	In reply; enclosing Return of the number of Acres granted to the Irish Emigrants of 1826, and detailed Return showing the present condition of every Lot so granted - - - - - - -	10

RETURNS of the Assessed Value of those Townships in the *Newcastle* District in *Western Canada*, which were settled by Pauper Emigrants from *Ireland*, between the Years 1825 and 1828, at the Public Expense; and of the Number of the various Emigration Societies formed in *Canada* in 1840, by Canadian Proprietors desirous of Settling Emigrants from *Great Britain* and *Ireland* upon their Estates.

—No. 1.—

(No. 76.)

Copy of a DESPATCH from Earl *Grey* to Governor-general the Right Honourable the Earl of *Elgin*.

No. 1.
Earl Grey to Governor-general the Earl of Elgin, 1 June 1847.

1 June 1847.

My Lord, Downing-street, 1 June 1847.

I have the honour to transmit to your Lordship the accompanying copy of an Address presented to Her Majesty by the House of Commons, praying for certain information in regard to past immigration to Canada. As there are no means in this office of making a return to this Address, I have to request that your Lordship would furnish me with the requisite information for that purpose, at the earliest practicable period.

I have, &c.

(signed) *Grey.*

No. 1.— A Return of the Assessed Value of those Townships in the Newcastle District in Western Canada, which were settled by Pauper Emigrants from Ireland, between the years 1825 and 1828, at the public expense.

No. 2.—A Return of the number of the various Emigration Societies formed in Canada in 1840, by Canadian Proprietors desirous of settling Emigrants from Great Britain and Ireland upon their estates.

— No. 2.—

(No. 82.)

Copy of a DESPATCH from Governor-general the Right Honourable the Earl of *Elgin* to Earl *Grey*.

Government House, Montreal,
26 August 1847.

No. 2.
Governor-general the Earl of Elgin to Earl Grey, 26 August 1847.

My Lord,

In obedience to your Lordship's despatch, No. 76, of the 1st of June last, desiring to be furnished with the requisite information for the purpose of making return to an Address presented to Her Majesty by the House of Commons, in regard to past emigration to Canada, I have the honour to transmit herewith a return of the assessed value of the townships settled by pauper emigrants from Ireland, and a copy of a letter with enclosures, from the Sheriff of the Home District, giving information respecting an emigration society, the only one that I can ascertain as having been formed in Upper Canada in the year 1840.

I have, &c.

(signed) *Elgin & Kincardine.*

Enclosure 1, in No. 2.

Encl. 1, in No. 2. RETURN of the Assessed Value of those Townships in the *Newcastle* District in *Western Canada* which were settled by Pauper Emigrants from *Ireland*, between the Years 1825 and 1828, at the Public Expense, according to the Assessment made in the year 1846.

TOWNSHIP.	Assessed Value in 1846.		
	£.	s.	d.
Asphodel - - - - - - -	4,141	13	2
Douro - - - - - - - -	3,365	15	2
Dummer - - - - - - -	4,283	17	–
Emily - - - - - - - -	6,315	6	–½
Ennismore - - - - - - -	1,158	18	1
Ops - - - - - - - -	6,535	11	3
Otonabee - - - - - - -	11,848	12	3
Smith - - - - - - - -	8,063	–	–
TOTAL, Sterling - - - £.	45,712	12	11

Enclosure 2, in No. 2.

Sir, Montreal, 16 July 1847.

Encl. 2, in No. 2. I HAVE the honour to acknowledge the receipt of your letter of the 2d instant, requesting information upon the subject of emigration societies formed in Upper Canada in 1840.

In reply, I beg leave to state, that at my suggestion in that year the subject of immigration and colonization was taken up in Toronto by several influential persons, and (upon a requisition presented to me) a meeting was called of the district of Toronto, which was numerously and respectably attended and certain resolutions passed, a printed copy of which accompanies this letter.

At a subsequent meeting, the association was formed, by the appointment of the Hon. R. C. Jameson, Vice-Chancellor of Upper Canada, President; the Hon. John Henry Dunn, Receiver-general, the Hon. W. H. Draper, Attorney-general, the Hon. John Elmsley, a member of the Legislative Council, and Isaac Buchanan, Esq., as the four Vice-Presidents; several influential persons as Directors, and I was requested to act as one of the Secretaries.

The association agreed to and published a prospectus and bye-laws, and distributed copies through the provinces of Upper and Lower Canada, and also sent several copies to the British islands; a printed copy of the prospectus and bye-laws also accompanies this communication.

The Lieutenant-governor of the province, Sir George Arthur, Bart., and the Governor-general, the late Lord Sydenham, were pleased to express favourable opinions of the objects of the association, as will appear from the printed copies of letters addressed to the secretary of the association. The funds requisite for carrying out a scheme of such magnitude as that contemplated by the association were not expected to be raised in Canada, but it was anticipated that large sums would be raised in Great Britain and Ireland to assist the emigrants from the parent state, sustain them for a time in Canada, and assist the association in locating them on lands, or in obtaining employment which would in a short time place them above want.

It was contemplated that many resident proprietors would place at the disposal of the association portions of their waste lands for settlement, either at the market value of the lands or by gift, upon condition of actual settlement and improvement, with the certainty of reaping a rich return for such sale or gift from the increased value of the remaining portion consequent upon such settlements and improvement. The association did not receive any countenance or assistance from individuals or public bodies in Great Britain or Ireland, nor was it (from want of funds) able to take advantage of those lands placed at its disposal by the resident landed proprietors, except in a very limited degree; during its existence, however, several hundred persons were provided with employment in the colony amongst the farmers, and several were provided with portions of land gratuitously, and have become respectable settlers, benefiting not only themselves but the proprietors of the lands adjoining those on which they have been placed.

From

From the want of that countenance and support which the association had expected at its organization, it was not continued beyond the first year of its formation.

I have, &c.

(signed) *W. B. Jarvis*,
Sheriff of the Home District,
and Secretary of the late Association.

Major Campbell, Civil Secretary,
&c. &c. &c.

RESOLUTIONS.

No. 1.—*Resolved*, THAT for the purpose of promoting emigration to this colony, from Great Britain and Ireland, it is expedient to form an association of landed proprietors and other influential persons, to co-operate with the "British North American Colonial Committee" now established in London, which committee is composed of some of the most wealthy and influential noblemen and landed proprietors in Great Britain and Ireland.

No. 2.—*Resolved*, That this association be now formed under the name of "The Canada Emigration Association."

No. 3.—*Resolved*, That the objects of the Association shall be the promotion of emigration from the parent state to this colony, and in connexion with the British North American Colonial Committee of London, to establish such a system of emigration and colonization as will be beneficial, not only to the emigrant, but to the mother country and this colony; to assist the emigrant upon his arrival by information, in the procurement of employment, and in the location of lands; to form branch societies in the several districts of this province; to ascertain and procure from the landed proprietors lists of such lots or portions of lots as they may be willing to dispose of, either as a free grant or by sale; to appoint in the several district towns, also in Montreal, Quebec and New York, agents, whose duty it will be to render such information and assistance to the emigrants as may be requisite; to establish offices in different parts of the province, for the sale and location of lands; to correspond with the British North American Colonial Committee, and such other societies as may be established in Great Britain and Ireland in the promotion of emigration and colonization; and generally, by every means in its power, to aid, comfort and assist our fellow subjects from the British Isles upon their arrival in this colony.

No. 4.—*Resolved*, That the following gentlemen do form "The Canada Emigration Association," and that they be Directors thereof for the first year, and until the first Monday in January 1842.

No. 5.—*Resolved*, That every person subscribing annually to the funds of the Association the sum of 20 *s.* or upwards, shall become a member of the same, and shall be entitled to vote for Directors at the first and all subsequent annual elections.

No. 6.—*Resolved*, That the affairs of the Association shall be conducted by one President, four Vice-Presidents, Directors, two Secretaries, a Treasurer, three Trustees and a Solicitor; and that the said Directors now appointed, together with those from the other districts, have power to elect their President, Vice-Presidents, Secretaries, Treasurer, Trustees and Solicitor, at a meeting to be convened in the month of November next.

No. 7.—*Resolved*, That the several districts of this province and of Lower Canada be requested to form branch societies in connexion with this Association and the committee in London; and that the Presidents and Vice-Presidents of the branch societies be *ex-officio* directors of this Association; but until such branch societies be respectively formed and in operation, the following gentlemen be invited to become Directors *pro tem.* for their respective districts.

No. 8.—*Resolved*, That so soon as may be convenient, and at least on or before the third Monday in November next, a meeting of the Directors hereby appointed, together with those invited to become Directors for the other districts, or the Presidents and Vice-Presidents of the respective branch societies, be called, for the purpose of framing a constitution and bye-laws, and of issuing a prospectus of the proceedings and intentions of the said Association.

THE following PROSPECTUS and BYE LAWS, which on a former meeting were referred to a Committee for revision, were then read, and unanimously confirmed.

Toronto, 12 November 1840.

THE Directors of the Canada Emigration Association having this day assembled, pursuant to a resolution passed at the late general meeting of the friends of emigration, deem it advisable to lay before the public the object of their union, and the mode in which they propose that it shall be effected.

Their object is to promote the wealth and population of the province, by affording increased facilities to the settlement of persons emigrating from the British Isles, more especially by removing those obstacles which have hitherto so materially impeded the introduction into this province, and perverted into another channel, those valuable members of society upon whom our agricultural and commercial prosperity so essentially depend—the labouring farmers and artizans—without whom it is vain to expect that the more wealthy classes of

settlers will bring hither their capital. It is confidently hoped that the society's exertions will affect a great increase of happiness to the persons intended to be primarily benefited, to be followed very soon by a proportionate advance in value of the possessions of those who, with a wise self-interest, shall contribute liberally to the cause.

It is unnecessary now to set forth the importance of colonization when judiciously directed. Its advantages are manifest, affording to the parent state a corrective to a redundant population, an extension of its commerce and a market for its manufactures; to the man with capital, who finds in a country abounding with it a difficulty in securing a profitable investment, it affords opportunities of a rapid increase, without the risks of speculation; while to the emigrant destitute of capital, or rather possessing only that best and safest of capitals, industry and health, it has proved to thousands a blessed change from indigence to independence, and will so continue to all who do not ensure their disappointment by the unreasonableness of their expectations. Its advantages are equally obvious to the country which, by its vast resources and natural treasures, afford a field for the enterprize of the one class, and a reward for the industry of the other.

The Association is cheered and supported by perceiving how rapidly this conviction has lately extended throughout England, Scotland and Ireland; where men, the highest in rank and in wealth, judging accurately from previous results, have benevolently united themselves in societies to enable their poorer fellow subjects to participate in the benefits of colonization; and it is mainly with a view to co-operate with those patriotic bodies, that the present Association has been formed; convinced as the members are, that however active individual benevolence may be, its effects may be greatly increased by combination and unity of purpose. If any sanction were wanting to persons entertaining doubts of the practical good and the national importance of the subject, it will be found in the elaborate Report of the House of Commons, and in the several resolutions and earnest addresses of our Provincial Legislature.

There never was a period in the history of the province, when the exertions of an association like the present could promise such happy results; great public works have been accomplished for the facilitating of social intercourse, and the transport of commodities, works which would be deemed great in any country upon earth; the Welland, the Rideau, and other artificial navigations, connecting our inland seas with each other and with the ocean; macadamized roads are intersecting the province in every direction; other extensive works of the same kind, together with railroads, are either in the course of construction or intended to be constructed; the statistics of the country, and the inexhaustible capabilities of the land are become thoroughly known; and above all, the country is at peace within and without, and men by common consent are uniting, by a laudable attention to private good, to swell the aggregate of public prosperity.

The Executive Government too, is actively at work for the good of those under its protection, especially in the forming of roads, and rendering some of the most fertile tracts in the country accessible for settlement. It is making preparations on a grand scale for those who choose to avail themselves of its paternal aid; but great as is its power, and wise and benevolent as they may be who wield it, there is still a vast amount of good connected with the colonization of this country, which circumstances have rendered it impossible for the local Government to perform. It is precisely that deficiency which it is in the power of the Emigration Association to supply, if they be joined and sustained by the good sense and good feeling of the country; nay, even the self-interest of individuals will, if judiciously exercised, contribute to the common good.

An evil attendant upon the colonization of Canada in times past, is industriously represented as still existing in its aggravated forms, by those who would deter settlers from selecting this province as their home. It is urged, that nearly all the lands within the settled precincts of the province have passed into the hands of private individuals, and that the new emigrant must necessarily go far into the depths of the forest, remote from the peopled settlements, where, whatever may be the excellence of his land, he will be remote from markets, mills, or even roads, or the means of procuring labour or supplies during the first years of his residence.

These difficulties have existed to a great and disheartening extent, sometimes so as to induce the settler to abandon his possessions. It is true, also, that a great proportion of the land, especially in the older surveyed townships, comprehending the choicest locations in the neighbourhood of roads and navigable waters, now belongs to private individuals, and it is this very fact that enables the Association to be of the most essential service. These tracts are at present unproductive to the owner, and if retained in their wild state, with the view to their owners obtaining higher prices, would interpose such a serious obstacle to the settlement of the country, as might well justify the Legislature in imposing a tax upon lands kept unimproved from so selfish and narrow a policy. The Association are happy in knowing—for many of such proprietors are amongst its most zealous members—that such lands generally remain in their profitless fertility, only because the hand of man is wanting to turn them into productive corn-fields and animated pastures; and that if their fellow-countrymen were here to make use of them, they would be happy in giving to them portions equal to their utmost wants, without money and without price; yes, and every other aid which could tend to their future advantage, and this too without any affectation of generosity on the part of the members of the Association, for they are well aware that by the settlement and cultivation of a portion of their lands, the adjoining part will become better worth the purchasing by future emigrants, or by the settler himself when he shall have become prosperous.

This

This system of free grants of portions of private properties scattered over the whole province, and therefore presenting endless choice of locality in respect to previous settlement of friends, &c., to such persons as have no money to pay, or having small means, might more beneficially to themselves and the country apply them to accelerate the improvement of the land, forms a principal feature in the scheme of the Association, by which they hope to be useful to their countrymen. But it is only one; there are cases where not only the poor, but even the comparatively affluent settler, has had to encounter difficulties which might well dishearten him, and even drive him to abandon his enterprise. Many members of this Association have had practical knowledge of the evils which they are now intent upon averting from others, and are desirous of giving their experience without its price. The establishment of their registry office for the sale of lands not devoted to the above-stated object, and for supplying accurate information, statistical and otherwise, will be found of great use to such as are beyond the necessity of receiving any other kind of assistance; while in locating those who shall be disposed to accept of their land, they will carefully avoid the evil before-mentioned, of sending them where they will be isolated and solitary; but under such an arrangement as will ensure to each the comforts of society while he is engaged in the first, and in all cases the most discouraging task he has to encounter—subduing the forest.

The practical object of the Association is to establish, in connexion with the societies of Great Britain and Ireland, an effectual system, as well of direct colonization, as of aid and assistance to emigrants generally, whether rich or poor, supplying information to the one, and permanent employment or locations in land to the other. To such emigrants with families as shall come out under the auspices, or with the special recommendation of the societies at home, it is proposed to give 50 acres each, upon condition of actual settlement, and clearing a space of 10 acres of the front of their locations, erecting a dwelling-house, &c. for themselves, and clearing one-half of that portion of the road lying in front of the lot of which the lot forms a part. The use and possession of this land will be secured to them immediately; and after three years' actual residence, and the performance of the conditions above specified, a deed in fee-simple, without charge, will be given to them.

For the convenience of emigrants generally, an office will be opened in Toronto, for the registration of all lands possessed by private individuals, with descriptions of the lots, concessions, townships, districts, &c., classifying the same under the several heads of—Lands for sale—for lease—or for free settlement, under the direction of this Association; with every information connected therewith, their local peculiarities, situation in relation to roads, mills, markets, &c., the nature of the adjacent settlements, the countries from which the settlers therein came, together with every matter, the previous knowledge of which may tend to save the applicant the labour and time of personal inspection. It is further proposed, that full abstracts of all the above matter should be placed in the hands of the different societies in Great Britain, in order that even there some reasonably accurate information might be obtained before passing the Atlantic.

Books and subscriptions will be opened in every town and township in the province. A contribution of 20 *s.* annually will constitute a member qualified to vote for directors; a donation of 12 *l.* 10 *s.*, or a gift of land equivalent in value, will qualify such contributor to be elected a director.

These books will remain open at the different places, and returns from time to time made to the secretaries, and the subscribers of land will be called upon, when necessary, to make the proper conveyances to the trustees for the purposes of the Association.

Upon these principles, and with a view to such plan, the Association earnestly call upon the inhabitants of this province to contribute in their degree to the cause of colonization, whether by gifts of land or otherwise, in the full confidence that in proportion to the good which they shall confer upon their country, will be the benefit reacting upon their individual prosperity.

Bye Laws.

That at all meetings of the directors, the president, if present, or, in his absence any one of the vice-presidents, do take the chair; and that such president (or vice-president while so presiding), have, besides his vote as a director, a casting vote as chairman.

That six directors, including the president, or any of the vice-presidents, be a quorum for the transaction of business.

That the directors meet on Thursday of each week at the hour of three.

That if any vacancy takes place amongst the directors, whether of president, vice-president, director or other officer of the Association, the remaining directors have power to fill the vacancy for the remainder of the year, and until the next general election.

That after the year 1841, no person shall be eligible to be elected as a director, unless he be, or hath been a contributor to the funds of the Association of the sum of at least 12 *l.* 10 *s.* or of land equivalent thereto in value.

That public notice be given by circulars, and by advertisements in the newspapers to the landed proprietors of the province, advising them of the formation of the Association, and requesting them to send in at their earliest convenience lists of such lands as they may be willing to dispose of either by grant, or sale or lease, according to the annexed Schedule, in order that the same may be transmitted without delay to the different branch societies of the districts in which such lands are situate.

That books be prepared for the registration or entry of such lands so returned, classifying the lots by numbers, concessions, townships and districts; and that diagrams be obtained

through the intervention of the Government, of such townships as the Association may require.

That, so soon as a fund shall be raised, by the subscription of members or by donations in money and land to warrant the expenditure, transcripts be made of the entries mentioned in the last section, of such lands as may be placed at the disposal of the Association, to be transmitted to the several districts respectively in which the lands may be situate, which books shall remain in the possession of the branch society of the respective district, if any be established, or in the hands of the agent of the Association resident in such districts respectively, and be open to the inspection of the public.

That the trustees be authorized to receive deeds of conveyance, in trust for the uses of the Association, from such persons as may be willing to make free grants of land for settlement, upon receiving from the registrar of the county in which such lands are, a certificate that the same are unencumbered.

That a draft of such conveyance be prepared and printed for the purpose mentioned in the last section.

That such conveyance be made and certificate obtained by the party granting the lands, and be transmitted to the trustees free of all charges whatever.

That, for the incidental expenses of the Association, the treasurer be authorized to pay any check signed by the president, or, in his absence, by any one of the vice-presidents, the secretary and any two of the directors other than the secretary or treasurer.

That, each person who makes an entry of land for sale, unless he be a member of the Association, pay to the treasurer of the Association at the time of making such entry the sum of 5*s*.

That, upon a sale being effected for any person, the following sums be paid by the vendor to the treasurer of the Association; viz.:

£.		£.	*s*.	*d*.
If to the amount of 100,	the sum of	1	5	–
„ 200 -	„ -	2	10	–
„ 300 -	„ -	3	–	–
„ 400 -	„ -	4	–	–
„ 500 -	„ -	4	10	–
„ 600 -	„ -	5	–	–
„ 700 -	„ -	5	10	–
„ 800 -	„ -	6	–	–
„ 900 -	„ -	7	–	–
„ 1,000 -	„ -	7	10	–

All sums over £.1,000, one per cent.

That, for the first year, no officer of the Association be paid for any service he may perform for the Association except for actual disbursements in the payment of books, postage, stationery, clerks' wages, fuel, lights, attendance and travelling expenses.

SCHEDULE of Lands the property of , placed at the disposal of the Canadian Emigration Association: "—

Name of Proprietor
Place of abode
Addition

Numbers of lots and concessions, townships and districts in which lands are situate, with the number of acres in each lot; specifying the state in which each particular lot is, whether uncultivated or otherwise, and if cultivated, the quantity; the buildings thereon; the kind of timber; nature of the soil; how watered, and by what streams; the distance from mills, merchants' shops, villages or towns, naming the same; distance from the district town, naming the same; also, from the principal high road or water communication passing through the district.

Price per acre, and the terms of payment; also, whether any portion thereof will be surrendered to this Association for settlement, and if so, how much; specifying the particular lots or portion of lots which will be so surrendered.

The number of families located in the township in which the lands lie; the number of manufactories, such as flour-mills, saw-mills, merchants' shops, &c.; number of churches and other places of worship; number of schools, and whether the same are conducted upon a satisfactory system, and presided over by proper and capable persons for the instruction of youth.

The state of the roads and bridges, and whether any public works are in progress or in contemplation, specifying the nature of such public works.

The number and description of emigrants that could be employed, classifying the same thus:—Farmers, farm servants, house servants, mechanics, such as carpenters, blacksmiths, shoemakers, masons, coopers, &c.

The amount of annual subscription to the funds of the Association.

The

The amount of donations to the Association; the signature of the party, witnessed by a Justice of the Peace or Commissioner of the Court of Requests, when the same can be readily obtained.

N.B.—The return to be made as soon as convenient to the president of the district society, or to the Secretary of the Association at Toronto. Postage in all cases to be paid by the party.

Addressed to the Secretary of the "Canada Emigration Association," as, in the event of his absence, no communication otherwise addressed will be opened by the person acting for him.

Sir, Government House, Montreal, 3 November 1840.

I AM commanded by the Governor-general to acknowledge the receipt of your letter of the 19th ultimo, enclosing copies of the proceedings at a meeting of the inhabitants of the Home District, called with a view to the formation of a society to promote emigration. His Excellency desires me to thank you for this communication, and to assure you that he has observed with great satisfaction their proceedings, and that he will have much pleasure in co-operating with the society for the promotion of its object.

I have, &c.

(signed) *T. W. C. Murdoch,*
Chief Secretary.

Mr. Sheriff Jarvis, Toronto.

Sir,

I HAVE the honour to acknowledge the receipt of your letter of this day's date, enclosing a copy of the proceedings which took place at a public meeting convened by you as Sheriff of the Home District, upon a requisition numerously signed, for the purpose of promoting emigration to this colony from the British Isles.

In reply, I am commanded by the Lieutenant-governor to say, that it has been a source of great gratification to his Excellency to find that a subject of such vital importance to the welfare of the Province has been taken up with so much zeal. I am also directed to inform you, that it will afford his Excellency much satisfaction to be enabled to further the object contemplated by every means in his power.

I have, &c.

W. B. Jarvis, Esq.
&c. &c. &c.

(signed) *S. B. Harrison.*

Canada Company's Office, Toronto,
26 October 1840.

Sir,

WE have the honour to acknowledge receipt of your letter of the 19th instant, enclosing a copy of the resolutions passed at a public meeting held at the Court-house on the 15th instant, of which you were the chairman, for the purpose of forming an association for the promotion of emigration from the United Kingdom, and for the adoption of a system of colonization in this Province.

We beg to assure you that the Canada Company will, as it has from its formation undeviatingly done, lend its most ready and zealous co-operation in the furtherance of promoting emigration to this Province, and securing its settlement; we are convinced that we need not give this assurance, as it is evident that the prosperity of the Company can only co-exist with that of the Province at large, and which can only be successfully attained by pouring into it a continuous stream of emigrants, and retaining them in the country.

We shall at all times cheerfully render any assistance to the Emigration Association whenever they may deem our services available.

By the enclosed copy of a circular, dated 15th July last, which we addressed to about 60 intelligent and experienced gentlemen residing in various parts of the Province, the Association will perceive that we have not slumbered in the good cause they are now so meritoriously and efficiently advocating; we have received many reports and returns to our circulars, copies of which have been transmitted to London, and we shall have much pleasure in placing them at the disposal of the Association when they are complete, as we feel con-

vinced the Association will derive great gratification by the perusal of the mass of highly interesting information we have obtained, and which exhibits this Province in a more prosperous state than perhaps the most sanguine and experienced inhabitants could have anticipated.

I have, &c.
(signed) *Frederick Widder*, Commissioner.

W. B. Jarvis, Esq., Sheriff of the Home District,
And Chairman of the Meeting of the 15th of October 1840.

It was then moved by Sir Allan N. Macnab, and seconded by Robert Dixon Esq.; and

Resolved, That Robert S. Jameson, Esq., Vice-Chancellor of Upper Canada, be the President of the "Canada Emigration Association" for the ensuing year, and until the next annual election.

Carried unanimously.

— No. 3. —

(No. 137.)

COPY of a DESPATCH from Earl *Grey* to Governor-general the Right Honourable the Earl of *Elgin*.

No. 3.
Earl Grey to Govenor-general the Earl of Elgin, 18 November 1847.

My Lord, Downing-street, 18 November 1847.

REFERRING to your Lordship's despatch, No. 82, of the 26th of August last, enclosing a return of the assessed value of certain townships in the Newcastle District, in Western Canada, settled by pauper emigrants from Ireland between the years 1825 and 1828, for the purpose of being laid before Parliament, I have to inform your Lordship that I gather, from two Reports of a Select Committee of the House of Commons on Emigration, dated on the 26th May 1826, and 29th June 1827, that 2,024 Irish pauper emigrants embarked from Cork in the year 1825, for Upper Canada, under the superintendence of Mr. Peter Robinson; that of this number 621 men, 512 women, and 745 children were located on the Newcastle District, and that the total expense of the conveyance of these emigrants from Ireland to Canada, and of their settlement at Newcastle, including their sustenance up to the period at which their first crops enabled them to provide for themselves, was 43,145 *l.*, no portion of which appears to have been repaid by the settlers.

I have now to request that your Lordship will ascertain and report to me, whether the townships, of which the assessed value is contained in your despatch, No. 82, are the townships on which these Irish pauper emigrants were settled, and if not, that you will furnish me with any information which it may be in your power to obtain respecting the formation of these settlements.

I have, &c.
(signed) *Grey*.

— No. 4. —

(No. 30.)

COPY of a DESPATCH from Governor-general the Right Honourable the Earl of *Elgin* to Earl *Grey*.

Government House, Montreal, 15 March 1848.

No. 4.
Governor-general the Earl of Elgin to Earl Grey, 15 March 1848.

My Lord, (Received 10 April 1848.)

WITH reference to your Lordship's Despatch, No. 137, of the 18th November, calling for further information respecting the settlements formed in the year 1826 by emigrants from Ireland, under the superintendence of Mr. Robinson, I have the honour to communicate such additional particulars as it has been in my power to collect from the scanty records remaining in the public offices here, relating to those settlements, and from inquiries which I have instituted on the spot.

No. 1.
No. 2.

Enclosed is a return of the number of acres granted to Mr. Robinson's emigrant's in each township, and returns in detail showing the present condition of every lot so granted, that is to say, the number of acres in each lot (generally 100,) the number of acres now cleared and under cultivation, the number of souls, houses, cattle, &c., on each lot. From these details it will be sufficiently apparent, that none of these townships were settled exclusively by the emigrants of

of 1826. Since that period the remaining lands have continued to be taken up by voluntary settlement, and the present condition of these townships may be gathered from the following Table, compiled from the best information that can be obtained.

	Present Number of Acres settled in the Township. Total.	Number of Acres settled by Mr. Robinson's Emigrants.	Present Number of Inhabitants.	Present Assessed Value of Rateable Property.
				£.
Douro - -	25,740	6,000	1,194	14,751
Smith - -	33,410	3,000	1,989	26,828
Otonabee - -	48,138	5,200	2,689	36,307
Ennismore - -	8,090	6,600	463	4,169
Asphodel - -	22,013	3,600	870	14,022
Emily - -	35,899	13,800	2,341	20,667
Ops - - -	33,831	610	1,855	20,972

It must be observed, that in the year 1826, when Mr. Robinson brought out the Irish emigrants, the above townships were all wilderness lands, in the rear of the Newcastle District, and far removed from the settled tracts. They now form part of the District of Colbourne which has the flourishing town of Peterborough for its chief town, a town first laid out in the same year of 1826.

I have, &c.

(signed) *Elgin & Kincardine.*

Enclosure 1, in No. 4.

No. 1.—RETURN of the Number of ACRES in each of the under-mentioned TOWNSHIPS of *Upper Canada*, located by Emigrants from the South of *Ireland*, under the superintendence of the late Honourable *Peter Robinson*, in the year 1826; also exhibiting the Number of Acres in the said Townships respectively, for which Patents have since issued. Encl. 1, in No. 4.

TOWNSHIPS.	Number of Acres Located.	Number of Acres Patented.
Douro - - - - - -	6,000	5,200
Smith - - - - - -	3,000	2,300
Otonabee - - - - -	5,200	5,050
Ennismore - - - - -	6,600	4,600
Emily - - - - - -	13,800	12,200
Asphodel - - - -	3,600	1,800
Ops - - - - - - -	610	300
Total Located - - -	38,810	
Total Patented - - -	- - -	31,450

Of the unpatented lands, the parties concerned are from time to time proving their claims, and applying for patents; the decease of the locatees in some instances rendering it necessary to prove before the Heir and Devisee Commission their claims.

A very small proportion of the lots have been resumed in consequence of the locatees abandoning their lands.

Enclosure 2, in No. 4.

TOWNSHIP OF EMILY.

LOT.	Concession.	Acres.	NAMES.	ASSESSOR'S REPORT of IMPROVEMENTS, STOCK, &c, &c.				
				Number of Acres Cleared.	Horses.	Horned Cattle.	No. of Family.	
N ½, 21	12	100	John Sullivan, jun.	15	–	4	8	Justice Peace.
W ½, 21	8	100	Thomas M'Carty	6	–	3	5	N W ¼, in occupation.
E ½, 8	10	100	William Houlehan	12	1	1	7	
W ½, 8	10	100	Dennis Houlehan	16	2	1	6	Justice Peace.
N ½, 1	10	100	Daniel Donoghue, sen.	25	–	3	6	Richard Dobbins in occupation.
S ½, 2	10	100	Maurice Donoghue	10	–	–	6	
W ½, 6	9	100	John Leary	10	–	1	7	Dennis Leay in occupation.
S ½, 1	10	100	Dennis Donoghue	10	–	–	7	
W ½, 1	9	100	George Wynne - S ½	25	1	4	7	Dennis Shire in occupation.
N ½, 18	6	100	James Cunningham	20	1	1	1	
N ½, 19	7	100	John Brien	10	–	1	8	Thomas O'Brien in occupation.
E ½, 18	7	100	John Carey	4	–	1	8	
W ½, 14	10	100	Daniel Fitzpatrick	10	–	3	11	Dennis Fitzpatrick in occupation.
N ½, 12	9	100	Patrick Walsh	-	–	–	–	gone to States; no assessment.
S ½, 12	10	100	Jeremiah Dwyer	-	–	–	–	no assessment for two years.
S ½, 18	11	100	Dennis Connell - S W ¼	-	–	–	3	Thomas Fitzgerald, S W ¼.
S ½, 13	11	100	John Sheehan	15	–	–	4	Mary Sheehan.
S ½, 17	11	100	Daniel Sheehan	12	–	3	12	John Geary in occupation.
W ½, 1	6	100	William Mulcahey	65	2	4	5	Patrick Mulcahey.
E ½, 3	5	100	David Mulcahey	30	1	2	5	N E ¼, William Lang in occupation.
				25	1	–	4	S E ¼, William Lang in occupation.
E ½, 5	9	100	Patrick Barragy	5	–	–	6	N E ¼, Widow Barragy.
N ½, 23	9	100	Michael Flaherty	-	–	–	–	no assessment four years.
S ½, 18	12	100	Richard Owens	-	–	–	–	no assessment four years.
E ½, 19	12	100	Daniel Owens	5	–	1	11	
E ½, 14	10	100	William Halloran	-	–	–	–	no assessment three years.
S ½, 22	5	100	William Boate	10	–	–	–	
S ½, 15	11	100	Owen Keily	15	–	3	5	Timothy Keily in occupation.
N ½, 8	9	100	John Nagle - N E ¼	6	–	1	8	Luke Connell in occupation.
			N W ¼	7	–	–	6	Cornelius M'Carty in occupation.
S ½, 17	1	100	John Blackwell	30	–	–	–	William M'Call.
N ½, 4	4	100	Daniel Finnigan	30	–	2	3	John Hanna.
N ½, 15	11	100	Thomas Slack	-	–	–	–	no assessment four years.
N ½, 1	8	100	Robert Wynne	20	–	4	9	
E ½, 1	9	100	Henry Wynne - N ½	30	–	2	11	David Mulcahey in occupation.
N ½, 3	7	100	John Hogan	40	–	3	8	Michael Hogan in occupation.
W ½, 20	9	100	Michael M'Auliffe	10	–	–	–	- - Martin M'Auliffe, lives on 21, in 8 concession.
N ½, 20	7	100	Abraham Groves	40	2	4	4	
E ½, 2	6	100	Michael Sullivan	25	2	1	9	Michael Welsh in occupation.
E ½, 6	9	100	Bartholomew Downey	6	–	–	4	- - N E ¼ on S E ¼, Eugene Donney, 5 cleared, 3 family.
S ½, 11	10	100	John Flynn	25	–	3	7	
N ½, 10	9	100	Daniel Flynn	15	–	1	8	Widow Grogan in occupation.
S ½, 16	10	100	Moses Bigley - S W ¼	10	–	1	5	Daniel Bigley, S E ¼, Michael Buckley.
N ½, 16	10	100	Michael Buckley	6	–	–	4	
W ½, 3	5	100	Andrew Ormsby	-	–	–	–	S W ¼, H. Atnill.
				10	–	1	5	N W ¼, David Thornton.
S ½, 23	9	100	Patrick Flaherty	-	–	–	–	no assessment for seven years, bro. 80.
W ½, 5	9	100	James Hargrove	10	–	3	5	
N ½, 17	5	100	Richard Lowes	-	–	–	–	no assessment for four years.
S ½, 23	6	100	Edmond O. Donnell	20	2	2	8	
N ½, 12	8	100	Dennis Fitzpatrick	-	–	–	–	no assessment 1847.
N ½, 13	10	100	Michael M'Carthy	-	–	–	–	no assessment 1846 and 1847.
N ½, 13	11	100	Charles M'Carthy	-	–	–	–	no assessment for four years.
W ½, 19	11	100	Jeremiah Murphy	10	1	1	5	
N ½, 1	5	100	John Leary - N ½ of N ½	3	–	–	1	- - S ½ of N ½, Patrick Leary, 10 acres, one horse, one cow, six family.
S ½, 1	5	100	Timothy Leary	10	1	3	4	S ½ of S ½.
N ½, 6	10	100	Michael Collins	20	–	–	8	
S ½, 14	12	100	Patrick Herlehey, sen.	8	1	1	4	S E ¼, William Herlehey.
				6	–	1	2	S W ¼, Timothy Herlehey.
N ½, 5	5	100	John Callaghan	15	–	–	2	
W ½, 6	11	100	John Collins	10	1	2	9	
N ½, 18	11	100	John Connell	10	1	1	4	
N ½, 14	12	100	Patrick Herlehey, jun.	15	–	3	5	
S ½, 4	10	100	George Connell	10	2	2	3	

TOWNSHIP of EMILY—*continued.*

LOT.	Concession.	Acres.	NAMES.	ASSESSOR'S EPORT of IMPROVEMENTS, STOCK, &c. &c.				
				Number of Acres Cleared.	Horses.	Horned Cattle.	No. of Family.	———
W ½, 7	11	100	James Shenig - - -	- -	–	–	–	not assessed for six years.
N ½, 7	10	100	Patrick Shenig - -	6	–	–	8	in occupation Patrick Fox.
N ½, 14	11	100	Timothy Dorgan - -	10	1	4	8	
W ½, 19	13	100	John Owen - - -	2	–	3	7	should be W ½, 19, in 12 concession.
S ½, 22	9	100	James Flaherty, jun. -	15	–	–	7	
N ½, 22	5	100	James Boate - - -	35	2	2	4	
S ½, 18	3	100	John M'Carroll - -	25	2	2	5	
S ½, 10	3	100	James M'Carroll - -	30	2	5	5	- - should be S ½ 10, in 5; A. M'Quaig occupier.
S ½, 7	10	100	Patrick Ryan - -	20	1	1	7	in occupation Ml. Geary.
E ½, 21	8	100	Martin M'Auliffe - -	15	2	2	7	N E ¼, in occupation.
N ½, 4	10	100	Edmond Piggott - -	10	2	1	10	
W ½, 5	11	100	Daniel Piggott - -	- -	–	–	–	not assessed in 1847.
S ½, 21	6	100	Thomas Carew - -	40	2	3	8	Robert Casem, in occupation.
S ½, 19	6	100	Samuel Carew - -	- -	–	–	–	no assessment at any time.
E ½, 23	8	100	Martin Doran - -	20	2	2	9	
W ½, 23	8	100	William Doran - -					
S ½, 18	5	100	Jobias Switzer - -	14	2	2	4	
N ½, 23	3	100	Michael Lowes - -	- -	–	–	–	no assessment any time.
N ½, 23	4	100	John Shoulders - -	12	–	3	7	in occupation George Shouldis.
N ½, 22	3	100	Adam Shoulders - -	20	1	4	11	Bro. lot.
S ½, 10	9	100	Michael Flynn - -	10	1	1	8	
W ½, 10	11	100	John Ryan - - -	- -	–	–	–	no assessment any time.
N ½, 23	5	100	James Rotchford - -	5	–	2	4	in occupation William M'Carroll.
S ½, 23	5	100	Edward Sliney - -	- -	–	–	–	no assessment, advertized for taxes.
W ½, 3	9	100	Timothy Connors - -	- -	–	–	–	no assessment for two years.
N ½, 0	11	100	Cornelius Lynes - -	10	–	–	–	in occupation John Owens.
E. ½, 3	9	100	George Connell - -	7	–	1	5	in occupation Daniel Connell.
S ½, 15	9	100	William Barrett - -	20	1	–	–	in occupation Patrick Clancey.
E ½, 4	6	100	Cornelius Callaghan -	12	–	2	2	in occupation George Stewart.
N ½, 6	6	100	Jeremiah Callaghan -	- -	–	–	–	never assessed, advertized taxes.
N ½, 15	9	100	Patrick Clancey - -	25	–	1	4	
E ½, 19	11	100	John Collins - - -	10	1	2	4	in occupation Maurice Collins.
S ½, 6	8	100	William Fitzgerald - -	15	2	2	9	in occupation Michael Powers.
S ½, 14	11	100	Timothy Dorgan - -	6	–	3	5	in occupation Michael Dorgan.
N ½, 23	7	100	John M'Grath - -	15	–	–	7	in occupation Patrick Lennard.
E ½, 8	8	100	John Finn - N E ¼	3	–	–	–	N E ¼, Francis Leary.
			S E ¼	3	–	–	–	S E ¼, Patrick Lyons.
N ½, 18	4	100	George Miller - - -	25	2	4	9	
W ½, 5	11	100	Bartholomew Piggott -	- -	–	–	–	not assessed 1847.
N ½, 21	6	100	John Geary - - -	40	–	–	3	James Geary in occupation.
N E and S W ¼'s. 17	7	100	Thomas Groves - N ½	25	2	1	5	N ½.
S ½, 23	10	100	John Hartnell, sen. - -	15	–	5	5	Jerry Linganne.
S ½, 8	12	100	John Hartnell, jun - -	- -	–	–	–	wild land.
S ½, 13	10	100	Jeremiah Callahan - -	20	–	3	4	James and John Callaghan.
E ½, 20	9	100	Martin M'Auliffe - -	10	–	–	–	
S ½, 6	5	100	George Ormsby - -	15	–	5	7	S E ¼, William English, in occupation.
				3	–	–	–	S W ¼, Francis Taylor, tion.
W ½, 2	6	100	Richard Sullivan - -	20	–	–	–	Daniel Scully, occupation.
E ½, 1	6	100	Edmond Shea - -	65	2	4	5	Patrick Mulcahey the whole lot.
W ½, 9	10	100	Edmund Brisbane - -	- -	–	–	–	not assessed 1847, patent in error.
S ½, 21	12	100	Thomas Stack - -	- -	–	–	–	not assessed two years.
N ½, 7	7	100	Patrick Callahan - -	50	2	2	5	Patrick Lyons in occupation.
N ½, 7	9	100	Daniel Donoghue - -	- -	–	–	–	no assessment, wild land.
W ½, 7	11	100	Thomas Shenick - -	- -	–	–	–	no assessment four years.
N ½, 17	11	100	John Sheehan - -	12	–	3	12	John Geary in occupation.
S ½, 12	11	100	Timothy Ryan - -	- -	–	–	–	no assessment.
S ½, 1	11	100	Bartholomew Kenely -	40	1	1	9	Benjamin Madigan, occupant.
W ½, 8	8	100	Edmund Callaghan -	12	–	3	8	Edward Lyons, occupant.
S ½, 23	7	100	Edward Sullivan -	20	–	3	8	
N ½, 19	8	100	Patrick Dawson - -	15	2	1	9	
W ½, 16	9	100	Patrick Shea - - -	25	–	3	5	Terence Trainer, rented.
N ½, 11	10	100	William Flynn - S ½	25	–	3	7	S ½.
N ½, 14	9	100	John Morrisy - - -	30	1	5	6	Edward Morrisy, son.
N ½, 22	9	100	James Flaherty - -	8	–	3	9	Thomas Flaherty, son.

(*continued*)

Enclosure 2, in No. 4.

TOWNSHIP OF EMILY.

LOT.	Concession.	Acres.	NAMES.	ASSESSOR'S REPORT of IMPROVEMENTS, STOCK, &c. &c.				
				Number of Acres Cleared.	Horses.	Horned Cattle.	No. of Family.	
N ½, 21	12	100	John Sullivan, jun.	15	–	4	8	Justice Peace.
W ½, 21	8	100	Thomas M'Carty	6	–	3	5	N W ¼, in occupation.
E ½, 8	10	100	William Houlehan	12	1	1	7	
W ½, 8	10	100	Dennis Houlehan	16	2	1	6	Justice Peace.
N ½, 1	10	100	Daniel Donoghue, sen.	25	–	3	6	Richard Dobbins in occupation.
S ½, 2	10	100	Maurice Donoghue	10	–	–	6	
W ½, 6	9	100	John Leary	10	–	1	7	Dennis Leay in occupation.
S ½, 1	10	100	Dennis Donoghue	10	–	–	7	
W ½, 1	9	100	George Wynne - S ½	25	1	4	7	Dennis Shire in occupation.
N ½, 18	6	100	James Cunningham	20	1	1	1	
N ½, 19	7	100	John Brien	10	–	1	8	Thomas O'Brien in occupation.
E ½, 18	7	100	John Carey	4	–	1	8	
W ½, 14	10	100	Daniel Fitzpatrick	10	–	3	11	Dennis Fitzpatrick in occupation.
N ½, 12	9	100	Patrick Walsh	-	–	–	–	gone to States; no assessment.
S ½, 12	10	100	Jeremiah Dwyer	-	–	–	–	no assessment for two years.
S ½, 18	11	100	Dennis Connell - S W ¼	-	–	–	3	Thomas Fitzgerald, S W ¼.
S ½, 13	11	100	John Sheehan	15	–	–	4	Mary Sheehan.
S ½, 17	11	100	Daniel Sheehan	12	–	3	12	John Geary in occupation.
W ½, 1	6	100	William Mulcahey	65	2	4	5	Patrick Mulcahey.
E ½, 3	5	100	David Mulcahey	30	1	2	5	N E ¼, William Lang in occupation.
				25	1	–	4	S E ¼, William Lang in occupation.
E ½, 5	9	100	Patrick Barragy	5	–	–	6	N E ¼, Widow Barragy.
N ½, 23	9	100	Michael Flaherty	-	–	–	–	no assessment four years.
S ½, 18	12	100	Richard Owens	-	–	–	–	no assessment four years.
E ½, 19	12	100	Daniel Owens	5	–	1	11	
E ½, 14	10	100	William Halloran	-	–	–	–	no assessment three years.
S ½, 22	5	100	William Boate	10	–	–	–	
S ½, 15	11	100	Owen Keily	15	–	3	5	Timothy Keily in occupation.
N ½, 8	9	100	John Nagle - N E ¼	6	–	1	8	Luke Connell in occupation.
			N W ¼	7	–	–	6	Cornelius M'Carty in occupation.
S ½, 17	1	100	John Blackwell	30	–	–	–	William M'Call.
N ½, 4	4	100	Daniel Finnigan	30	–	2	3	John Hanna.
N ½, 15	11	100	Thomas Slack	-	–	–	–	no assessment four years.
N ½, 1	8	100	Robert Wynne	20	–	4	9	
E ½, 1	9	100	Henry Wynne - N ½	30	–	2	11	David Mulcahey in occupation.
N ½, 3	7	100	John Hogan	40	–	3	8	Michael Hogan in occupation.
W ½, 20	9	100	Michael M'Auliffe	10	–	–	–	- - Martin M'Auliffe, lives on 21, in 8 concession.
N ½, 20	7	100	Abraham Groves	40	2	4	4	
E ½, 2	6	100	Michael Sullivan	25	2	1	9	Michael Welsh in occupation.
E ½, 6	9	100	Bartholomew Downey	6	–	–	4	- - N E ¼ on S E ¼, Eugene Donney, 5 cleared, 3 family.
S ½, 11	10	100	John Flynn	25	–	3	7	
N ½, 10	9	100	Daniel Flynn	15	–	1	8	Widow Grogan in occupation.
S ½, 16	10	100	Moses Bigley - S W ¼	10	–	1	5	Daniel Bigley, S E ¼, Michael Buckley.
N ½, 16	10	100	Michael Buckley	6	–	–	4	
W ½, 3	5	100	Andrew Ormsby	-	–	–	–	S W ¼, H. Atnill.
				10	–	1	5	N W ¼, David Thornton.
S ½, 23	9	100	Patrick Flaherty	-	–	–	–	no assessment for seven years, bro. 80.
W ½, 5	9	100	James Hargrove	10	–	3	5	
N ½, 17	5	100	Richard Lowes	-	–	–	–	no assessment for four years.
S ½, 23	6	100	Edmond O. Donnell	20	2	2	8	
N ½, 12	8	100	Dennis Fitzpatrick	-	–	–	–	no assessment 1847.
N ½, 13	10	100	Michael M'Carthy	-	–	–	–	no assessment 1846 and 1847.
N ½, 13	11	100	Charles M'Carthy	-	–	–	–	no assessment for four years.
W ½, 19	11	100	Jeremiah Murphy	10	1	1	5	
N ½, 1	5	100	John Leary - N ½ of N ½	3	–	–	1	- - S ½ of N ½, Patrick Leary, 10 acres, one horse, one cow, six family.
S ½, 1	5	100	Timothy Leary	10	1	3	4	S ½ of S ½.
N ½, 6	10	100	Michael Collins	20	–	–	8	
S ½, 14	12	100	Patrick Herlehey, sen.	8	1	1	4	S E ¼, William Herlehey.
				6	–	1	2	S W ¼, Timothy Herlehey.
N ½, 5	5	100	John Callaghan	15	–	–	2	
W ½, 6	11	100	John Collins	10	1	2	9	
N ½, 18	11	100	John Connell	10	1	1	4	
N ½, 14	12	100	Patrick Herlehey, jun.	15	–	3	5	
S ½, 4	10	100	George Connell	10	2	2	3	

Township of Emily—*continued.*

LOT.	Concession.	Acres.	NAMES.	ASSESSOR'S EPORT of IMPROVEMENTS, STOCK, &c. &c.				
				Number of Acres Cleared.	Horses.	Horned Cattle.	No. of Family.	
W ½, 7	11	100	James Shenig - - -	- -	–	–	–	not assessed for six years.
N ½, 7	10	100	Patrick Shenig - -	6	–	–	8	in occupation Patrick Fox.
N ½, 14	11	100	Timothy Dorgan - -	10	1	4	8	
W ½, 19	13	100	John Owen - - -	2	–	3	7	should be W ½, 19, in 12 concession.
S ½, 22	9	100	James Flaherty, jun. -	15	–	–	7	
N ½, 22	5	100	James Boate - - -	35	2	2	4	
S ½, 18	3	100	John M'Carroll - -	25	2	2	5	
S ½, 10	3	100	James M'Carroll - -	30	2	5	5	- - should be S ½ 10, in 5; A. M'Quaig occupier.
S ½, 7	10	100	Patrick Ryan - -	20	1	1	7	in occupation Ml. Geary.
E ½, 21	8	100	Martin M'Auliffe - -	15	2	2	7	N E ¼, in occupation.
N ½, 4	10	100	Edmond Piggott - -	10	2	1	10	
W ½, 5	11	100	Daniel Piggott - -	- -	–	–	–	not assessed in 1847.
S ½, 21	6	100	Thomas Carew - -	40	2	3	8	Robert Casem, in occupation.
S ½, 19	6	100	Samuel Carew - -	- -	–	–	–	no assessment at any time.
E ½, 23	8	100	Martin Doran - -	20	2	2	9	
W ½, 23	8	100	William Doran - -					
S ½, 18	5	100	Jobias Switzer - -	14	2	2	4	
N ½, 23	3	100	Michael Lowes - -	- -	–	–	–	no assessment any time.
N ½, 23	4	100	John Shoulders - -	12	–	3	7	in occupation George Shouldis.
N ½, 22	3	100	Adam Shoulders - -	20	1	4	11	Bro. lot.
S ½, 10	9	100	Michael Flynn - -	10	1	1	8	
W ½, 10	11	100	John Ryan - - -	- -	–	–	–	no assessment any time.
N ½, 23	5	100	James Rotchford - -	5	–	2	4	in occupation William M'Carroll.
S ½, 23	5	100	Edward Sliney - -	- -	–	–	–	no assessment, advertized for taxes.
W ½, 3	9	100	Timothy Connors - -	- -	–	–	–	no assessment for two years.
N ½, 0	11	100	Cornelius Lynes - -	10	–	–	–	in occupation John Owens.
E. ½, 3	9	100	George Connell - -	7	–	1	5	in occupation Daniel Connell.
S ½, 15	9	100	William Barrett - -	20	1	–	–	in occupation Patrick Clancey.
E ½, 4	6	100	Cornelius Callaghan -	12	–	2	2	in occupation George Stewart.
N ½, 6	6	100	Jeremiah Callaghan -	- -	–	–	–	never assessed, advertized taxes.
N ½, 15	9	100	Patrick Clancey - -	25	–	1	4	
E ½, 19	11	100	John Collins - - -	10	1	2	4	in occupation Maurice Collins.
S ½, 6	8	100	William Fitzgerald - -	15	2	2	9	in occupation Michael Powers.
S ½, 14	11	100	Timothy Dorgan - -	6	–	3	5	in occupation Michael Dorgan.
N ½, 23	7	100	John M'Grath - -	15	–	–	7	in occupation Patrick Lennard.
E ½, 8	8	100	John Finn - N E ¼	3	–	–	–	N E ¼, Francis Leary.
			S E ¼	3	–	–	–	S E ¼, Patrick Lyons.
N ½, 18	4	100	George Miller - - -	25	2	4	9	
W ½, 5	11	100	Bartholomew Piggott -	- -	–	–	–	not assessed 1847.
N ½, 21	6	100	John Geary - - -	40	–	–	3	James Geary in occupation.
N E and S W ¼'s. 17	7	100	Thomas Groves - N ½	25	2	1	5	N ½.
S ½, 23	10	100	John Hartnell, sen. - -	15	–	5	5	Jerry Linganne.
S ½, 8	12	100	John Hartnell, jun - -	- -	–	–	–	wild land.
S ½, 13	10	100	Jeremiah Callahan - -	20	–	3	4	James and John Callaghan.
E ½, 20	9	100	Martin M'Auliffe - -	10	–	–	–	
S ½, 6	5	100	George Ormsby - -	15	–	5	7	S E ¼, William English, in occupation.
				3	–	–	–	S W ¼, Francis Taylor, ∫ tion.
W ½, 2	6	100	Richard Sullivan - -	20	–	–	–	Daniel Scully, occupation.
E ½, 1	6	100	Edmond Shea - -	65	2	4	5	Patrick Mulcahey the whole lot.
W ½, 9	10	100	Edmund Brisbane - -	- -	–	–	–	not assessed 1847, patent in error.
S ½, 21	12	100	Thomas Stack - -	- -	–	–	–	not assessed two years.
N ½, 7	7	100	Patrick Callahan - -	50	2	2	5	Patrick Lyons in occupation.
N ½, 7	9	100	Daniel Donoghue - -	- -	–	–	–	no assessment, wild land.
W ½, 7	11	100	Thomas Shenick - -	- -	–	–	–	no assessment four years.
N ½, 17	11	100	John Sheehan - -	12	–	3	12	John Geary in occupation.
S ½, 12	11	100	Timothy Ryan - -	- -	–	–	–	no assessment.
S ½, 1	11	100	Bartholomew Kenely -	40	1	1	9	Benjamin Madigan, occupant.
W ½, 8	8	100	Edmund Callaghan -	12	–	3	8	Edward Lyons, occupant.
S ½, 23	7	100	Edward Sullivan -	20	–	3	8	
N ½, 19	8	100	Patrick Dawson - -	15	2	1	9	
W ½, 16	9	100	Patrick Shea - - -	25	–	3	5	Terence Trainer, rented.
N ½, 11	10	100	William Flynn - S ½	25	–	3	7	S ½.
N ½, 14	9	100	John Morrisy - - -	30	1	5	6	Edward Morrisy, son.
N ½, 22	9	100	James Flaherty - -	8	–	3	9	Thomas Flaherty, son.

(*continued*)

TOWNSHIP OF DOURO.

LOT.	Concession.	Acres.	NAMES.	ASSESSOR'S REPORT of IMPROVEMENTS, STOCK, &c. &c.				
				Number of Acres Cleared.	Horses.	Horned Cattle.	No. of Family.	———
W ½, 7	4	100	Richard Meade - N W ¼	20	–	–	–	- - T. Rogers in occupation; stock on other land.
E ½, 1	6	100	Daniel Sheehan - -	50	2	3	6	
W ½, 2	10	100	Robin Welsh - - -	30	2	3	8	John Welsh in occupation.
E ½, 4	5	100	Maurice O'Brien - -	30	1	4	4	
S ½, 10	1	100	John Moloney - -	30	2	3	6	
N ½, 10	1	100	Thomas Moloney - -	30	2	3	9	
W ½, 4	5	100	Richard Williams - -	40	2	2	5	occup. Alexander Swinton.
W ½, 1	5	100	Daniel Sheehan, jun. -	20	2	3	7	ditto P. R. Sheehan.
W ½, 7	3	100	Michael Casey - -	30	2	–	1	ditto Daniel O'Brien.
W ½, 4	6	100	William Mahoney - -	40	–	3	4	ditto George Hare.
E ½, 12	5	100	John Walsh * - - -	30	–	5	8	ditto John Cranley, whole lot.
W ½, 3	7	100	John Allan - - -	25	1	2	6	ditto William Allen.
E ½, 3	7	100	Edmond Allan - -	30	2	3	4	
E ½, 9	9	100	Michael Sullivan, jun. -	40	2	2	6	ditto David Logan.
W ½, 9	9	100	Daniel Maloney - -	40	1	1	5	ditto John Carnaigie.
W ½, 12	5	100	John Cranley * - -	- -	–	–	–	ditto John Cranley; *see* above.
W ½, 5	4	100	George Byrnes { S W ¼	30	1	5	11	ditto Michael Welsh.
			{ N W ¼	- -	1	2	11	ditto John Morrogan.
E ½, 6	5	100	Morgan O'Brien - -	30	2	3	10	
E ½, 4	5	100	Michael Mahoney - -	30	1	4	4	ditto Maurice O'Brien.
W ½, 2	8	100	William Hogan - -	- -	–	–	–	not assessed since 1842.
10	8	200	John Armstrong - -	80	4	9	9	Tim. Coglan in occupation.
E ½, 1	4	100	Cornelius Sheehan - -	40	–	6	9	
W ½, 3	3	100	Timothy Sheehan - -	- -	–	–	–	not assessed since 1845.
W ½, 4	4	100	Michael Torpy - -	20	–	3	6	Henry Sheehan in occupation.
E ½, 10	4	100	John Torpy - - -	- -	–	–	–	not assessed since 1843.
E ½, 9	5	100	John Quinn - { S E ¼	30	–	5	4	Thomas Quinn in occupation.
			{ N E ¼	20	–	1	3	John Quinn in occupation.
E ½, 10	5	100	James Flynn - - -	20	–	4	6	Michael Murphy in occupation.
W ½, 2	6	100	Michael Sullivan, jun. -	30	1	3	4	Jos. Trotter in occupation.
W ½, 10	7	100	Patrick Howard - -	- -	–	–	–	not assessed since 1841.
E ½, 10	2	100	Michael Condon - -	30	1	6	10	
E ½, 6	7	100	Patrick Leahy, sen. - -	50	2	5	9	
W ½, 10	4	100	Thomas Torpy - -	20	2	3	6	John Torpy in occupation.
E ½, 9	3	100	Michael Elliott - -	25	2	2	5	Michael Rane in occupation.
W ½, 9	3	100	Michael Keane - -	20	1	4	4	Peter Fitzpatrick in occupation.
E ½, 10	3	100	Thomas Tobin - - -	30	1	5	8	Widow Tobin in occupation.
E ½, 5	4	100	Maurice Clancy - -	20	1	2	7	
E ½, 3	5	100	Michael O'Brien - {	75	–	10	11	
W ½, 3	5	100	Dennis O'Brien - {	- -	–	1	4	
W ½, 10	3	100	Charles Crowley - -	35	2	5	7	
E ½, 10	7	100	Michael Leahy - {	30	2	7	8	} Edward Nolan in occupation.
E ½, 9	7	100	William Leahy - {	40	–	–	–	
E ½, 7	7	100	Patrick Leahy, jun. - -	50	2	5	11	
W ½, 7	7	100	John Leahy - - -	30	2	3	5	David Leahy in occupation.
W ½, 6	7	100	Timothy Leahy - -	20	2	2	7	
W ½, 10	6	100	Edward Cotter - -	- -	–	–	–	advertized for arrears taxes.
W ½, 1	8	100	Michael Landergan - -	20	2	1	4	John O'Connor in occupation.
W ½, 8	6	100	Dennis M'Carty - -	30	2	5	7	William M'Carty in occupation.
E ½, 8	10	100	Daniel Maloney - -	20	–	4	6	Richard Hungerford in occupation.
E ½, 8	6	100	Michael Leahy - -	20	–	6	6	William O'Brien in occupation.
E ½, 7	4	100	Mary Casey, widow of James Casey.	30	–	6	9	John and James Casey in occupation.
E ½, 10	6	100	James Cotter - - -	15	1	1	1	Michael Farley in occupation.

TOWNSHIP OF ENNISMORE.

LOT.	Concession.	Acres.	NAMES.	ASSESSOR'S REPORT OF IMPROVEMENTS, STOCK, &c. &c.				
				Number of Acres Cleared.	Horses.	Horned Cattle.	No. of Family.	
N ½, 8	4	100	Bartholomew Sullivan -	25	2	6	6	Cornelius Sullivan in occupation.
N ½, 9	4	100	John Sullivan - - -	- -	–	–	–	assessed wild land.
S ½, 6	4	100	Dennis Shannahan - -	12	–	1	6	B. M'Manus in occupation.
N ½, 6	4	100	Patrick C. Sullivan - -	20	2	4	8	Justice Peace.
S ½, 8	4	100	Patrick Twooney - -	- -	–	–	–	assessed wild land, George Dunbar.
E ½, 2	8	100	Joseph Sheehan - S ½	20	2	3	7	
N ½, 1	3	100	Patrick Lynch - -	5	–	2	3	Patrick Sheridan in occupation.
S ½, 9	4	100	James Pope - - -	35	–	–	–	- - assessed and in occupation George Dunbar.
N ½, 5	5	100	Michael Carew - -	35	1	7	9	David Schollard in occupation.
N ½, 2	8	100	Daniel Foley - - -	15	–	4	4	Widow Flood in occupation.
S ½, 7	4	100	Owen M'Carthy - -	25	–	8	11	Eugene M'Carthy in occupation.
N ½, 8	5	100	John Sullivan - -	50	2	5	4	Patrick Sullivan in occupation.
S ½, 8	5	100	Cornelius Houran - -	30	1	7	7	
B, 6 & 7	2	- -	Timothy Curtin - -	25	–	2	5	William Cormack in occupation.
S ½, 1	6	100	Joseph Bolster, jun. -	10	–	3	2	Nathaniel Bolster in occupation.
N ½, 3	5	100	John Bolster - - -	10	1	2	6	Michael Hennessey in occupation.
S ½, 1	7	100	Cornelius Sullivan - -	- -	–	–	–	no assessment four years.
N ½, 1	4	100	Patrick Fahir - - -	- -	–	–	–	no assessment 1847.
S ½, 7	7	100	Thomas Cahill - -	- -	–	–	–	no assessment three years.
S ½, 1	3	100	John Collins - - -	30	–	4	4	Morgan Collins in occupation.
No. 6 / S W ¼, 6	11 / 10	- -	Ganett Gallivan - -	35	2	6	10	Patrick Gallivan in occupation.
N ½, 12	6	100	Patrick Shanahan - -	25	–	1	11	
N ½, 11	6	100	Patrick Brick - - -	25	3	8	9	
S ½, 12	8	100	Daniel Donoghue - -	- -	–	–	–	no assessment three years.
N ½, 7	7	100	Murty Driscoll - -	- -	–	–	–	no assessment, all water.
N ½, 8	7	100	Patrick Murphy - -	20	–	7	7	George Rivington, jun., whole lot.
N ½, 14	6	100	John Pope - - -	- -	–	–	–	no assessment 1847.
S ½, 11	6	100	Patrick Collins - -	33	2	3	3	
N ½, 1	7	100	Edmond Gillmon - -	- -	–	–	–	no assessment three years.
N ½, 13	6	100	William Fitzgerald - -	20	–	2	9	Thomas Harrington in occupation.
N ½, 6	10	100	Patrick Gallivan - -	- -	–	–	–	Patrick Gallivan. *See* above.
S ½, 5	7	100	Robert Slack - - -	- -	–	–	–	no assessment four years.
S ½, 1	2	100	Bartholomew Langam -	4	–	2	5	Patrick Donnell in occupation.
S ½, 6	7	100	John Stack - - -	20	–	1	7	James Dorothy in occupation.
N ½, 8	6	100	Daniel Castello (J. Peace)	50	2	5	10	- - W S ½, 9 in 6, M. Costello, sen. in occupation.
S ½, 8	9	100	Timothy Donghue - -	- -	–	–	–	no assessment three years.
N ½, 9	6	100	Michael Costello, jun. -	35	1	7	8	
N ½, 1	5	100	John Hickey - - -	8	–	3	7	Thomas Hicky in occupation.
N ½, 2	3	100	Michael Lowes - -	10	–	4	7	William Geary in occupation.
S ½, 1	4	100	James Brenan - -	8	–	5	9	
S ½, 13	6	100	Patrick Driscoll - -	3	–	3	3	Daniel Byrne in occupation.
N ½, 7	6	100	John Cosletto - - -	22	–	3	4	
S ½, 12	7	100	Joseph Curtin - - -	- -	–	–	–	no assessment 1847; sold.
S ½, 1	5	100	Joseph Bolster - -	25	–	3	6	John Bolster in occupation.
N ½, 10	5	100	Honora Ryan - - -	- -	–	–	–	no assessment at any time.
N ½, 6	7	100	Cornelius Hourain - -	- -	–	–	–	no assessment three years.
S ½, 5	5	100	John Maloney - -	25	–	5	4	Francis Maloney, son.
S ½, 8	6	100	John Sullivan - - -	- -	–	–	–	no assessment.

TOWNSHIP OF OPS.

E ½, 3	11	100	James Cunningham -	50	2	3	4	
E ½, 4	11	100	John Cunningham - -	40	3	2	9	
E ½, 17	11	100	Charles Corneille - -	2	–	1	4	lives on another lot, a clergyman.

(*continued*)

TOWNSHIP OF ASPHODEL.

LOT.	Concession.	Acres.	NAMES.	ASSESSOR'S REPORT of IMPROVEMENTS, STOCK, &c. &c.				
				Number of Acres Cleared.	Horses.	Horned Cattle.	No. of Family.	
W ½, 19	3	100	Dennis Sheehan	50	3	7	5	occupies whole lot.
W ½, 16	3	100	Patrick Quinlan - S W ¼	14	–	–	–	ditto; John Hare lives on other land.
W ½, 11	10	100	Patrick Healy - N W ¼	12	–	3	6	
			S W ¼	20	–	–	–	William Scanlan lives on other land.
E ½, 19	2	100	John Reardon	35	2	10	10	
E ½, 19	6	100	Charles M'Carthy	50	2	11	7	
S W ¼, 19	2	50	John Murphy*	25	1	6	9	Patrick Quinlan.
E pt., 11	12	50		12	–	1	4	Robert Sepper, whole lot.
W ½, 13	7	100	Daniel Healy	60	2	11	5	
W ½, 14	7	100	Thomas Healy	30	–	7	9	
W ½, 11	12	100	William Murphy*	12	–	1	4	Robert Sepper, whole lot.
E ½, 11	10	100	James Barry	36	–	4	3	Michael Reardon in occupation.
W ½, 19	16	100	Thomas Miles (W ½, 19, 6)	60	2	10	6	should be W ½ 19, in 6 concession.
E ½, 15	10	100	William Mullins	20	–	–	–	stock on other land.
W ½, 13	10	100	William Scandlan	20	–	2	8	John Scanlan in occupation.
W ½, 14	10	100	Patrick Eagan	30	–	2	9	
W ½, 19	5	100	David Leahy	-	–	–	–	no assessment four years.
W ½, 19	3	100	Dennis Sheehan	50	3	7	5	in occupation, whole lot.
			Jeremiah Shea	50	2	6	5	
W ½, 17	4	100	Michael Leahy	35	–	8	3	James Leahy in occupation.
E ½, 20	1	100	John Fitzpatrick	-	–	–	–	no assessment, advertized for taxes.

TOWNSHIP OF OTONABEE.

S ½, 23	12	100	Thomas Eagan	40	2	6	9	
W ½, 19	10	100	Thomas Buck	45	1	10	11	
E ½, 19	11	100	John Hodge	30	4	9	7	- - sold to Alexander Borrie, and in occupation.
N ½, 23	12	100	Richard Powers	40	2	6	5	
			Thomas Clancey (son) N W ¼	20	1	3	8	
N W ¼, 19	12	100	John Clancey - N E ¼	40	–	–	–	- - N E ¼; sold to William Morgan,
N E ¼, 19								and in occupation.
E ½, 21	10	100	Thomas Hallahan	60	2	3	3	
E ½, 25	12	100	Thomas Condon	-	–	–	–	sold, not in occupation.
W ½, 22	8	100	Maurice Londergan	25	1	6	5	*quære*, W ½ 29, in 8; Lundriggan.
W ½, 28	10	100	John Serjeant, sen.	30	1	4	6	- - dead; widow, now Mrs. Coulters, in occupation.
W ½, 16	15	100	James Crowley	30	–	4	8	
E ½, 15	16	100	John M'Grath	27	1	5	6	in occupation Patrick Crowley, sen.
E ½, 22	13	100	James Slattery	25	2	5	5	John Slattery.
E ½, 29	9	100	Patrick Heffernan	50	1	7	10	
W ½, 29	9	100	Maurice Hanlon	20	–	–	2	a mason, lives in town.
W ½, 30	9	100	James Hanlon	60	2	2	4	dead; rented.
32	10	100	Dennis Keleher, bro. 80	20	–	4	4	sold to Dr. Flood.
W ½, 20	12	100	Patrick Crowley	40	2	2	4	W ½ 20, in 12; P. Crowley, jun.
E pt., 20	13	50						
W ½, 30	7	100	Cottrell Lane	40	2	11	9	Denis Killiher; sold.
32	8	200	Thomas Murray	20	–	4	5	Bro. lot, 82 acres.
E ½, 14	14	100	Patrick Kearney	30	–	–	–	in occupation Florence Driscoll.
E ½, 31	8	100	Dennis Kearney	30	1	4	2	
32	9	200	David Hogan, bro. 82, A.	-	–	–	–	John O'Connor, no assessment.
W ½, 26	5	100	Thomas Roach	60	–	–	–	in occupation David Armstrong.
W ½, 23	5	100	Patrick Brien	50	1	10	6	
W ½, 29	2	100	Jeremiah Grady	70	1	11	4	in occupation William Simpson.
W ½, 19	4	100	Lawrence Kent - S W ¼	25	1	4	3	
			N W ¼	15	2	1	6	Michael Kent.
E ½, 29	3	100	John Leary	30	2	7	2	
E ½, 28	4	100	John M'Koy	30	–	2	1	in occupation Adam Beavis.
W ½, 30	8	100	Thomas Rahelly	20	–	4	6	*quære*, should be 31, in 8.
W ½, 21	6	100	Richard Condon	70	–	6	11	
E ½, 17	14	100	Florence Driscoll	20	1	3	4	
E ½, 29	11	100	John Falvey	-	–	–	–	assessed to William Coulters.
E ½, 25	2	100	Nicholas Keating	40	–	4	13	
E ½, 17	1	100	James O'Keefe	30	–	3	6	widow in occupation.
E ½, 12	17	100	Patrick Roach	-	–	–	–	no assessment.

Township of Otonabee—*continued.*

LOT.	Concession.	Acres.	NAMES.	ASSESSOR'S REPORT of IMPROVEMENTS, STOCK, &c. &c.				
				Number of Acres Cleared.	Horses.	Horned Cattle.	No. of Family.	
W ½, 14	16	100	Maurice Roach - -	20	–	3	7	
E ½, 19	10	100	George Buck - - -	50	2	11	6	
E ½, 28	2	100	John Grady - - -	60	1	6	8	
N E & S W ¼, 27	7	100	John Quinlan - - -	35	–	4	9	
E ½, 21	6	100	James Conden - S E ¼ / N E ¼	- - / 13	– / –	– / 4	– / 4	S E ¼, William Lang } in occupation. / N E ¼, Edward Tobin }
E ½, 22	10	100	Patrick Dillon, jun. - -	20	–	3	8	
W ½, 31	8	100	Thomas Rahilly - -	- -	–	–	–	*see* other page.
E ½, 23	10	100	Timothy Cleary - -	20	–	3	6	William Cleary in occupation.
E ½, 16	15	100	John O'Brien (dead) -	15	–	3	3	- - in occupation James Hayes; purchased.
E ½, 24	11	100	David Magner - -	40	2	1	9	Patrick Sheehan in occupation.
W ½, 25	12	100	James Condon - -	- -	–	–	–	assessed to Robinson Moore.
W ½, 19	9	100	Thomas Hallahan - -	16	1	6	1	Dennis Hallahan in occupation.
E ½, 30	9	100	Michael Hanlon - -	- -	–	–	–	assessed; no improvement.

TOWNSHIP of SMITH.

S ½, 2	4	100	Henry Burgess - -	25	2	9	8	S ¼; Robert Tully in occupation.
E ½, 35	12	100	Francis Young - -	- -	–	–	–	wild land, tax paid.
E ½, 3	3	100	Daniel Shine - - -	50	2	7	3	William Shine in occupation.
W ½, 21	10	100	Edmund FitzGerald -	30	–	7	4	should be W ½, 21, in 6 concession.
E ½, 21	10	100	Thomas FitzGerald -	40	3	16	6	should be E ½, 21, in 6 concession.
W ½, 3	3	100	Michael Shine - -	50	–	–	–	James Culbert, who lives on other land.
B F, 23	4	–	Henry Gardner - -	- -	–	–	–	wild land, taxes paid.
N ½, 23	10	100	John Gallivan - - -	40	1	6	8	
N ½, 6	E. side of Con. road.	–	Richard Hull Thornhill -	35	–	–	–	- - John Milburn in occupation, lives with father.
N ½, 8	5	100	Richard Andrews - -	40	1	7	7	Thomas Young in occupation.
S ½, 24	12	100	Denis Hanan - - -	50	2	8	13	George Hannan in occupation.
N ½, 24	12	100	George Hanan - -	35	2	4	8	Samuel Manning in occupation.
N ½, 21	4	100	William M'Donald - -	50	–	3	9	John M'Donald in occupation.
S ½, 8	4	100	John Bolster - - -	100	4	7	7	John Paul in occupation whole lot.
E ½, 20	7	100	Andrew Daley - -	5	–	3	9	Owen Daly in occupation.
W ½, 20	7	100	Owen Daley - - -	30	–	6	6	James Daly in occupation.
3	4	200	Henry Burgess - -	- -	–	–	–	no assessment, 1847.
S ½, 26	12	100	Samuel Young - -	- -	–	–	–	wild land, assessed.
N ½, 26	12	100	John Young - - -	- -	–	–	–	ditto - - - ditto.
E ½, 1	4	100	Daniel Burgess - -	25	–	–	5	Henry Burgen, ditto.
S ½, 25	12	100	Cornelius Crowley - -	50	2	5	9	
W ½, 37	13	100	William Young - -	20	1	1	1	- - 50 acres in possession Michael Brennan, sen.
				20	–	5	2	- - 50 acres in possession Michael Brennan, jun.
S W ¼, 43, & B, 42	14 / 13	–	John Lane - - -	- -	–	–	–	advertized for taxes, wild land.
W ½, 34	13	100	Henry Daly - - -	- -	–	–	–	no assessment seven years.
S ½, 7	9	100	Catherine Ryan - -	- -	–	–	–	no such lot in township.

EMIGRATION (CANADA).

RETURN of the ASSESSED VALUE of the TOWNSHIPS in *Western Canada* settled by Pauper Emigrants from *Ireland* between 1825 and 1828, and their present condition;—also, Particulars of the formation of "THE CANADA EMIGRATION ASSOCIATION," established at *Toronto* in 1840.

(*Mr. Poulett Scrope.*)

Ordered, by The House of Commons, *to be Printed*
30 *May* 1848.

368.

Under 3 oz.

572

NAVIGATION LAWS (CANADA).

RETURN to an Address of the Honourable The House of Commons, dated 1 June 1848;—*for*,

"COPY of a DESPATCH from the Governor-General of *Canada*, transmitting a MEMORANDUM from his Executive Council upon the Operation of the NAVIGATION LAWS upon the Province of *Canada*."

Colonial Office, Downing-street, 9 June 1848.

B. HAWES.

(No. 54.)

COPY of a DESPATCH from Governor-General the Right Honourable the Earl of *Elgin* to Earl *Grey*.

Government House, Montreal,
12 May 1848.

My Lord,

THE Memorandum of my Executive Council on the subject of the Navigation Laws, as affecting the trade of the St. Lawrence, which I have the honour to enclose herewith, was this day placed in my hands. As the subject to which it relates is of much importance, I transmit it without delay, being fully assured that the statements which it contains will receive your Lordship's best consideration.

I have, &c.
(signed) *Elgin & Kincardine.*

To his Excellency the Right Honourable the Earl of *Elgin*, Governor-General of British North America, &c. &c.

May it please your Excellency,

THE Committee of the Executive Council feeling great anxiety on the subject of contemplated proposals for the amelioration of the Navigation Laws, as applicable to this colony, and also respecting the navigation of the St. Lawrence River, proposed to be thrown open to American vessels, both which subjects have received careful consideration of the Legislative Assembly, and on which a great unanimity of opinion appears to prevail in this colony, are desirous of expressing their views to your Excellency for the consideration of Her Majesty's Government.

So long as it was a part of the policy of the empire to give a preference to colonial products in the markets of the United Kingdom, the monopoly of the carrying-trade was with great consistency and justice given to British shipping. The advantage to the colonists in the British market, afforded by means of protecting duties, generally enabled them to overlook the disadvantage of having the markets of the United States closed to them by duties levied in that country in favour of native productions; of having all competition in the import and export carrying-trade excluded from their ports; of being forced to employ British ships, making a voyage from England without freight, in carrying the heavy exports of the country to market, the voyage to England, necessarily bearing the expense of the voyage to Canada; while foreign vessels which might have resorted to the ports of Canada, were excluded from taking the products of the country to the British market, and consequently had only the profits of one voyage to pay the expenses of two. The advantage and disadvantage of this system of protection and monopoly alternated according to circumstances, but on the whole, the colony, while her products were protected in the British market, did not complain of the monopoly in favour of British shipping, which seemed to be an essential point in the policy of the trade of the empire.

The country of Canada at all times laboured under a disadvantage, as compared with the more southern portions of America, in having her ports closed by the ice during a considerable part of the year. The shipping ports are also at a great distance from the open sea, and the navigation, after entering the Gulf of St. Lawrence, was liable to be tedious, and at the early and late periods of the season dangerous. Freights and insurances were thereby enhanced, and it was not always that the high protecting duties of the British Corn Laws placed Canadians on as favourable a footing as their American neighbours.

To counterbalance these natural disadvantages, the River St. Lawrence afforded a splendid inland navigation from the interior, superior to that by the Mississipi, because of the climate

 through

through which the articles of export had to pass, and superior to the long and comparatively narrow navigation of the Erie Canal, unavoidably tedious and expensive.

The enterprize and energies of the colony have been for a long time almost exclusively directed to the important objects of improving the internal navigation of the St. Lawrence from Lake Erie to Quebec, so as to place it in a state of cheapness and efficiency which would make that route to a port of embarkation for a sea voyage advantageous beyond all comparison with the internal communications of the United States, and by that means to counterbalance the more difficult and expensive sea navigation. The Government and Legislature of the colony have also endeavoured to make the navigation below Quebec safe and easy by means of numerous lighthouses well and expensively kept up. These efforts, though beyond the means and resources of a small and new community, have been successful. The Welland Canal, between Lakes Erie and Ontario, has been put in full operation, though not quite completed, at an expense of nearly 1,500,000*l.* The works on the St. Lawrence between Kingston and Montreal, have likewise been opened, forming a series of magnificent canals, by means of which the rapids of the Great River are conquered at the expense of nearly 1,500,000*l.*, and thus, steam-boats and vessels of great burden are enabled to pass up and down the river cheaply, safely and rapidly. Sixty-five thousand pounds has been expended in an endeavour to deepen Lake St. Peter, between Montreal and Quebec, for the purpose of enabling the largest ships to proceed to the former port; and thus by a series of undertakings which would do honour to the enterprize and industry of a nation, it was hoped for the colony that she would have been enabled, not merely to rival, but to surpass the enterprising and active people of the neighbouring States, and to create amongst her inhabitants a corresponding degree of commercial greatness and prosperity.

This, in the view of the projectors of the public works in Canada, as well as in the opinion of men of the best judgment in the northern states of America, was far from being a question of merely theoretical rivalry. It was always considered questionable whether the import and export trade of Canada would in itself make the tolls arising from the canals sufficient to remunerate the public treasury for the great expenditure. But while it was manifestly essential to the agricultural and mercantile prosperity of the country, that the means of access to the sea should be improved, it was supposed that the superiority of the line of communication would induce the passage of American trade down and up our canals so as to make them remunerative and profitable.

This supposition has been realized in the case of the Welland Canal. Since the opening of that work, the Americans have been permitted the free navigation of the canal through the Canadian territory, and as that canal is a short communication between the two great lakes, admitting the passage of large vessels, and as it has the effect of substituting a hundred miles of lake navigation in these vessels for boat navigation on the Erie Canal, the Welland is used extensively for the American trade, which instead of entering the American Erie Canal at Buffalo, proceeds down Lake Ontario to Oswego, and there is transferred to the boat navigation of the Erie Canal for transport to New York. Thus a large portion of the revenue from the Welland Canal is paid by the American trade, arising from a free navigation of a part of the internal waters of Canada, and thus the western portion of Canada enjoys the inestimable benefit of a navigation supported to a great extent by foreign commerce.

The superiority of the Canadian over the American line of communication, may be exemplified by the following rate of cost of transport from Cleveland in the State of Ohio on Lake Erie to New York, taking the cheapest line through the Canadian Welland Canal, and the rate of transport to Montreal from the same port on Lake Erie down the St. Lawrence.

	s.	*d.*
The rate to New York being on each barrel of flour, in currency -	4	6
To Montreal - - - - - - - - - - - -	2	9
	1	9

This difference being in favour of the Canadian inland navigation over the American.

If the products of the western country of the United States could be transported to the sea more cheaply through Canada than through the American territory, there can be no question but the Canadian route would be preferred, and the Canadian canals would engross the carrying-trade of the north-western States of America. The possession of even a portion of this trade would place this country in a state of financial prosperity.

But if, on the other hand, the advantage of this perfect inland navigation is more than counterbalanced by the rate of freight from Quebec and Montreal, the people of Western Canada having no protection in the English market, by using the Canadian line of communication, will send their whole produce by way of New York, as well as import all foreign articles of consumption by the same route, and thus, not only will the vast expenditure upon the internal navigation of Canada be wasted, and the debt incurred thereby become a hopeless burden, but the trade of the commercial cities of Montreal and Quebec, which was rapidly rising into importance, must be completely ruined.

While the province enjoyed protection in the British market, this unhappy result could not have arrived, because the protection was generally sufficient to prevent the owners from divesting the Canadian produce of its British character, and it could not become available for the home market of America unless upon payment of heavy duty. Even with regard to American produce, the provision in the Corn Law which enabled American wheat and flour to enjoy the same protection as Canadian upon being exported through Canada, on payment

ment of 3 *s.* sterling per quarter duty in the province, was, at most times, a sufficient inducement for many Americans to make shipments to Montreal, as well as for Canadians to make purchases in the United States; but the protection being now removed, the question is one of mere cheapness of transport, and, taking the average of the last four years, the cheapness of freights will be found very much in favour of New York over Montreal. The freight on a barrel of flour from New York and Montreal respectively to Liverpool in these years, may be stated as follows—

	MONTREAL.	NEW YORK.
	s. *d.*	*s.* *d.*
1844 - - - - - -	4 6	1 8
1845 - - - - - -	4 8	2 –
1846 - - - - - -	5 1¼	2 6¼
1847 - - - - - -	6 –	2 –
Average - - -	5 1	2 1

Showing an advantage to New York of 3 *s.* sterling per barrel, and if there be deducted from this the advantage which Canada enjoys in internal navigation, amounting to 1 *s.* 6 *d.* sterling, there will still remain in favour of New York 1 *s.* 6 *d.* on each barrel of flour, quite sufficient to turn the whole export trade into that channel.

As the United States now admit the transit of Canadian produce through their territory, the only disadvantage it encounters at New York, is the necessity which arises under the Imperial Act 8 & 9 Vict., c. 88, s. 4, which would seem to forbid its being imported into England in foreign ships; but as freight in British from New York to England is no higher than the freight in American ships, this restriction would seem to have no appreciable influence on the question of transmission through Canada or the United States.

The consequence of this state of circumstances is no longer a matter of apprehension; its reality is severely felt in Montreal and the eastern portions of Canada. For some time past the import trade of Western Canada, which by means of protecting duties in favour of British ships and British goods, was forced to come by the St. Lawrence, has been changing its direction, and Montreal, which supplied the whole western country, is being deserted by the western merchants. The new Customs Law of the Province, while it equalizes duties and thus enables the consumer to purchase in the cheapest market, vastly increases the evil to the former importing cities, and a very large proportion of the export trade of Canada has this year taken the direction of New York. Hence arises the present suffering, and a feeling of serious apprehension for the future, lest the great public works of the St. Lawrence should be unused and unprofitable, and the commercial connexion which existed for so many years between Western and Eastern Canada should be altogether cut off.

The people of Canada are not inclined, by a system of protection, to force their own trade in any particular channel; following the example of the mother country, they have been compelled, in a great measure, to adopt the maxims of free trade, which have lately prevailed in England. As regards the carrying-trade of the North-western American States, the Canadians can have no means of obtaining its passage through their territory, but by superior advantages in the way of cheapness of transit. They have done everything for this purpose which great enterprize and expenditure could do. They have succeeded, so far as their means could succeed, and they possess now a line of communication more rapid and more cheap from the interior to the sea-port, than any existing in the United States. The whole question then is confined to the comparative advantages of shipment from Quebec or Montreal, or New York. If these ports can be nearly equalized in respect to freights to England, Canada will have succeeded; if the disparity continues as it now exists, all the efforts of Canada will have been unavailing.

It is represented that the high rate of freight between Montreal and the United Kingdom, is owing to the limited number of ships employed in the import trade of Canada. In the spring and in the latter end of the summer, the ships composing what are called the spring and fall fleets arrive; these are good ships, and so long as they are in port wanting freight the rate is comparatively moderate; but in the interval, being the middle of summer, when most of the western produce arrives for shipment, an inferior class of ships only offer, which not only deliver their cargoes in bad condition, but charge exorbitant freights, according to the quantity of produce for shipment. The rate of freight is represented to have fluctuated in Montreal in the same season, between 3 *s.* 6 *d.* and 7 *s.* 6 *d.* per barrel; and it is said also, that the higher rate, that is to say, from 6 *s.* to 7 *s.* 6 *d.* per barrel, has been paid in Montreal, at the same time that freight has been offered to be borne by foreign ships at New York as low as from 1 *s.* to 1 *s.* 6 *d.* per barrel; at this time, an offer of 1 *s.* 6 *d.* per barrel extra would have brought any number of ships round from the American sea-ports, but the Navigation Laws interposed to the ruin of the owners of the produce. This fluctuation and extravagant rate of freight, and the employment of inferior vessels, could not have occurred were the Canadian merchant able to look for ships amongst those in the American ports seeking freight to Europe; the latter having made their outward profitable voyage could afford to

carry Canadian produce at a lower rate than ships which came out in ballast, and there would be no opportunity of exacting extortionate freights from the shipper, who now is without remedy.

During the temporary suspension of the Navigation Laws last year, 22 ships arrived from Bremen, at the port of Montreal, loaded with emigrants intended for the United States, who chose the route through Canada for its greater facility and cheapness. These ships were enabled to take cargoes for the United Kingdom; and were the same facilities continued, there can be no doubt but the great German emigration to the United States would be directed through Canada. The number of passengers from Bremen to New York last year was 67,142. If 200 ships employed in the same trade were to come to the Canadian ports, it is easy to see what an effect their coming would have upon the rate of freights to England. This is but one instance of many which might be expected, were foreign vessels permitted to resort to the Canadian ports. These ships are admirably adapted to the carriage of wheat and flour, and the competition produced by their presence would not only tend to equalize the freights from Canada to those from the United States, but the ships would deliver their cargoes in good condition, and the shippers would avoid the damages occasioned by the use of inferior vessels, which are thought not to be over-estimated at five per cent. in the average on shipments of produce from Canada.

The American merchants of the West are no doubt anxious to avail themselves of the facilities afforded by the River St. Lawrence. Were their vessels permitted to come down to Montreal and Quebec, there to meet American or foreign ships to take their freight to Europe or elsewhere, it is thought that a most extensive and profitable commerce through Canada would immediately follow. The American vessels now confined to the navigation of the lakes and upper part of the river, would then be enabled to come to a port of embarkation for sea, without transhipment of cargo. It is confidently anticipated that a great portion of the importations for the North-western portion of the United States would take place through the same channel; and thus, instead of the lower ports of Canada being deserted, they would at once assume the position, as commercial depôts, to which their location upon the great river outlet of Northern America seems to entitle them. The great works of the St. Lawrence, instead of being idle and unproductive, through the means of protective regulations which produce no benefit in any quarter, would then become a means of enriching a country which the expense of their construction has now exhausted.

Connected with this subject of the free navigation of the St. Lawrence west of Quebec, which the Americans are desirous to procure, is a corresponding desire on the part of the Canadian farmers to avail themselves of the American home market, whenever it affords superior prices to those derived from exportation to Europe. The price of wheat and flour in the Eastern States intended for home consumption, is often much higher than the price in Canada for exportation; when this happens to be the case, it would be an immense advantage to the Canadian agriculturist, could he export his produce for consumption in the United States. This, however, he is prevented from doing, by a protecting duty of a quarter of a dollar a bushel upon wheat. Efforts have been made in the United States to abolish this duty, but the advocates of its abolition have been defeated by the cry for protection on the part of American farmers, and met also by a difficulty as to the "most favoured nation clause," in treaties with foreign powers, which might make a relaxation in favour of Canada, require a like favour to all nations with whom such treaties existed. It is thought, that if the free navigation of the St. Lawrence were offered to the American Government, in return for the abolition of the protecting duty, the one measure to be co-existent with the other, the American Legislature, upon that consideration, would be induced to abolish the protective duty; while the abolishment being a matter of reciprocal treaty, all difficulty arising from the arrangement as to the commercial relations of the United States with foreign countries might be avoided. Thus, two objects in which Canada is deeply interested might be obtained at once, through the interest which Americans feel in one; and there is reason to believe that this is not a mere supposition, but that it has been the opinion of leading men in the United States, who are the advocates of free trade principles, and who think that popular objections to the admission of Canadian wheat on the same terms that American wheat is admitted into England, would be obviated by permitting to American vessels the free navigation of the River St. Lawrence above Quebec. The present advisers of your Excellency in the government of this colony, have in their places in the Provincial Parliament, and amongst their fellow subjects generally, expressed the views above set-forth. The Legislature has been almost unanimous in entertaining them; and the steps supposed to be in contemplation by Her Majesty's Government relating to trade and navigation in Canada, are expected with great hope of important beneficial results by Her Majesty's Canadian subjects; seeing that Her Majesty's Government propose to introduce changes in the law, which perhaps may be already considered and settled by Her Majesty's Ministers, it may be thought unnecessary and superfluous for the present Executive Council to make any further representation. The memorandum drawn up by the Inspector-general with the approval of his colleagues, and transmitted by your Excellency, has shown to Her Majesty's Government, that the present Executive Council concur in the opinions expressed by the Legislature; and this representation is made to your Excellency more with the view of obviating any possible objections arising from the absence of such a document, than in the notion that at this time the measures in progress can for the present occasion be materially modified by renewed importunity on the part of the colony. It is not improbable, however, that in the progress of any measures proposed by Her Majesty's Government, opposition will be made by those who think themselves interested in preserving the remnant of protection afforded by the Navigation Laws; and it may be satisfactory to the Government

to

to have the assurance that this protection is merely nominal for any beneficial purpose, and to know that to Canada its effects is found already to be practically and extensively mischievous. If the trade is to continue to be drawn from Canadian waters to the canals and ports of the United States, British shipowners will have to compete with foreigners in the ports of that country; if they can do this successfully there, they can do so in the Canadian ports; if not, it is evident that under present circumstances the trade of Canada cannot afford to maintain a monopoly produced by law; and if the supposed protection is only to operate to the desertion of the cities and sea-ports of this country, without serving the interests of the shipowners of England, it is hoped that the useless restrictions, so irreconcileable with the withdrawal of protective duties in favour of Canadian produce, will be at once removed.

That a great portion of the exportable produce of Western Canada, probably by far the greater part, is at this moment on its way to the ports of the United States; that little is expected in Montreal; that the canals constructed on the St. Lawrence are almost idle; that the importing ships coming to Montreal this season are without their usual full freights; that the principal importations into Western Canada are now through the United States; that the trade of the city of Montreal is, in consequence, rapidly decreasing, notwithstanding a rapid increase in the consumption and importation into Canada of the articles formerly imported altogether through that port; and that the opening of the Canadian sea-ports to the vessels of all nations, permitting the produce of the colony to be sent to the United Kingdom in these vessels without distinction, and the permitting the use of the River St. Lawrence above Quebec to Americans, would probably not only restore trade to its original channel, but cause an increase in the commerce and revenues of Canada beyond former precedent,—are facts which the Executive Council of Canada wish to present to the consideration of Her Majesty's Ministers, in the hope of strengthening their hands in bringing about the expected changes. The Committee of Council beg to be understood as not recommending to Her Majesty's Government changes in the law relating to the navigation of the River St. Lawrence above Quebec, which would give any right to foreigners to the use of the waters of Canada, but rather that Her Majesty's Government may obtain from Parliament the power of negociating from time to time on the subject, and of making the use of the navigation a matter of treaty and regulation; preserving the sovereignty of the territory and the power to resume its exclusive use at the conclusion of any agreement, and the power of putting an end to any agreement on the subject upon convenient notice perfectly unimpaired.

The Committee, in coming to these conclusions on the present comparison of advantages between the means of transit from the interior of this continent to Europe, have not thought it necessary to prepare more elaborate statistical details. The average rates of transport and freight have been furnished by Mr. William Bristow, a merchant of this city, a gentleman of great intelligence, and well acquainted with the subject; his views may be said to represent fairly those of the mercantile body of Canada generally. The Committee have endeavoured in this Minute to embody the opinions entertained in this country, in which they concur, in the confidence that Her Majesty's Government only desire to know what is for the benefit of the colony, as a sufficient ground for any reasonable concession which may be claimed by Her Majesty's subjects here; a confidence which it is their dutiful endeavour to preserve as widely prevailing throughout America as Her Majesty's dominion happily extends.

Your Excellency will perceive, that in mentioning the export trade of Canada, the Committee have not included the timber exportation, as that trade, though extensive, is neither materially affected, nor does it materially influence the commerce thought to depend upon the proposed ameliorations; under any circumstances, the Committee suppose the great export of timber from Quebec will probably be carried on in British ships specially employed in that branch of trade. In the way of furnishing ships, which would produce competition in freights outward from Canada, the timber trade has hitherto only provided upon emergency vessels not employed in the import trade, and not fit for any export but that of timber, and this often at exorbitant rates, consequent upon change of purpose in their voyages; these voyages being, from the character of the ships, in almost all cases single; that is to say, the vessels coming out in ballast, and bearing the whole expense of the outward voyage upon the freight to the ports in the United Kingdom which these ships are intended to supply with Canadian timber.

(signed) *J. Leslie*, P. C.

MEMORANDUM.

THE Inspector-general respectfully submits to the Governor-general, that it is advisable that his Excellency should communicate with Her Majesty's Government on the subject of reciprocal free trade between Canada and the United States of America. The Imperial Parliament has adopted the principle of free trade in corn and other products of the soil; the effect of this policy will be, that in future the manufacturing districts in the Eastern States of the American Union will frequently be the best market for the agricultural products of Canada. It cannot be desired by any friend to British connexion, that the Canadian people should find themselves excluded from the best market for their products, by the operation of high if not prohibitory duties. There is good reason to believe that some influential American statesmen are strongly in favour of admitting the products of the

Canadian soil free of duty, provided the Provincial Legislature is prepared to admit the products of the United States on the same terms. In Canada, public opinion is decidedly in favour of the adoption of such a policy, but as no diplomatic relations exist between the two countries, it is necessary that the negociation for carrying it into effect should be conducted by Her Majesty's Imperial Government. As no injury can be inflicted on British interests by such an arrangement, it may be hoped that Her Majesty's Government will endeavour to carry out the wishes of the entire Canadian population; and as an equally strong opinion is entertained, that for the interests of Canada, and with a view of preserving the trade by the St. Lawrence, it is necessary that the navigation of that river should be thrown open to all nations; and as such a policy would be not less advantageous to the United States than to Canada, it seems highly probable that a most advantageous commercial treaty could be effected between the two countries. The basis of such a treaty should be the free navigation of the St. Lawrence, and the reciprocal free admission of all articles of food into Canada and the United States. The importance of giving immediate attention to this subject cannot be over-estimated. The Canadian Legislature confidently expects that the Administration will be able to show, at the next session, that no exertions have been spared on their part to effect an object so much desired by the people. Should Her Majesty's Government see fit to empower the Minister at Washington to open negociations with a view of giving effect to the measures herein recommended, it is most respectfully suggested, that the Minister might be empowered to communicate freely with the Governor-general of Canada on the subject, which is the more necessary, as the consent of the Canadian Parliament to any measures determined on would be required.

The Inspector-general would respectfully state, in conclusion, that great dissatisfaction will be felt in Canada, unless the Administration is prepared to show, at the next session of the Provincial Parliament, that it has used its best endeavours to obtain the concurrence of the Imperial Government and of the United States, to measures which are universally desired by the Canadian people.

NAVIGATION LAWS (CANADA).

COPY of a DESPATCH from the Governor-General of *Canada*, transmitting MEMORANDUMS from his Executive Council, and the Inspector-general of Canada, on the Operation of the Navigation Laws upon the Province of *Canada*.

(*Mr. Hawes.*)

Ordered, by The House of Commons, *to be Printed,*
9 *June* 1848.

405.

Under 1 oz.

CORRESPONDENCE

BETWEEN THE

GOVERNOR-GENERAL OF CANADA AND THE SECRETARY OF STATE FOR THE COLONIAL DEPARTMENT

UPON THE OPERATION OF THE NAVIGATION LAWS.

Presented to both Houses of Parliament by Command of Her Majesty.

JULY, 1848.

LONDON:

PRINTED BY WILLIAM CLOWES AND SONS, STAMFORD STREET,
FOR HER MAJESTY'S STATIONERY OFFICE.

1848.

SCHEDULE.

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CORRESPONDENCE

UPON THE

OPERATION OF THE NAVIGATION LAWS.

(No. 54.) No. 1.

COPY of a DESPATCH from Governor-General the Right Hon. the Earl of ELGIN AND KINCARDINE to Earl GREY.

Government House, Montreal, May 12, 1848.

MY LORD, (*Received May* 31, 1848.)

THE Memorandum of my Executive Council on the subject of the Navigation Laws, as affecting the trade of the St. Lawrence, which I have the honour to enclose herewith, was this day placed in my hands. As the subject to which it relates is of much importance, I transmit it without delay, being fully assured that the statements which it contains will receive your Lordship's best consideration.

I have, &c.,

(Signed) ELGIN AND KINCARDINE.

The Right Hon. the Earl Grey,
&c. &c. &c.

Enclosure in No. 1. Encl. in No. 1.

To His Excellency the Right Honourable the Earl of ELGIN, Governor-General of British North America, &c. &c.

MAY IT PLEASE YOUR EXCELLENCY,

THE Committee of the Executive Council feeling great anxiety on the subject of contemplated proposals for the amelioration of the Navigation Laws, as applicable to this colony, and also respecting the navigation of the St. Lawrence River, proposed to be thrown open to American vessels, both which subjects have received careful consideration of the Legislative Assembly, and on which a great unanimity of opinion appears to prevail in this colony, are desirous of expressing their views to your Excellency for the consideration of Her Majesty's Government.

So long as it was a part of the policy of the empire to give a preference to colonial products in the markets of the United Kingdom, the monopoly of the carrying-trade was with great consistency and justice given to British shipping. The advantage to the colonists in the British market, afforded by means of protecting duties, generally enabled them to overlook the disadvantage of having the markets of the United States closed to them by duties levied in that country in favour of native productions; of having all competition in the import and export carrying-trade excluded from their ports; of being forced to employ British ships, making a voyage from England without freight, in carrying the heavy exports of the country to market, the voyage to England, necessarily bearing the expense of the voyage to Canada; while foreign vessels which might have resorted to the ports of Canada, were excluded from taking the products of the country to the British market, and consequently had only the profits of one voyage to pay the expenses of two. The advantage and disadvantage of this system of protection and monopoly alternated according to circumstances, but on the whole, the colony, while her products were protected in the British market, did not complain of the monopoly in favour of British shipping, which seemed to be an essential point in the policy of the trade of the empire.

The country of Canada at all times laboured under a disadvantage, as compared with the more southern portions of America, in having her ports closed by the ice during a considerable part of the year. The shipping ports are also at a great distance from the open sea, and the navigation, after entering the Gulf of St. Lawrence, was liable to be tedious, and at the early and late periods of the season dangerous. Freights and insurances were thereby enhanced, and it was not always that the high protecting duties of the British Corn Laws placed Canadians on as favourable a footing as their American neighbours.

To counterbalance these natural disadvantages, the river St. Lawrence afforded a splendid inland navigation from the interior, superior to that by the Mississippi, because of the climate through which the articles of export had to pass, and superior to the long and comparatively narrow navigation of the Erie Canal, unavoidably tedious and expensive.

The enterprize and energies of the colony have been for a long time almost exclusively

* This Despatch has been already laid before the House of Commons, in answer to an Address, dated 1 June, 1848, Sessional Papers, House of Commons, No. 405, of 1848.

CANADA.

directed to the important objects of improving the internal navigation of the St. Lawrence from Lake Erie to Quebec, so as to place it in a state of cheapness and efficiency which would make that route to a port of embarkation for a sea voyage advantageous beyond all comparison with the internal communications of the United States, and by that means to counterbalance the more difficult and expensive sea navigation. The Government and Legislature of the colony have also endeavoured to make the navigation below Quebec safe and easy by means of numerous lighthouses well and expensively kept up. These efforts, though beyond the means and resources of a small and new community, have been successful. The Welland Canal, between Lakes Erie and Ontario, has been put in full operation, though not quite completed, at an expense of nearly 1,500,000*l*. The works on the St. Lawrence between Kingston and Montreal, have likewise been opened, forming a series of magnificent canals, by means of which the rapids of the Great River are conquered at the expense of nearly 1,500,000*l*., and thus steam-boats and vessels of great burden are enabled to pass up and down the river cheaply, safely, and rapidly. Sixty-five thousand pounds have been expended in an endeavour to deepen Lake St. Peter. between Montreal and Quebec, for the purpose of enabling the largest ships to proceed to the former port; and thus by a series of undertakings which would do honour to the enterprize and industry of a nation, it was hoped for the colony that she would have been enabled, not merely to rival, but to surpass the enterprising and active people of the neighbouring States, and to create amongst her inhabitants a corresponding degree of commercial greatness and prosperity.

This, in the view of the projectors of the public works in Canada, as well as in the opinion of men of the best judgment in the northern states of America, was far from being a question of merely theoretical rivalry. It was always considered questionable whether the import and export trade of Canada would in itself make the tolls arising from the canals sufficient to remunerate the public treasury for the great expenditure. But while it was manifestly essential to the agricultural and mercantile prosperity of the country that the means of access to the sea should be improved, it was supposed that the superiority of the line of communication would induce the passage of American trade down and up our canals so as make them remunerative and profitable.

This supposition has been realized in the case of the Welland Canal. Since the opening of that work, the Americans have been permitted the free navigation of the canal through the Canadian territory, and as that canal is a short communication between the two great lakes, admitting the passage of large vessels, and as it has the effect of substituting a hundred miles of lake navigation in these vessels for boat navigation on the Erie canal, the Welland is used extensively for the American trade, which instead of entering the American Erie canal at Buffalo, proceeds down Lake Ontario to Oswego, and there is transferred to the boat navigation of the Erie canal for transport to New York. Thus a large portion of the revenue from the Welland canal is paid by the American trade, arising from a free navigation of a part of the internal waters of Canada, and thus the western portion of Canada enjoys the inestimable benefit of a navigation supported to a great extent by foreign commerce.

The superiority of the Canadian over the American line of communication may be exemplified by the following rate of cost of transport from Cleveland in the State of Ohio on Lake Erie to New York, taking the cheapest line through the Canadian Welland Canal, and the rate of transport to Montreal from the same port on Lake Erie down the St. Lawrence.

	s.	*d.*
The rate to New York being on each barrel of flour, in currency .	4	6
To Montreal	2	9
	1	9

This difference being in favour of the Canadian inland navigation over the American.

If the products of the western country of the United States could be transported to the sea more cheaply through Canada than through the American territory, there can be no question but the Canadian route would be preferred, and the Canadian canals would engross the carrying-trade of the north-western States of America. The possession of even a portion of this trade would place this country in a state of financial prosperity.

But if, on the other hand, the advantage of this perfect inland navigation is more than counterbalanced by the rate of freight from Quebec and Montreal, the people of Western Canada having no protection in the English market, by using the Canadian line of communication, will send their whole produce by way of New York, as well as import all foreign articles of consumption by the same route, and thus, not only will the vast expenditure upon the internal navigation of Canada be wasted, and the debt incurred thereby become a hopeless burden, but the trade of the commercial cities of Montreal and Quebec, which was rapidly rising into importance, must be completely ruined.

While the province enjoyed protection in the British market, this unhappy result could not have arrived, because the protection was generally sufficient to prevent the owners from divesting the Canadian produce of its British character, and it could not become available for the home market of America unless upon payment of heavy duty. Even with regard to American produce, the provision in the Corn Law which enabled American wheat and flour to enjoy the same protection as Canadian upon being exported through Canada, on payment of 3*s*. sterling per quarter duty in the province, was, at most times, a sufficient inducement for many Americans to make shipments to Montreal, as well as for Canadians to make

purchases in the United States; but the protection being now removed, the question is one of mere cheapness of transport, and, taking the average of the last four years, the cheapness of freights will be found very much in favour of New York over Montreal. The freight on a barrel of flour from New York and Montreal respectively to Liverpool in these years, may be stated as follows:—

	Montreal.	New York.
	s. *d.*	*s.* *d.*
1844	4 6	1 8
1845	4 8	2 0
1846	5 1½	2 6½
1847	6 0	2 0
Average .	5 1	2 1

Showing an advantage to New York of 3*s.* sterling per barrel, and if there be deducted from this the advantage which Canada enjoys in internal navigation, amounting to 1*s.* 6*d.* sterling, there will still remain in favour of New York 1*s.* 6*d.* on each barrel of flour, quite sufficient to turn the whole export trade into that channel.

As the United States now admit the transit of Canadian produce through their territory, the only disadvantage it encounters at New York is the necessity which arises under the Imperial Act 8 and 9 Vict., c. 88, s. 4, which would seem to forbid its being imported into England in foreign ships; but as freight in British from New York to England is no higher than the freight in American ships, this restriction would seem to have no appreciable influence on the question of transmission through Canada or the United States.

The consequence of this state of circumstances is no longer a matter of apprehension; its reality is severely felt in Montreal and the eastern portions of Canada. For some time past the import trade of Western Canada, which by means of protecting duties in favour of British ships and British goods, was forced to come by the St. Lawrence, has been changing its direction, and Montreal, which supplied the whole western country, is being deserted by the western merchants. The new Customs Law of the Province, while it equalizes duties, and thus enables the consumer to purchase in the cheapest market, vastly increases the evil to the former importing cities, and a very large proportion of the export trade of Canada has this year taken the direction of New York. Hence arises the present suffering, and a feeling of serious apprehension for the future, lest the great public works of the St. Lawrence should be unused and unprofitable, and the commercial connexion which existed for so many years between Western and Eastern Canada should be altogether cut off.

The people of Canada are not inclined, by a system of protection, to force their own trade in any particular channel; following the example of the mother country, they have been compelled, in a great measure, to adopt the maxims of free trade, which have lately prevailed in England. As regards the carrying-trade of the North-western American States, the Canadians can have no means of obtaining its passage through their territory, but by superior advantages in the way of cheapness of transit. They have done everything for this purpose which great enterprize and expenditure could do. They have succeeded, so far as their means could succeed, and they possess now a line of communication more rapid and more cheap from the interior to the sea-port, than any existing in the United States. The whole question then is confined to the comparative advantages of shipment from Quebec or Montreal, or New York. If these ports can be nearly equalized in respect to freights to England, Canada will have succeeded; if the disparity continues as it now exists, all the efforts of Canada will have been unavailing.

It is represented that the high rate of freight between Montreal and the United Kingdom is owing to the limited number of ships employed in the import trade of Canada. In the spring and in the latter end of the summer, the ships composing what are called the spring and fall fleets arrive; these are good ships, and so long as they are in port wanting freight the rate is comparatively moderate; but in the interval, being the middle of summer, when most of the western produce arrives for shipment, an inferior class of ships only offer, which not only deliver their cargoes in bad condition, but charge exorbitant freights, according to the quantity of produce for shipment. The rate of freight is represented to have fluctuated in Montreal in the same season, between 3*s.* 6*d.* and 7*s*, 6*d.* per barrel; and it is said also, that the higher rate, that is to say, from 6*s.* to 7*s.* 6*d.* per barrel, has been paid in Montreal, at the same time that freight has been offered to be borne by foreign ships at New York as low as from 1*s.* to 1*s.* 6*d.* per barrel; at this time, an offer of 1*s.* 6*d.* per barrel extra would have brought any number of ships round from the American sea-ports, but the Navigation Laws interposed to the ruin of the owners of the produce. This fluctuation and extravagant rate of freight, and the employment of inferior vessels, could not have occurred were the Canadian merchant able to look for ships amongst those in the American ports seeking freight to Europe; the latter having made their outward profitable voyage could afford to carry Canadian produce at a lower rate than ships which came out in ballast, and there would be no opportunity of exacting extortionate freights from the shipper, who now is without remedy.

During the temporay suspension of the Navigation Laws last year, 22 ships arrived from Bremen, at the port of Montreal, loaded with emigrants intended for the United States, who chose the route through Canada for its greater facility and cheapness. These ships were enabled to take cargoes for the United Kingdom; and were the same facilities continued,

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there can be no doubt but the great German emigration to the United States would be directed through Canada. The number of passengers from Bremen to New York last year was 67,142. If 200 ships employed in the same trade were to come to the Canadian ports, it is easy to see what an effect their coming would have upon the rate of freights to England. This is but one instance of many which might be expected, were foreign vessels permitted to resort to the Canadian ports. The ships are admirably adapted to the carriage of wheat and flour, and the competition produced by their presence would not only tend to equalize the freights from Canada to those from the United States, but the ships would deliver their cargoes in good condition, and the shippers would avoid the damages occasioned by the use of inferior vessels, which are thought not to be over estimated at five per cent. in the average on shipments of produce from Canada.

The American merchants of the West are no doubt anxious to avail themselves of the facilities afforded by the River St. Lawrence. Were their vessels permitted to come down to Montreal and Quebec, there to meet American or foreign ships to take their freight to Europe or elsewhere, it is thought that a most extensive and profitable commerce through Canada would immediately follow. The American vessels now confined to the navigation of the lakes and upper part of the river, would then be enabled to come to a port of embarkation for sea, without transhipment of cargo. It is confidently anticipated that a great portion of the importations for the North-western portion of the United States would take place through the same channel; and thus, instead of the lower ports of Canada being deserted, they would at once assume the position, as commercial depôts, to which their location upon the great river outlet of Northern America seems to entitle them. The great works of the St. Lawrence, instead of being idle and unproductive, through the means of protective regulations which produce no benefit in any quarter, would then become a means of enriching a country which the expense of their construction has now exhausted.

Connected with this subject of the free navigation of the St. Lawrence west of Quebec, which the Americans are desirous to procure, is a corresponding desire on the part of the Canadian farmers to avail themselves of the American home market, whenever it affords superior prices to those derived from exportation to Europe. The price of wheat and flour in the Eastern States intended for home consumption, is often much higher than the price in Canada for exportation; when this happens to be the case, it would be an immense advantage to the Canadian agriculturist, could he export his produce for consumption in the United States. This, however, he is prevented from doing, by a protecting duty of a quarter of a dollar a bushel upon wheat. Efforts have been made in the United States to abolish this duty, but the advocates of its abolition have been defeated by the cry for protection on the part of American farmers, and met also by a difficulty as to the "most favoured nation clause," in treaties with foreign powers, which might make a relaxation in favour of Canada, require a like favour to all nations with whom such treaties existed. It is thought, that if the free navigation of the St. Lawrence were offered to the American Government, in return for the abolition of the protecting duty, the one measure to be co-existent with the other, the American Legislature, upon that consideration, would be induced to abolish the protective duty; while the abolishment being a matter of reciprocal treaty, all difficulty arising from the arrangement as to the commercial relations of the United States with foreign countries might be avoided. Thus, two objects in which Canada is deeply interested, might be obtained at once, through the interest which Americans feel in one; and there is reason to believe that this is not a mere supposition, but that it has been the opinion of leading men in the United States, who are the advocates of free trade principles, and who think that popular objections to the admission of Canadian wheat on the same terms that American wheat is admitted into England, would be obviated by permitting to American vessels the free navigation of the River St. Lawrence above Quebec. The present advisers of your Excellency in the government of this colony, have in their places in the Provincial Parliament, and amongst their fellow-subjects generally, expressed the views above set forth. The Legislature has been almost unanimous in entertaining them; and the steps supposed to be in contemplation by Her Majesty's Government relating to trade and navigation in Canada, are expected with great hope of important beneficial results by Her Majesty's Canadian subjects; seeing that Her Majesty's Government propose to introduce changes in the law, which perhaps may be already considered and settled by Her Majesty's Ministers, it may be thought unnecessary and superfluous for the present Executive Council to make any further representation. The memorandum drawn up by the Inspector-General with the approval of his colleagues, and transmitted by your Excellency, has shown to Her Majesty's Government that the present Executive Council concur in the opinions expressed by the Legislature; and this representation is made to your Excellency more with the view of obviating any possible objections arising from the absence of such a document than in the notion that at this time the measures in progress can for the present occasion be materially modified by renewed importunity on the part of the colony. It is not improbable, however, that in the progress of any measures proposed by Her Majesty's Government, opposition will be made by those who think themselves interested in preserving the remnant of protection afforded by the Navigation Laws; and it may be satisfactory to the Government to have the assurance that this protection is merely nominal for any beneficial purpose, and to know that to Canada its effects is found already to be practically and extensively mischievous. If the trade is to continue to be drawn from Canadian waters to the canals and ports of the United States, British shipowners will have to compete with foreigners in the ports of that country; if they can do this successfully there, they can do so in the Canadian ports; if not, it is evident that under present circumstances the trade of Canada cannot afford to maintain a monopoly produced by law; and if the supposed protection is only to operate to the desertion

of the cities and sea-ports of this country, without serving the interests of the shipowners of England, it is hoped that the useless restrictions, so irreconcilable with the withdrawal of protective duties in favour of Canadian produce, will be at once removed.

That a great portion of the exportable produce of Western Canada, probably by far the greater part, is at this moment on its way to the ports of the United States; that little is expected in Montreal; that the canals constructed on the St. Lawrence are almost idle; that the importing ships coming to Montreal this season are without their usual full freights; that the principal importations into Western Canada are now through the United States; that the trade of the city of Montreal is, in consequence, rapidly decreasing, notwithstanding a rapid increase in the consumption and importation into Canada of the articles formerly imported altogether through that port; and that the opening of the Canadian sea-ports to the vessels of all nations, permitting the produce of the colony to be sent to the United Kingdom in these vessels without distinction, and the permitting the use of the River St. Lawrence above Quebec to Americans, would probably not only restore trade to its original channel, but cause an increase in the commerce and revenues of Canada beyond former precedent,—are facts which the Executive Council of Canada wish to present to the consideration of Her Majesty's Ministers, in the hope of strengthening their hands in bringing about the expected changes. The Committee of Council beg to be understood as not recommending to Her Majesty's Government, changes in the law relating to the navigation of the River St. Lawrence above Quebec, which would give any right to foreigners to the use of the waters of Canada, but rather that Her Majesty's Government may obtain from Parliament the power of negociating from time to time on the subject, and of making the use of the navigation a matter of treaty and regulation; preserving the sovereignty of the territory and the power to resume its exclusive use at the conclusion of any agreement, and the power of putting an end to any agreement on the subject, upon convenient notice perfectly unimpaired.

The Committee, in coming to these conclusions on the present comparison of advantages between the means of transit from the interior of this continent to Europe, have not thought it necessary to prepare more elaborate statistical details. The average rates of transport and freight have been furnished by Mr. William Bristow, a merchant of this city, a gentleman of great intelligence, and well acquainted with the subject; his views may be said to represent fairly those of the mercantile body of Canada generally. The Committee have endeavoured in this Minute to embody the opinions entertained in this country, in which they concur, in the confidence that Her Majesty's Government only desire to know what is for the benefit of the colony, as a sufficient ground for any reasonable concession which may be claimed by Her Majesty's subjects here; a confidence which it is their dutiful endeavour to preserve as widely prevailing throughout America as Her Majesty's dominion happily extends.

Your Excellency will perceive, that in mentioning the export trade of Canada, the Committee have not included the timber exportation, as that trade, though extensive, is neither materially affected, nor does it materially influence the commerce thought to depend upon the proposed ameliorations; under any circumstances, the Committee suppose the great export of timber from Quebec will probably be carried on in British ships specially employed in that branch of trade. In the way of furnishing ships, which would produce competition in freights outward from Canada, the timber trade has hitherto only provided upon emergency vessels not employed in the import trade, and not fit for any export but that of timber, and this often at exorbitant rates, consequent upon change of purpose in their voyages, these voyages being, from the character of the ships, in almost all cases single; that is to say, the vessels coming out in ballast, and bearing the whole expense of the outward voyage upon the freight to the ports in the United Kingdom which these ships are intended to supply with Canadian timber.

(Signed) J. Leslie, P.C.

Memorandum.

The Inspector-General respectfully submits to the Governor-General, that it is advisable that his Excellency should communicate with Her Majesty's Government on the subject of reciprocal free trade between Canada and the United States of America. The Imperial Parliament has adopted the principle of free trade in corn and other products of the soil; the effect of this policy will be, that in future the manufacturing districts in the Eastern States of the American Union will frequently be the best market for the agricultural products of Canada. It cannot be desired by any friend to British connexion, that the Canadian people should find themselves excluded from the best market for their products by the operation of high if not prohibitory duties. There is good reason to believe that some influential American statesmen are strongly in favour of admitting the products of the Canadian soil free of duty, provided the Provincial Legislature is prepared to admit the products of the United States on the same terms. In Canada, public opinion is decidedly in favour of the adoption of such a policy, but as no diplomatic relations exist between the two countries, it is necessary that the negotiations for carrying it into effect should be conducted by Her Majesty's Imperial Government. As no injury can be inflicted on British interests by such an arrangement, it may be hoped that Her Majesty's Government will endeavour to carry out the wishes of the entire Canadian population; and as an equally strong opinion is entertained, that for the interests of Canada, and with a view of preserving the trade by the St. Lawrence, it is necessary that the navigation of that river should be thrown open to all nations; and as such a policy would be not less advantageous to the United States than to Canada, it seems highly probable that a most advantageous commercial treaty could be effected between the two countries. The basis of

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such a treaty should be the free navigation of the St. Lawrence, and the reciprocal free admission of all articles of food into Canada and the United States. The importance of giving immediate attention to this subject cannot be over-estimated. The Canadian Legislature confidently expects that the Administration will be able to show, at the next session, that no exertions have been spared on their part to effect an object so much desired by the people. Should Her Majesty's Government see fit to empower the Minister at Washington to open negociations with a view of giving effect to the measures herein recommended, it is most respectfully suggested, that the Minister might be empowered to communicate freely with the Governor-General of Canada on the subject, which is the more necessary, as the consent of the Canadian Parliament to any measures determined on would be required.

The Inspector-General would respectfully state, in conclusion, that great dissatisfaction will be felt in Canada, unless the Administration is prepared to show, at the next session of the Provincial Parliament, that it has used its best endeavours to obtain the concurrence of the Imperial Government and of the United States, to measures which are universally desired by the Canadian people.

No. 2.

(No. 71.) No. 2.

Copy of a DESPATCH from Governor-General the Right Hon. the Earl of Elgin and Kincardine to Earl Grey.

My Lord, Montreal, May 31, 1848.
(*Received June* 22, 1848.)

I have the honour to transmit herewith a Memorial from the Board of Trade to the Queen, on the subject of the Navigation Laws, for the purpose of being laid at the foot of the Throne; and similar Memorials addressed to the two Houses of the Imperial Parliament, which I request your Lordship will take the necessary steps to have presented. I also enclose a copy of the letter from the Secretary of the Board of Trade, requesting me to forward these Memorials, and of the reply which I directed to be made thereto.

May 29.

I have, &c.,
(Signed) ELGIN AND KINCARDINE.

To the Right Hon. Earl Grey,
&c. &c. &c.

Encl. in No. 2.

Enclosure in No. 2.

Office of the Board of Trade,
Sir, Montreal, May 29, 1848.

I have the honour to enclose you Memorials from the Montreal Board of Trade to the three Branches of the Imperial Legislature on the subject of the Navigation Laws; and I am to request you will be so good as to submit them to his Excellency the Governor-General, with the prayer of the Board, that he will be pleased to forward the same by next packet to the Colonial Secretary, for presentation to Her Majesty the Queen, and the two Houses of Parliament.

I have, &c.,

The Hon. R. B. Sullivan, (Signed) F. A. Willson, Secretary.
Provincial Secretary.

To Her Most Gracious Majesty the Queen.

The Memorial of the Montreal Board of Trade.

Humbly sheweth,

That the British Navigation Laws, and the laws affecting the navigation of the St. Lawrence, are, under the system of free trade adopted by the Imperial Government, felt to be peculiarly burdensome and detrimental to the interests of this colony.

That, during the continuance of the former colonial system, when the products of Canada were largely protected in the markets of Great Britain, the privileges conceded by the Navigation Laws to the shipping interest were not made a subject of complaint by the colonists; but now that the Imperial Government seem to regard the former colonial system as detrimental to the general interests of the empire, and to have resolved on a course of commercial policy whereby a very small measure of protection is left to the colony, justice would seem to require that the restrictions imposed by these laws should at once be removed.

That the general effect of these laws has undoubtedly been to enhance the cost of freight on the imports and exports of Canada, to fetter the inter-colonial and foreign trade, and to restrain the traffic on the St. Lawrence, disadvantages, however, which were fully compensated under the former fostering commercial policy of England.

That, in consequence of the change in that policy, the longer duration of these laws will jeopardize the trade of the St. Lawrence, and render it very doubtful whether that river will

continue to be the great highway for the commerce of Canada; and, should this apprehension be realized, it is manifest to your memorialists that a commercial union of the most intimate character will be produced between the United States and this colony, the inevitable result of which would be to dissolve the ties which connect her with the mother country, a consummation your memorialists would deeply deplore.

That the apprehension of the diversion of the trade from the St. Lawrence is not based on vague and unsubstantial grounds will abundantly appear from the following considerations:— For a considerable time past New York has gradually been attracting Canadian commerce. The favourable position of that city as a shipping port, and the comparatively low rates of freight and insurance which there prevail on shipments to England, give her a great advantage over the ports of the St. Lawrence; and should the bill now before Congress become law, which provides for the repeal of the duties on Canadian produce, it can hardly be doubted, that unless the most decisive measures be taken to render the St. Lawrence route the cheaper and the more desirable of the two, the great bulk of the exports of Canada will find their way, *viâ* Oswego and Buffalo, to New York for shipment to Great Britain. On the other hand, the removal of the Canadian differential duties, or, in other, words, the equalization of duties on goods, whether imported by sea or across the frontier, from the United States, consequent on the change in the commercial policy of England, has had the effect of driving the Canadian merchant to New York for his purchases of commodities, instead of to Montreal, whither it has been his practice heretofore to resort, this effect being accelerated and increased by the judicious legislation of the American Congress, which is leaving no stone unturned to attract and secure so rich a prize as the commerce of Canada.

That, on these and other grounds, your memorialists have no hesitation in expressing it as their decided conviction, that unless the protective system be again resorted to, or some other remedial measures be devised, New York must inevitably become the great emporium for Canadian business, and, as an inevitable consequence, that the traffic of the St. Lawrence will be to a great extent destroyed.

That amongst the most prominent of these remedial measures would appear to your memorialists to be the throwing open the St. Lawrence to the flags of all nations, and the repealing of those sections of the British Navigation Act which apply to the British possessions.

That a salutary competition would be thereby insured on its waters; sea-going freights would be reduced to the level of such freights at New York, making allowance for the difference of cost of the voyage; the expense of inland navigation would be cheapened, and the citizens of the United States would be induced to make the St. Lawrence the outlet for their produce, thereby conferring on Canada the benefit of a transit trade of great and growing importance.

That in the present position of affairs in this colony, the repeal of the Navigation Laws, so far as they affect Canada, could scarcely prove an injury to the British ship-owner; for, if the result of these laws be to concentrate the import and export trade of Canada in New York (and that this will be the result your memorialists do not entertain the slightest doubt), it is obvious the question simply amounts to this—Will the British shipowner allow the foreigner to compete with him in the St. Lawrence, or will he compel himself to compete with the foreigner in the ports of the United States?

That in the opinion of your memorialists, the objection which has been urged against the repeal of the laws in question, on political grounds, is not entitled to greater weight. Nothing will so soon predispose the people of Canada to sympathise with their American neighbours, as that identity of interests which the present intimate trading relations springing up betwixt the two countries are so fitting to promote; and nothing, on the contrary, will contribute so much to maintain the loyalty and attachment of the people to the Parent State, as the preservation of their old channels of commerce, and direct intercourse with her markets by the waters of the St. Lawrence.

That the grounds, therefore, on which your memorialists more particularly rest the prayer of this memorial, are as follows:—

1stly. That as Canada now enjoys but a remnant of protection in England, she should be released from any restrictions for the benefit of the British shipowner.

2ndly. That without the free navigation of the St. Lawrence, and a repeal of the Navigation Laws, so far as the British colonies are concerned, there is reason to apprehend that New York will become the great emporium of the trade of Canada, and that thus, a community of interests, commercial and political, will be created with the United States.

3rdly. That in such an event the repeal of those laws cannot materially injure the British shipowner, the question simply being, whether competition for the trade shall take place in the harbours of the United States, or in the river St. Lawrence.

Lastly. That the repeal of these laws will have the tendency to perpetuate and not to destroy the relations that exist betwixt Canada and the mother country.

Wherefore your Memorialists humbly pray Your Majesty will be graciously pleased to take the subject into Your Majesty's serious consideration, and to grant such relief in the premises as in your wisdom may seem meet.

And your Memorialists, as in duty bound, will ever pray.

I have, &c.,

PETER MCGILL,

President of the Montreal Board of Trade.

Frederick A. Willson, Secretary,

Montreal, May 26, 1848.

To the Honourable the KNIGHTS, CITIZENS, and BURGESSES of GREAT BRITAIN and IRELAND, in Parliament assembled:

The Memorial of the Montreal Board of Trade.

HUMBLY SHEWETH,

THAT the British Navigation Laws, and the laws affecting the navigation of the St. Lawrence are, under the system of free trade adopted by the Imperial Government, felt to be peculiarly burdensome and detrimental to the interests of this colony.

That during the continuance of the former colonial system, when the products of Canada were largely protected in the markets of Great Britain, the privileges conceded by the Navigation Laws to the shipping interest were not made a subject of complaint by the colonists, but now that the Imperial Government seem to regard the former colonial system as detrimental to the general interests of the empire, and to have resolved on a course of commercial policy whereby a very small measure of protection is left to the colony, justice would seem to require that the restrictions imposed by those laws should at once be removed.

That the general effect of those laws has undoubtedly been to enhance the cost of freight on the imports and exports of Canada, to fetter the inter-colonial and foreign trade, and to restrain the traffic on the St. Lawrence, disadvantages, however, which were fully compensated under the former fostering commercial policy of England.

That in consequence of the change in that policy, the longer duration of these laws will jeopardize the trade of the St. Lawrence, and render it very doubtful whether that river will continue to be the great highway for the commerce of Canada; and should this apprehension be realized, it is manifest to your memorialists that a commercial union of a most intimate character will be produced between the United States and this colony, the inevitable result of which would be to dissolve the ties which connect her with the mother country, a consummation your memorialists would deeply deplore.

That this apprehension of the diversion of the trade from the St. Lawrence is not based on vague and unsubstantial grounds, will abundantly appear from the following considerations. For a considerable time past New York has gradually been attracting Canadian commerce. The favourable position of that city as a shipping port, and the comparatively low freights and rates of insurance which there prevail on shipments to England, give her a great advantage over the ports of the St. Lawrence; and should the Bill now before Congress become law which provides for the repeal of the duties on Canadian produce, it can hardly be doubted, that unless the most decisive measures are taken to render the St. Lawrence route the cheaper, and more desirable of the two, the great bulk of the exports of Canada will find their way *viâ* Oswego and Buffalo to New York, for shipment to England. On the other hand, the removal of the Canadian differential duties, or in other words, the equalization of duties on goods whether imported by sea or across the frontier, from the United States, consequent upon the change in the commercial policy of Great Britain, has had the effect of driving the Canadian merchant to New York for his purchases of commodities instead of to Montreal, whither it has been his practice heretofore to resort, this effect being accelerated and increased by the judicious legislation of the American Congress, which is leaving no stone unturned to attract and secure so rich a prize as the commerce of Canada.

That on these and other grounds your memorialists have no hesitation in expressing it as their decided conviction that unless the protective system be again resorted to, or some other remedial measures be devised, New York must inevitably become the great emporium for Canadian business, and as a certain consequence that the traffic of the St. Lawrence will be to a great extent destroyed.

That amongst the most prominent of these remedial measures would appear to your memorialists to be the throwing open the St. Lawrence to the flags of all nations, and the repealing of those sections of the British Navigation Act which apply to the British possessions.

That a salutary competition would be thereby insured on its waters, sea going freights would be reduced to the level of such freights at New York, making allowance for the difference of cost of the voyage, the expense of inland navigation would be cheapened, and the citizens of the United States would be induced to make the St. Lawrence the outlet for their produce, thereby conferring on Canada the benefit of a transit trade of great and growing importance.

That in the present position of affairs in this colony, the repeal of the navigation laws so far as they affect this colony, could scarcely prove injurious to the British ship-owner; for, if the result of these laws be to concentrate the import and export trade of Canada in New York, (and that this will be the result your memorialists do not entertain the slightest doubt,) it is obvious the question simply amounts to this—Will the British ship-owner allow the foreigner to compete with him in the St. Lawrence, or will he compel himself to compete with the foreigner in the ports of the United States?

That in the opinion of your memorialists the objection which has been urged against the repeal of the laws in question on political grounds, is not entitled to greater weight. Nothing will so soon predispose the people of Canada to sympathize with their American neighbours, as that identity of interests which the present intimate trading relations springing up betwixt the two countries are so fitting to promote; and nothing on the contrary will contribute so much to maintain the loyalty and attachment of the people to the parent state as the preservation of their old channels of commerce, and direct intercourse with her markets by the waters of the St. Lawrence.

That the grounds therefore on which your memorialists particularly rest the prayer of this memorial are as follows:—

1stly, That as Canada now enjoys but a remnant of protection in England, she should be released from any restrictions for the benefit of the British ship-owner.

2ndly, That without the free navigation of the St. Lawrence, and a repeal of the navigation laws, so far as the British colonies are concerned, there is reason to apprehend that New York will become the great emporium of the trade of Canada, and that thus a unity of interests, commercial and political, will be created with the United States.

3rdly, That in such an event, the repeal of those laws cannot materially injure the British ship-owner; the question simply being whether the competition for the trade shall take place in the harbours of the United States or in the river St. Lawrence.

Lastly, that the repeal of these laws will have a tendency to perpetuate. and not to destroy the relations that exist betwixt Canada and the mother country.

Wherefore your memorialists humbly pray, that your Honourable House will be pleased to take the subject into your favourable consideration, and to grant such relief in the premises as in your wisdom may seem meet.

And your memorialists as in duty bound will ever pray.

PETER MCGILL, President of the Montreal Board of Trade.

Frederick A. Willson, Secretary,
Montreal, 26th May, 1848.

To the Honourable The LORDS SPIRITUAL and TEMPORAL of GREAT BRITAIN and IRELAND, in Parliament assembled.

The Memorial of the Montreal Board of Trade,

HUMBLY SHEWETH,

THAT the British Navigation Laws, and the laws affecting the navigation of the St. Lawrence are, under the system of free trade adopted by the Imperial Government, felt to be peculiarly burdensome and detrimental to the interests of this Colony.

That during the continuance of the former colonial system, when the products of Canada were largely protected in the markets of Great Britain, the privileges conceded by the navigation laws to the shipping interest were not made a subject of complaint by the colonists, but now that the Imperial Government seem to regard the former colonial system as detrimental to the general interests of the empire, and to have resolved on a course of commercial policy whereby a very small measure of protection is left to the colony, justice would seem to require that the restrictions imposed by these laws should at once be removed.

That the general effect of these laws has undoubtedly been to enhance the cost of freight on the imports and exports of Canada; to fetter the intercolonial and foreign trade; and to restrain the traffic on the St. Lawrence—disadvantages, however, which were fully compensated under the former fostering commercial policy of England.

That in consequence of the change in that policy the longer duration of these laws will jeopardize the trade of the St. Lawrence, and render it very doubtful whether that river will continue to be the great highway for the commerce of Canada; and, should this apprehension be realized, it is manifest to your memorialists that a commercial union of a most intimate character will be produced between the United States and this colony, the inevitable result of which would be to dissolve the ties which connect her with the mother country, a consummation your memorialists would deeply deplore.

That this apprehension of the diversion of the trade from the St. Lawrence is not based on vague and unsubstantial grounds will abundantly appear from the following considerations:—For a considerable time past New York has been gradually attracting Canadian commerce. The favourable position of that city as a shipping port, and the comparatively low rates of freights and insurance which there prevail on shipments to England, give her a great advantage over the ports of the St. Lawrence; and should the Bill now before Congress become law, which provides for the repeal of the duties on Canadian produce, it can hardly be doubted that unless the most decisive measures be taken to render the St. Lawrence route the cheaper and more desirable of the two, the great bulk of the exports of Canada will find their way *viâ* Oswego and Buffalo, to New York, for shipment to Great Britain; on the other hand, the removal of the Canadian differential duties, or, in other words, the equalization of duties on goods, whether imported by sea, or across the frontier from the United States, consequent on the change in the commercial policy of England, has had the effect of driving the Canadian merchant to New York for his purchases of commodities, instead of to Montreal, whither it has been his practice heretofore to resort; this effect being accelerated and increased by the judicious legislation of the American Congress, which is leaving no stone unturned to attract and secure so rich a prize as the commerce of Canada.

That on these, and other grounds, your memorialists have no hesitation in expressing it as their decided conviction that unless the protective system be again resorted to, or some other remedial measures be devised, New York must inevitably become the great emporium of Canadian business, and as a certain consequence that the traffic of the St. Lawrence will be, to a great extent, destroyed.

That amongst the most prominent of these remedial measures would appear to your memorialists to be, the throwing open the St. Lawrence to the flags of all nations, and the repealing of those sections of the British Navigation Act which apply to the British possessions.

That a salutary competition would be thereby insured on its waters; sea-going freights would be reduced to the level of such freights at New York, making allowance for the differ-

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ence of cost in the voyage; the expense of inland navigation would be cheapened, and the citizens of the United States would be induced to make the St. Lawrence the outlet for their produce, thereby conferring on Canada the benefit of a transit trade of great and growing importance.

That in the present position of affairs in this colony, the repeal of the Navigation Laws, so far as they affect Canada, could scarcely prove injurious to the British shipowner; for if the result of these laws be to concentrate the imports and exports of Canada in New York (and that this will be the result your memorialists do not entertain the slightest doubt), it is obvious the question simply amounts to this,—Will the British shipowner allow the foreigner to compete with him in the St. Lawrence, or will he compel himself to compete with the foreigner in the ports of the United States.

That in the opinion of your memorialists, the objection which has been urged against the repeal of the laws in question on political grounds, is not entitled to greater weight. Nothing will so soon predispose the people of Canada to sympathise with their American neighbours as that identity of interests which the present intimate trading relations springing up betwixt the two countries are so fitting to promote; and nothing on the contrary will contribute to maintain the loyalty and attachment of the people to the Parent State, as the preservation of their old channels of commerce, and direct intercourse with her markets by the waters of the St. Lawrence.

That the grounds, therefore, on which your memorialists more particularly rest the prayer of their memorial are as follow:—

1stly. That as Canada now enjoys but a remnant of protection in England, she should be released from any restrictions for the benefit of the British shipowner.

2ndly. That without the free navigation of the St. Lawrence, and a repeal of the British Navigation Laws so far as the British Colonies are concerned, there is reason to apprehend that New York will become the great emporium of the trade of Canada, and that thus a unity of interests, commercial and political, will be created with the United States.

3rdly. That in such an event, the repeal of those laws cannot materially injure the British shipowner, the question simply being, whether competition for the trade shall take place in the harbours of the United States or in the River St. Lawrence.

Lastly. That the repeal of these laws will have the tendency to perpetuate, and not to destroy, the relations that exist betwixt Canada and the mother country.

Wherefore your memorialists humbly pray that your Honourable House will be pleased to take the subject into your serious consideration, and to grant such relief in the premises as in your wisdom may seem meet.

And your memorialists, as in duty bound, will ever pray.

PETER MCGILL,
President of the Montreal Board of Trade.

Frederick A. Willson, Secretary, Montreal,
26th May, 1848.

SIR, Secretary's Office, Montreal, 29th May, 1848.

I HAVE the honour to acknowledge the receipt of your letter of this day, enclosing memorials from the Board of Trade of Montreal, addressed to Her Most Gracious Majesty the Queen, and the two Houses of the Imperial Parliament respectively, on the subject of the Navigation Laws and of the free navigation of the River St. Lawrence, which, on the part of the Board of Trade, you request may be transmitted to Her Majesty's Secretary of State for the Colonies, to be laid before Her Majesty and Lords and Commons of the United Kingdom.

Immediately on the receipt of your communication, I had the honour to lay the same, with its enclosures, before the Governor-General, and I am commanded to inform you, that the memorials of the Board shall be forthwith forwarded to her Majesty's Colonial Secretary.

I am further commanded to state, for the information of the Board of Trade, that the subject of these memorials has for some time engaged the attention of his Excellency, and that his Excellency has communicated the views of this Government to Her Majesty's Colonial Secretary. The opinions expressed in these communications, as to the expediency of relieving this country from any restrictions imposed upon its commerce, are strengthened by the representations of the Board of Trade; and his Excellency entertains strong hopes that the liberal and generous policy of the Imperial Government towards this colony will be further exemplified in the measures which his Excellency believes are under consideration in England.

His Excellency commands me to say, that feeling very strongly that he has not used mere words of form or compliment, in attributing liberality and generosity to the policy of the empire towards this province, he observes with regret an expression in the memorials which the Board of Trade has requested him to forward, to the effect, that should the River St. Lawrence not continue to be the great highway for the commerce of Canada, a commercial union of the most intimate character will be produced between the United States of America and this colony, the inevitable result of which would be to dissolve the ties which connect the latter with the mother country.

That this expression should be used at a time when the only remaining protection existing in England is afforded to Canadian trade, and after so many demonstrations of the disinterested desire, on the part of the Imperial Government, to make the connexion of Canada with the empire beneficial to the colony, is a ground of surprise and disappointment to his Excellency. If the observations of the Board were correct, there could have been no necessity for making it

a prominent argument with a Government only desirous to benefit the province by the connexion which is apparently threatened; and, if it be not correct to assert that the allegiance and attachment of Her Majesty's faithful and loyal subjects of Canada depends upon the successful competition of one route of commerce with another, it is peculiarly unfortunate that, in forwarding to the Imperial Government memorials, recommending measures in which his Excellency takes at least as lively an interest as the memorialists, he should be forced, in justice to the Canadian subjects of Her Majesty, to express his dissent from a proposition contained in the Memorials, in which he cannot believe the people of Canada could, under any circumstances, be induced to concur.

I have, &c.,

F. A. Willson, Esq., Secretary Montreal Board of Trade, (Signed) R. B. Sullivan.
&c. &c. &c.

No. 3.

No. 3.

Copy of a DESPATCH from Earl Grey to the Right Hon. the Earl of Elgin and Kincardine.

My Lord, Downing-street, July 3, 1848.

I have received your Lordship's Despatch of the 31st May, No. 71, transmitting a memorial from the Board of Trade at Montreal to the Queen, on the subject of the Navigation Laws, and similar memorials from the same body to the two Houses of the Imperial Parliament. I have also received copies of the correspondence between your Lordship and the Secretary to the Board of Trade, on the occasion of those memorials being forwarded to you.

Having laid before the Queen the memorial addressed to her, I have to direct your Lordship to inform the memorialists, that Her Majesty has been pleased to receive the same very graciously. Your Lordship will further inform the Board of Trade, that it is contrary to the usage of the Houses of Parliament in this country, to receive documents addressed to them as "memorials;" and that I have, therefore, been prevented taking the necessary measures for communicating the original memorials to the respective Houses, in the formal manner desired by the Board of Trade. Copies of them will, however, be included in the papers on this subject, which are on the point of being presented to both Houses of Parliament, by the command of Her Majesty.

I have perused with much satisfaction, the answer which your Lordship directed to be returned to the letter of the Secretary to the Montreal Board of Trade, and highly approve the observations which you thought proper to make on that occasion.

I have, &c.,

The Earl of Elgin and Kilcardine. (Signed) GREY.
&c. &c. &c.

(No. 77.) No. 4.

No. 4.

Copy of a DESPATCH from Governor-General the Right Honourable the Earl of Elgin and Kincardine to Earl Grey.

Government House, Montreal,
June 13, 1848.

My Lord, (*Received July* 6, 1848.)

I have the honour to transmit herewith, for presentation to Her Majesty, a petition to the Queen from the Board of Trade of the city of Quebec, praying for the removal of all restrictions which the Navigation Laws impose on the free navigation of the River St. Lawrence, and on the free carriage of goods by sea to and from the United Kingdom and its possessions abroad, and Canada.

The declaration which this petition contains, that the petitioners firmly believe that the merchants, shipowners, and ship-builders of Canada have no cause to fear the competition of foreigners on fair and equal terms, in either external or internal navigation, is highly important, and will not fail, emanating from such a quarter, to be appreciated by your Lordship.

I have, &c.,

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

CANADA.

Encl. in No. 4.

Enclosure in No. 4.

To the Queen's Most Excellent Majesty.

The Petition of the Quebec Board of Trade.

Humbly Showeth,

That a chain of ship canals, connecting the navigable waters of the river St. Lawrence and the great lakes of Canada, is now completed, whereby the produce of the most fertile parts of this province and of the western states of the American Union may be transported to the ocean cheaper than by any other route.

That these canals have been constructed at an immense expenditure of capital, raised under the liberal guarantee of the Imperial Government, and in connection with similar improvements in the United States, open up an uninterrupted inland navigation from Quebec to New Orleans (a distance of more than four thousand miles), with ramifications extending far into all the intervening territory.

That, in the opinion of Your Majesty's petitioners, all that is now wanting to render the St. Lawrence the outlet, and Quebec the depôt, of a large portion of the vast and varied productions of the fertile regions rendered accessible by this unequalled internal navigation, is, to throw it open, without restriction, to the ships and vessels of all nations, allowing them, during the pleasure of Your Majesty, freely to carry to the ports of this province the produce of any other country, and to take thence cargoes, as well to the United Kingdom and its possessions as to any other part of the world, which, it is greatly to be feared, nay, almost certain, that unless changes such as these be speedily made in the laws which regulate the navigation of the province within and without, the large expenditure above referred to will be nearly useless, and the people burdened with a heavy and unproductive debt to little or no purpose, with the additional mortification of seeing escape them, and diverted into other channels, those advantages and means of lasting prosperity which nature and art have combined to place fairly within their reach.

That Your Majesty's petitioners firmly believe that the merchants, shipowners, and shipbuilders of Canada have no cause to fear the competition of foreigners, on fair and equal terms, in either external or internal navigation. In the former they already successfully compete with their neighbours even in their own ports; and, in the latter, Your Majesty's petitioners feel persuaded that such competition would lead to still more favourable results, drawing forth the latent energies of these classes, and causing to be developed, and more fully applied than now, the natural resources of the country, which, in the facilities they afford for ship-building and inland navigation, are nowhere surpassed.

Wherefore Your Majesty's petitioners humbly pray that Your Majesty, taking the premises into Your Royal consideration, may be graciously pleased to recommend to Parliament to remove all restrictions that now exist to the free navigation of the river St. Lawrence, with the canals and lakes connected therewith, or which prevent the free carriage of goods by sea to and from the United Kingdom and its possessions abroad, so far as this colony is concerned, subject to such control by Your Majesty in Council as may be necessary.

And your petitioners, as in duty bound, will ever pray.

The Quebec Board of Trade,

(Signed) By James Dean, President, duly authorised.

No. 5.

(No. 248.)

No. 5.

Copy of a DESPATCH from Earl Grey to Governor-General the Right Hon. the Earl of Elgin and Kincardine.

My Lord, Downing-street, July 7, 1848.

I have to acknowledge the receipt of your Lordship's Despatch, No. 77, of the 13th June, transmitting a petition to the Queen from the Board of Trade at Quebec, praying Her Majesty to recommend to Parliament the removal of all restrictions to the free navigation of the River St. Lawrence, and the free carriage of goods by sea to and from the United Kingdom and its possessions abroad, so far as Canada is concerned; and I have to direct your Lordship to inform the petitioners that their petition having been duly laid before the Queen, Her Majesty was pleased to receive it very graciously.

I have, &c.,

The Earl of Elgin and Kincardine, &c. &c. &c.

(Signed) GREY.

(No. 81.) No. 6.

Copy of a DESPATCH from Governor-General the Right Hon. the Earl of Elgin and Kincardine to Earl Grey.

Government House, Montreal,
June 15, 1848.

My Lord, (*Received July* 6, 1848.)

A rumour has reached this province that the measure for the amendment of the Navigation Laws, the introduction of which has been hailed with such unanimous acclamations here, may yet be lost in its progress through Parliament. It is my duty to represent to your Lordship that this report has produced a very painful feeling. The Canadian farmer is a supplicant at present to the Imperial Legislature, not for favour, but for justice; and strong as is his affection for the mother country and her institutions, he cannot reconcile it to his sense of right, that after being deprived of all protection for his produce in her markets, he should be subjected to a hostile discriminating duty in the guise of a law for the protection of navigation.

2. That the British shipowner should be unwilling to permit foreigners to share the trade of the St. Lawrence, is not unnatural; but there is too much reason to fear, that if the present system be persevered in, the bulk of the produce of Canada will find its way to New York and Portland, where even under existing laws it may be shipped to England indifferently in American or British bottoms. I shall not insist on the manifold inconveniences and hazards to which such a state of things would inevitably lead. It is enough for the present purpose to observe, that it would render the monopoly promised to the British shipowner illusory.

3. On the other hand, if the natural and acquired advantages of the navigation of the St. Lawrence were to receive their full development under a system of low freights and charges produced by the removal of restriction, it is probable that not only the produce of Canada, but a large portion of that of the Western States of the Union will find its way to Quebec and Montreal. Of this vast and increasing trade, it is hardly possible to doubt that British shipping, with the aid of long established commercial connection, will engross a considerable share.

4. I cannot employ language which is too forcible in representing to your Lordship the anxiety which I feel, conscious as I am of the responsibility attaching to the high trust which Her Majesty has confided to me, that the liberal policy of Her Majesty's Government on the subject of the Navigation Laws, should receive the sanction of Parliament. The people of Canada are animated with the best dispositions towards England; they are satisfied that the constitution of their forefathers, of which they now clearly see that it is the intention of the Imperial Government that they shall enjoy without qualification or reserve the full privileges, affords them at least as large a measure of substantial liberty and social happiness as any form of Government which the wit or ingenuity of man has devised. I am confident that if the wise and generous policy lately adopted towards Canada, is persevered in, the connexion between this province and the mother country may yet be rendered profitable to both in a far greater degree than has been the case heretofore. I should deeply grieve, therefore, if in an attempt which must, I am disposed to believe, in so far as the Saint Lawrence is concerned, prove futile, to secure a monopoly for a useful and exemplary class of our fellow-subjects, provisions were suffered to remain on the British statute book which would seem to bring the material interests of the colonists and the promptings of duty and affection into opposition.

I have, &c.,

(Signed) ELGIN AND KINCARDINE.

The Right Hon. the Earl Grey,
&c. &c. &c.

CANADA.

No. 7.

(No. 249.) No. 7.

Copy of a DESPATCH from Earl Grey to Governor-General the Right Hon. the Earl of Elgin and Kincardine.

My Lord, Downing-street, July 7, 1848.

I have to acknowledge the receipt of your Lordship's Despatch of the 15th June, No. 81, reporting the apprehension which is generally entertained in Canada, lest the proposed measure for the amendment of the Navigation Laws should not ultimately receive the sanction of Parliament.

I hasten to assure your Lordship, that Her Majesty's Servants are fully sensible of the extreme importance to Canada of the measure which is now under the consideration of the Legislature, and that they entertain a confident hope that it will pass into a law.

I have, &c.,

The Earl of Elgin and Kincardine, &c. &c. &c.

(Signed) GREY.

No. 8.

(No. 82.) No. 8.

Copy of a DESPATCH from Governor-General the Right Hon. the Earl of Elgin and Kincardine to Earl Grey.

Government House, Montreal, June 15, 1848.

My Lord, (*Received July* 6, 1848.)

I have the honour to transmit herewith, for the purpose of being presented, addresses to Her Majesty the Queen and the two Houses of the Imperial Parliament, on the subject of the Navigation Laws, adopted at a public meeting, held on the 13th instant, of the inhabitants of Montreal.

I have, &c.,

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey, &c. &c. &c.

Encl. in No. 8.

Enclosure in No. 8.

To her Majesty Victoria, Queen of Great Britain and Ireland, &c. &c.

May it please Your Majesty,

We, your Majesty's loyal subjects, the citizens of Montreal, in the province of Canada, in public meeting assembled,

Do most humbly represent,

That, in the opinion of your petitioners, all protection being shortly to be withdrawn from Canadian grain and flour in the British markets, it has become a matter of absolute necessity to the future prosperity of Canada, to endeavour to obtain, without delay, from the Imperial Authorities the abrogation, so far as regards this colony, of the restrictive policy of the British Navigation Laws, and the removal of every obstruction in the free navigation of the St. Lawrence by foreign vessels.

That the restriction under which the colonist has hitherto been placed of employing British or colonial craft exclusively for the transport of his produce from one Canadian port to another, or from Canada to any part of the British dominions, has, in the peculiar circumstances of this province, greatly enhanced the cost of freight, and thus operated as a heavy tax on the producer; and, although it was not objected to so long as it was deemed the equivalent for advantages enjoyed by him over the foreigner in British markets, yet now that those advantages have been materially reduced, and in some instances entirely removed, or are on the eve of being so, the continuance of such restrictions would be viewed by your petitioners as an excessive hardship.

That the permanent abrogation of the Navigation Laws would highly conduce to the welfare of Canada, and assist in the developement of its resources, is cleary evinced by the new branches of commerce which sprang up simultaneously with their temporary suspension last year, but which have altogether ceased with their revival, numerous foreign vessels having during that brief period of suspension arrived, loaded with foreign emigrants, who availed themselves of the St. Lawrence as the most convenient route to their destination, whereby the rates of ocean freights were reduced, the revenue from public works increased, and every class of the community benefited.

That there is the strongest ground for apprehension, should the British Navigation Laws continue in force after the protection to Canadian grain and flour in Great Britain is with-

drawn, that the bulk of the produce, both of the Western States and of Canada West, will be sent to ports of the United States for shipment, notwithstanding the superior advantages in economy of transport which the internal communications of Canada possess, but which are fully counterbalanced by the greater cheapness of ocean freight in the United States, arising in part from the competition there between British and foreign shipping; and that the Navigation Laws will thus be rendered inoperative as regards their main object—that of protection to British shipping—whilst they will excercise a most baneful influence alike over that portion of our revenue derived from public works, and over the interest of every individual connected with the internal or external commerce of the country.

That, moved by the foregoing and other considerations, your petitioners hail with the most lively satisfaction the prospect of the immediate repeal, so far as it regards this colony, of the British Navigation Laws, and that they especially approve of that part of the measure introduced by the Right Hon. Mr. Labouchere in the House of Commons, which confers on the Legislature of this province the power of regulating, as it may deem most to the advantage of the country, the coasting and internal trade—a boon which your petitioners gratefully acknowledge as a fresh manifestation of the desire to govern this country in accordance with "the well-understood wishes and interests of the people."

Wherefore your petitioners most humbly pray,

That Your Majesty will be pleased to take the foregoing representations into your favourable consideration, and to grant the prayer of your petitioners for the immediate repeal of the Navigation Laws, and the opening of the river St. Lawrence to the ships of every nation.

And your petitioners, as in duty bound, will ever pray.

(Signed) Jos. Bourset, Mayor of the city of Montreal,
Montreal, 13th June, 1848. and Chairman of the meeting.

[Similar petitions addressed to the two Houses of the Imperial Parliament.]

(No. 250.) No. 9. No. 9.

Copy of a DESPATCH from Earl Grey to Governor-General the Right Hon. the Earl of Elgin and Kincardine.

My Lord, Downing-street, July 7, 1848.

I have received and laid before the Queen the address to Her Majesty from the inhabitants of Montreal, on the subject of the Navigation Laws, which was adopted at a public meeting held in that city, on the 13th June, and transmitted to me in your Lordship's Despatch of the 15th of that month; and I have to instruct your Lordship to inform the petitioners that Her Majesty has been pleased to receive their petition very graciously.

Your Lordship will further state that the petitions to the two Houses of Parliament, which also accompanied your Despatch, will be presented immediately.

I have, &c.,

The Earl of Elgin and Kincardine, (Signed) GREY.
&c. &c. &c.

LONDON:

Printed by WILLIAM CLOWES and SONS, Stamford Street,
For Her Majesty's Stationery Office.

NAVIGATION LAWS (NEW BRUNSWICK).

RETURN to an Address of the Honourable The House of Commons, dated 21 July 1848;—*for*,

"COPIES or EXTRACTS of any CORRESPONDENCE, PETITIONS or MEMORIALS relative to the REPEAL of the NAVIGATION LAWS, which may have been sent Home by the Governor of *New Brunswick*."

Colonial Office, Downing street, 21 August 1848.

B. HAWES.

— No. 1. —

(No. 48.)

COPY of a DESPATCH from Lieutenant-Governor Sir *Edmund Head*, Bart., to Earl *Grey*.

No. 1. Lieut.-governor Sir E. Head to Earl Grey. 29 June 1848.

Enclosure.

My Lord, Government House, Fredericton, 29 June 1848.
(Received 6 July 1848.)

I HAVE the honour to enclose a copy of the proceedings of a meeting held at Fredericton on the 16th instant, in favour of free trade with the United States.

A still more important meeting of the same character has been held at St. John's, but the Resolutions passed at it have not yet been transmitted to me in any official shape.

The trade of this Province is at the present moment in a most depressed state.

I have, &c.
(signed) *Edmund Head*.

Enclosure in No. 1.

County Court House, Fredericton, 16 June 1848.

Encl. in No. 1.

AT a Public Meeting of the Merchants, and other Inhabitants of *Fredericton*, held in the County Court-house, in this City, on the 16th day of June, A.D. 1848, which Meeting was called by the High Sheriff, in pursuance of a Requisition to him directed, to take into consideration the present depressed state of the Trade of the Province, and to devise means for extending our Commercial Relations.

ON motion of James Taylor, Esq., M.P.P., Benjamin Wolhaupter, Esq., High Sheriff, was called to the chair; and Mr. William Grigor, appointed secretary.—The meeting being thus organized,

James Taylor, Esq., explained the objects of the requisitionists in applying to the High Sheriff to call the meeting, and the necessity of adopting some means by which the present distress might be alleviated, and some other market found for the surplus of our wood goods; after which he submitted the following Resolutions:—

1. *Resolved*, as the opinion of this meeting, That the recent change in the policy of the British Government as respects the protection of colonial goods in the home market, must be followed by the extension of the wood trade, particularly of that part of it which consists of sawn lumber as respects the Province of New Brunswick; and that it is therefore desirable that we should endeavour to extend our commercial intercourse, with a view to the consumption of such of our articles as cannot be exported to the mother country.

This Resolution being put, was passed by a large majority in the affirmative.

Mr. Taylor then moved the following Resolution, which was seconded by Mr. Robert Chesnut:—

Resolved, as the opinion of this meeting, That a free admission of the articles hereinafter enumerated, being the growth, production and manufacture of the United States into this Province, would be highly desirable and beneficial to the general interests; viz. grain and bread-stuffs of all kinds, vegetables, fruits, animals, hides, tallow, wool, horses, salted and fresh meats, coals, ores of all kinds of metal, timber, staves, wood and lumber of all kinds; provided the like articles, the growth, production and manufacture of this Province, be allowed to come into the United States on the same terms.

After a lengthened discussion, Mr. Taylor obtained leave to withdraw both of the above Resolutions, and moved that the following Resolution be substituted in lieu thereof, which was seconded by Mr. Robert Chesnut:—

Resolved, That this meeting heartily concur in the Resolutions adopted at a public meeting of the merchants and inhabitants of the city of St. John, held on the 31st day of May last, relative to the extension of our commercial intercourse, with a view to seek a market for our exports.

This Resolution being put, was carried by a large majority.

On motion of J. A. Beckwith, Esq., the Chairman was requested to leave the chair, and Charles Macpherson, Esq. being called thereto, a unanimous vote of thanks to the Chairman for his able conduct in the chair was passed; and the meeting dissolved.

(signed) *B. Wolhaupter*,
Chairman.

Wm. Grigor,
Secretary.

— No. 2. —

(No. 54.)

No. 2.
Lieut.-governor Sir E. Head to Earl Grey.
3 July 1848.

COPY of a DESPATCH from Lieutenant-Governor Sir *Edmund Head*, Bart., to Earl *Grey*.

Government House, Fredericton, 3 July 1848.

My Lord,

(Received 20 July 1848.)

Enclosure.

1. I HAVE the honour to enclose the Resolutions passed at a meeting of the merchants and inhabitants of the city of St. John, held on the 31st of May last. I regret that I was not enabled to transmit these Resolutions to England so that they might have arrived in time for the discussion of the Navigation Laws in the Imperial Parliament, but the proceedings were communicated to me in an official shape only on the afternoon of the 23d of June, after the English mail was made up.

2. I need not observe to your Lordship, that counter-resolutions and petitions in a different sense may be expected from St. John's, inasmuch as no place would appear at first sight more deeply interested in upholding the privileges of British colonial shipping. Indeed, I perceive by the public papers, that a meeting opposed to the Resolutions now transmitted has lately been held.

3. Upon the whole, I think, the most intelligent men in this Province whom I have had an opportunity of seeing, are of opinion that the city of St. John's and the Province generally would gain more by opening the American market for sawn lumber the produce of New Brunswick, than they could lose by any competition with the American shipping. My present information leads me to think that a ship can be built and rigged in St. John's at a cheaper rate than can be done in any part of the United States, and therefore, with proper care in the selection of the masters and crew, I do not see that the ship-builders of St. John's will have reason to fear the competition of foreign vessels. Your Lordship knows, however, that my experience in this Province is as yet very imperfect, and I should be sorry to speak dogmatically on so important a subject without more detailed information than I at present possess.

I have, &c.
(signed) *Edmund Head.*

Enclosure in No. 2.

Encl. in No. 2.

AT a Public Meeting of the Merchants and Inhabitants of *St. John*, called by the Honourable John Robertson, President of the Chamber of Commerce, on the 31st May 1848, in compliance with a requisition presented to him, the following Resolutions were moved, and carried unanimously:—

1. *Resolved*, That the recent change in the policy of the British Government as respects the protection to colonial goods in the home market, has materially affected our trade with the mother country, and wholly destroyed that with the British West Indies; it is therefore desirable that we should endeavour to extend our commercial intercourse with a view to seek consumption for our exports.

2. Whereas

2. Whereas it would be highly beneficial to countries lying contiguous to and bordering on each other, having a diversity of productions required by each, to have a free and unrestricted interchange of such articles; therefore,—*Resolved*, as the opinion of this meeting, That a free admission of articles the growth, production and manufacture of the United States into this Province, would be highly desirable and beneficial to the general interests, provided that all articles the growth, production and manufacture of this Province were admitted into the United States on the same terms.

3. Whereas it appears in the report of the proceedings of the Congress of the United States, that there is a Bill now before the House of Representatives, to provide for the admission into the United States free of duty, certain articles therein named, of the growth, production and manufacture of the Province of Canada, provided that similar articles the growth, production and manufacture of the United States are admitted into the Province of Canada on the same terms; and whereas the extension of the same principle to this Province would be highly beneficial to its trades and manufactures; therefore,—*Resolved*, That an Address be prepared and forwarded to his Excellency the Lieutenant-governor, respectfully requesting that such measures may be adopted as will include this Province in any arrangement made for the extension of the trade between Canada and the United States; and that a copy of such Address be forwarded through the proper channel to his Excellency the Governor general.

4. *Resolved*, That a copy of the proceedings of this meeting be communicated to influential members of the United States' Congress, urging them to have New Brunswick included in the Act now before that body to regulate the interchange of certain articles between Canada and the United States.

5. *Resolved*, That an Address, as read to the meeting, be engrossed, signed by the Chairman and Secretaries, and transmitted to his Excellency the Lieutenant-governor.

6. *Resolved*, That the Chairman communicate with influential parties in other portions of this Province, requesting them to call public meetings, and adopt such measures as they may deem necessary for the furtherance of the objects of this meeting.

(signed) *John Robertson*,
Chairman.

(True copy.)

(signed) *R. Jardine*,
James L. Harding, } Secretaries.

— No. 3.—

(No. 69.)

Copy of a DESPATCH from Lieutenant-Governor Sir *Edmund Head*, Bart., to Earl *Grey*.

No. 3.
Lieut.-governor Sir E. Head to Earl Grey, 19 July 1848.

Government House, Frederickton, 19 July 1848.

My Lord, (Received 7 August 1848.)

I have the honour to enclose for your Lordship's information the Minutes of the proceedings of a meeting held at St. John's, on the 26th June, to petition Her Majesty against the proposed alteration in the Navigation Laws. 1st Enclosure.

I also enclose the Petition adopted at this meeting, together with the required transcript. 2d Enclosure.

I have, &c.

(signed) *Edmund Head*.

Enclosure 1, in No. 3.

Encl. 1, in No. 3.

Public Meeting, pursuant to the following Requisition and Notice; viz.:

To his Worship the Mayor of the City of *St. John*, &c. &c.

The undersigned, inhabitants of St. John, New Brunswick, conceiving that the measures now under consideration of the House of Commons, as introduced by Mr. Labouchere, are immediately ruinous to the British as well as the Colonial ship-owners, and ultimately subversive of British interests in this province, respectfully request your Worship to call a Public Meeting of the inhabitants of this city, at an early day, for the purpose of conveying such opinion to Her Majesty the Queen, the Lords and Commons of the United Kingdom.

St. John, 19 June 1848.

In compliance with the above requisition, I do hereby request the inhabitants of this city to attend a Public Meeting, at the Court-house, on Monday next, the 26th instant, at one o'clock, for the purposes set forth in said requisition.

St. John, 20 June 1848. (signed) *J. R. Partelow*, Mayor.

A Public Meeting was held this day at the Court-house.

In the absence of his Worship the Mayor, his Honor R. L. Hazen, the Recorder, took the Chair, when the following Resolutions were moved by the Hon. John Robertson, seconded by James Kirk, Esq., and after discussion were adopted by a large majority.

Resolved, That in the opinion of this meeting, the measures now under consideration of the House of Commons relative to the alteration or revision of the Navigation Laws, will prove destructive to ship-owners, ruinous to ship-builders, and will generally affect the welfare and prosperity of the British Empire, as there is no reciprocity or equivalent to be found in the scheme introduced by Mr. Labouchere for the sacrifice of so great a boon to the foreigner; and, moreover, that this province particularly being largely interested as ship-owners, extensively engaged in ship-building, furnishing employment to thousands of artizans, emigrants and labourers, would suffer most seriously if the alterations now contemplated are carried, without immediately opening other channels in some measure to compensate for the ruinous consequences that must inevitably follow.

Resolved, That this meeting consider the abandonment of a system under which Great Britain has so successfully been enabled to compete with all the world in her mercantile navy for so long a period, as unwise in principle, unsound in theory, and dangerous in practice, unless reciprocal advantages are obtained from foreign countries for such a boon conferred upon them by the sacrifice of the British shipping interest, created, fostered and cherished by the most able and celebrated statesmen that ever wielded the destinies of Great Britain, of every political creed.

Resolved, That this meeting feel deeply the influence that such a measure would produce upon the feelings and attachment of the people of this province, if left entirely unprotected, and required to compete with foreign countries in the main staples of their export, at a distance so much greater from their only market at present, and which must lead to the abandonment of the province by a very large portion of its inhabitants, leaving behind them as valueless the result of the labour of a lifetime, and destroy the prosperity of this once flourishing province of the British Empire.

Therefore *Resolved*, That it is the opinion of this meeting that if the Navigation Laws are altered as contemplated, nothing will prevent such a calamity to this province, as heretofore referred to, but the opening of other markets for their exports, the privilege of selling their ships in any market, the right of procuring registers in foreign countries, perfect freedom in the employment of foreigners in the navigating of their ships, the privilege of trading to and with all countries, coastwise as well as foreign, and the removal of all restrictions in the conduct of their ships.

Resolved, That the Chairman (Hon. R. L. Hazen), John Robertson, F. A. Wiggins, John Owens, Lewis Burns, J. V. Thurgar, Edward Allison, John Wishart and John Duncan, be a Committee to prepare an humble and dutiful Petition to Her Majesty, the House of Lords, and the House of Commons, in conformity with the foregoing Resolutions, and that the Chairman do sign the same on behalf of this meeting.

St. John, 26 June 1848. (signed) *R. L. Hazen*,
Recorder of the City of St. John,
Chairman.

(signed) *R. Jardine*, *James Robertson*, } Secretaries.

Enclosure 2, in No. 3.

Encl. 2, in No. 3.

TO THE QUEEN'S MOST EXCELLENT MAJESTY.

May it please Your Majesty,

The humble and dutiful Petition of the Magistrates, Merchants and other Inhabitants of the City of *St. John*, Province of New Brunswick, duly convened at a Public Meeting within the Court-house of the City and County of St. John, held on the 26th day of June 1848.

Humbly showeth,

That the occasion of this our humble petition is one of vital importance to the present and future interests of this province; and confident in the hope that their claims, as now preferred for Your Majesty's royal consideration, will receive that due deliberation which they conceive themselves justly entitled to, before the measure now under discussion by Your Majesty's Commons in Parliament convened shall have passed into a law:

Your

Your petitioners humbly beg leave to represent to Your gracious Majesty, that they are firmly of opinion, that the measures now under consideration of the Imperial Parliament, as introduced by Mr. Labouchere, if they become law, will prove generally prejudicial to the British Empire, and particularly to this loyal colony, inasmuch as there is no reciprocity to be found in the plan proposed for the alteration, or rather the abrogation, of the Navigation Laws, and, moreover, that there is no equivalent provided for Your Majesty's subjects in the concession to be made to foreigners, for the privileges and benefits of the colonial and inter-colonial carrying trade, as in fact they have none to offer, save and except the coasting trade of the United States of America, which is not to be given up to British subjects, unless the coasting trade of Great Britain be conceded to them, which is not contemplated in the measure now under consideration of Parliament.

Your petitioners humbly submit for Your Majesty's gracious consideration the important fact that, in this colony particularly, a large number of Your Majesty's loyal subjects have emigrated and settled, and have invested their capital and industry in British tonnage, upon the faith of Your Majesty's protection to them as such; and, moreover, that a very large amount of the labour of emigrants is absorbed in ship-building, constituting the greater portion of the exports of this province; and if the measure now referred to be passed, it will wholly destroy the export trade of this province, in the production of which a very large amount of British manufactures is consumed.

Your petitioners feel deeply the influence that such a measure would produce upon the feelings and attachment of the people of this province, if left entirely unprotected, and required to compete with foreign countries in the main staples of their export, at a distance so much greater from their only market, and which must lead to the abandonment of the province by a very large portion of its inhabitants, leaving behind them, as valueless, the results of the labour of a lifetime, and destroy the prosperity of this once flourishing province of the British Empire.

Your petitioners, in conclusion, beg respectfully to submit, that if Your Majesty should deem it requisite for the general interests of the empire to alter the Navigation Laws, Your Majesty will be graciously pleased to prevent such a calamity to the loyal inhabitants of this province, as heretofore referred to, by refusing Your Royal Assent to any measure that does not provide for the opening of other markets for their exports, the privilege of selling their ships in any market, the right of procuring registries in foreign countries, perfect freedom in the employment of foreigners in the navigating of their ships, the privilege of trading to and with all countries, coastwise as well as foreign, and the removal of all restrictions in the conduct of their ships.

(signed) *R. L. Hazen,*
Recorder of the City of St. John, and Chairman of the Meeting.

(signed) *R. Jardine,*
James Robertson, } Secretaries.

NAVIGATION LAWS (NEW BRUNSWICK).

COPIES or EXTRACTS of any CORRESPONDENCE, PETITIONS or MEMORIALS relative to the REPEAL of the NAVIGATION LAWS, which may have been sent Home by the Governor of *New Brunswick*.

(*Lord George Bentinck.*)

Ordered, by The House of Commons, *to be Printed,*
22 *August* 1848.

683.

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