

CANADA.

**CORRESPONDENCE**

RELATIVE TO

**EMIGRATION TO CANADA.**

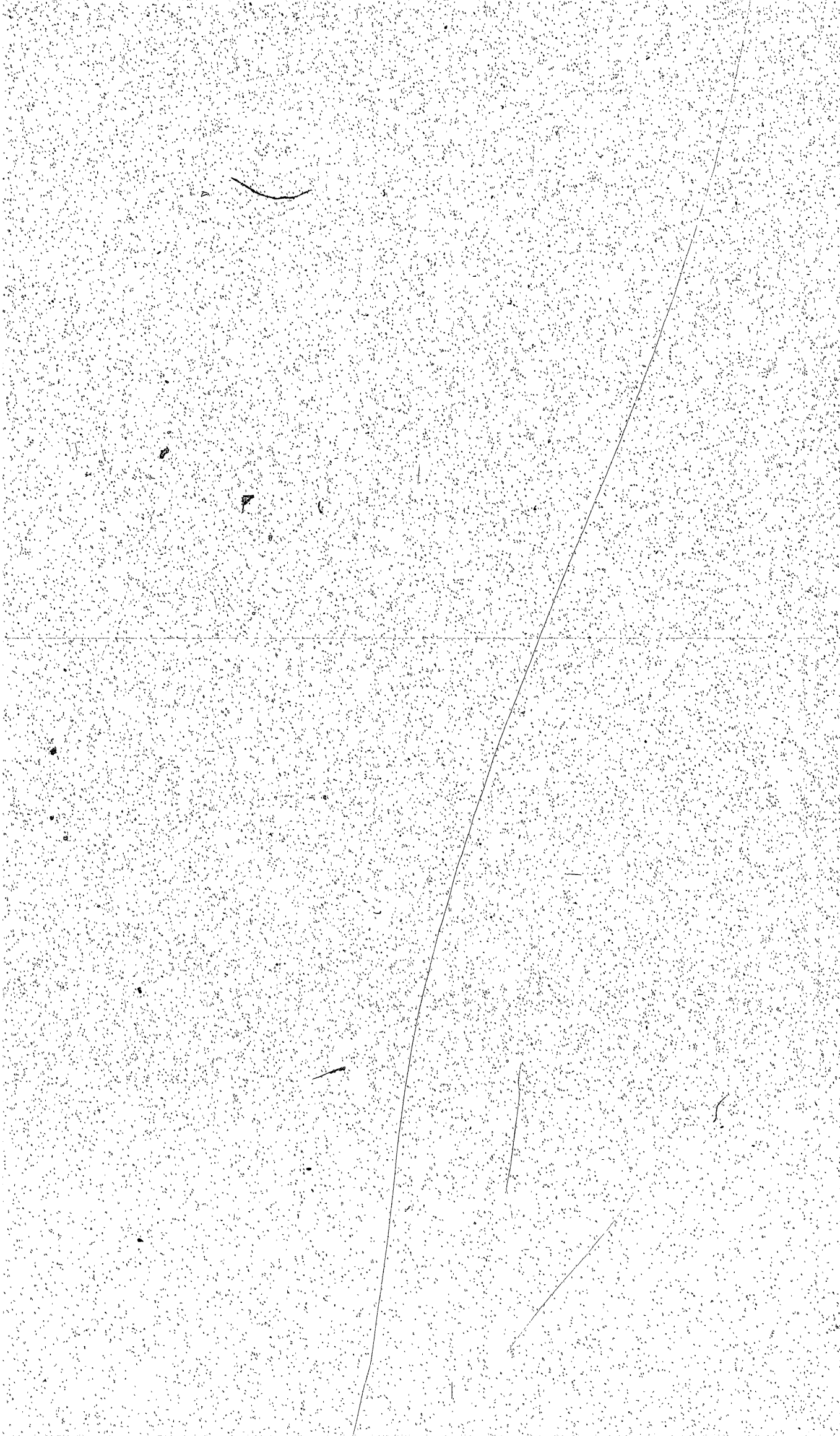
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*Presented to both Houses of Parliament by Command of Her Majesty.*

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1841.





## SCHEDULE.

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COPIES and EXTRACTS of CORRESPONDENCE relative to EMIGRATION  
into CANADA.

From Lord John Russell, Lord Sydenham, &c.

(No. 107.)

No. 1.

COPY of a DESPATCH from the Right Hon. C. POULETT THOMSON to  
Lord JOHN RUSSELL.

MY LORD,

Government House, Montreal, 16th May, 1840.

No. 1.

I HAVE the honour to transmit Returns showing the instalments due, and to fall due, in the present year, on sales of Crown lands in Lower Canada, and the state of the funds derived from sales on "quit rent," together with two explanatory letters on the subject from the Commissioners of Crown Lands.

Right Hon. C. P.  
Thomson to Lord  
John Russell.  
16th May, 1840.

I have, &c.,

(Signed)

C. POULETT THOMSON.

The Right Hon. Lord John Russell,  
&c. &c. &c.

Enclosure 1, in No. 1.

LOWER CANADA.—Statement of Instalments and Arrears due on Sales of Crown Lands in Lower Canada, as they appear on the 31st December, 1839, made by order of his Excellency the Administrator of the Government, dated 7th February, 1840.

Townships.	Due in 1839.	Due in 1840.	Total.	Townships.	Due in 1839.	Due in 1840.	Total.
	£. s. d.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.
Armagh	372 10 6	12 10 0	385 0 6	Brought forward	6,196 12 11	423 15 0	6,620 7 11
Ashford	103 15 6	26 17 3	130 12 9	Ely	180 4 4		180 4 4
Aston and Aug.	558 16 2	105 12 0	664 8 2	Frampton	41 5 0		41 5 0
Ascot				Farnham	107 16 3	4 13 9	112 10 0
Acton	73 3 1		73 3 1	Gosford	644 2 9	330 12 9	974 15 6
Brome	64 14 2		64 14 2	Grenville	133 2 6	3 2 6	136 5 0
Brompton	20 11 7	20 11 7	41 3 2	Grantham	143 15 0		143 15 0
Buckland	176 17 2		176 17 2	Harley	47 17 0	17 10 9	65 7 9
Barston	22 5 0		22 5 0	Halifax	33 15 0		33 15 0
Bolton	15 0 0		15 0 0	Hull	363 6 10		363 6 10
Buistrode	36 17 6		36 17 6	Hemmingford	25 3 7		25 3 7
Broughton	30 0 0		30 0 0	Hunterstown	337 10 0		337 10 0
Bristol	1,406 8 0	139 2 11	1,545 10 11	Harrington	264 0 0	1 11 3	265 11 3
Buckingham	100 16 8	14 1 3	114 17 11	Hamilton	56 11 7		56 11 7
Blandford	835 17 3		835 17 3	Horton	68 2 8		68 2 8
Compton	23 0 0	4 13 9	27 13 9	Ixworth	15 0 0		15 0 0
Cranbourne	6 10 0		6 10 0	Inverness	32 17 0		32 17 0
Clarendon	295 3 4	67 10 0	362 13 4	Kingsey	1,478 6 3		1,478 6 3
Chatham	73 15 0		73 15 0	Kildare	13 2 6	3 2 6	16 5 0
Caxton	1,550 18 3		1,550 18 3	Kempt Road	111 1 8		111 1 8
Carleton	10 3 1		10 3 1	Leeds	15 0 0		15 0 0
Dunham	67 3 9	9 7 6	76 11 3	Litchfield	391 16 10	22 12 6	414 9 4
Durham	18 15 0		18 15 0	Lochaber	50 7 3		50 7 3
Eardley	275 15 8		275 15 8	Melbourne	16 7 1	16 11 11	32 19 0
Eaton	57 16 3	23 8 9	81 5 0				
Carried forward	6,196 12 11	423 15 0	6,620 7 11	Carried forward	10,767 4 11	823 12 11	11,590 17 0

**CORRESPONDENCE RELATIVE TO**

Statement of Instalments and Arrears due on Sales of Crown Lands in Lower Canada, &c.—*continued.*

Townships.	Due in 1839.			Due in 1840.			Total.			Townships.	Due in 1839.			Due in 1840.			Total.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.		£.	s.	d.	£.	s.	d.	£.	s.	d.
Brought forward	10,767	4	1½	823	12	11	11,590	17	0½	Brought forward	11,716	10	11	898	17	6	12,615	8	5
Maddington	20	0	0	..	..	..	20	0	0	Sutton	55	18	6	..	..	..	55	18	6
Maria	45	4	11½	..	..	..	45	4	11½	Shipton	130	19	6	8	8	9	139	8	3
Newton	101	9	9	21	13	11	123	3	8	Stanford	195	1	8	73	2	6	268	4	2
New Richmond	128	0	3	..	..	..	128	0	3	Simpson	290	1	3	..	..	..	290	1	3
Orford	27	9	0	..	..	..	27	9	0	Somerset	284	15	7	214	0	0	498	15	7
Onslow	316	19	11	..	..	..	316	19	11	Templeton	628	14	11½	7	11	0½	636	6	0
Rawdon	64	4	0	..	..	..	64	4	0	Tring	123	15	0	..	..	..	123	15	0
Riv. du loup	33	1	11	..	..	..	33	1	11	Thetford	120	0	0	..	..	..	120	0	0
Ristigouche	..	..	..	..	..	..	..	..	..	Upton	227	16	11	7	3	1	235	0	0
Stanstead	42	9	7	30	0	11	72	10	6	Wickham	295	16	8	..	..	..	295	16	8
Stukely	2	7	8	..	..	..	2	7	8	Wendover	515	12	6	..	..	..	515	12	6
Stanbridge	168	8	0	23	9	9	191	18	6	Wentworth	115	12	6	..	..	..	115	12	6
Carried forward	11,716	10	11	898	17	6	12,615	8	5	Warwick	155	12	6	..	..	..	155	12	6
										Wakefield	450	17	7½	6	6	0½	457	3	8
										Total	15,307	6	1	1,215	8	11	16,522	15	0

Office of Crown Lands, Quebec, 4th March, 1840.

JOHN DAVIDSON,  
T. BOUTHILLIER.

Enclosure 2, in No. 1.

LOWER CANADA.—Statement of Arrears of Quit-Rent due on purchases of Crown Lands, as they appear on the 31st of December, 1839.

Townships.	Capital Amount.			Annual Payment.			Arrears due 31st December, 1839.			Townships.	Capital Amount.			Annual Payment.			Arrears due 31st December, 1839.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.		£.	s.	d.	£.	s.	d.	£.	s.	d.
Brome	118	15	5	5	18	9	51	17	6	Brought forward	16,244	12	5	812	4	5	4,713	5	6
Bolton	448	16	0	22	8	0	59	7	3	Kildare	382	10	0	19	2	6	73	7	6
Barnston	361	19	4	18	2	0	82	16	6	Leeds	744	8	0	37	4	11	288	8	3
Compton	461	19	6	23	2	0	84	1	5	Milton	337	10	0	16	17	6	102	10	0
Clifton	123	18	1	6	3	10	30	17	4	Melbourne	210	15	0	10	10	9	48	8	11
Cranbourne	208	0	0	10	8	0	67	12	0	Newport	137	10	0	6	17	6	13	0	0
Chatham	195	0	0	9	15	0	38	10	0	Nelson	83	0	3	4	3	0	18	5	0
Caxton and Aug.	922	2	10	46	1	11	325	2	10	Onslow	212	10	0	10	12	6	67	10	0
Clarendon	850	0	0	42	10	0	225	12	8	Potton	529	0	0	26	9	0	99	3	0
Dunham	1,783	15	7	59	3	9	340	3	3	Rawdon	20	0	0	1	0	0	10	0	0
Dudswell	100	0	0	5	0	0	12	0	0	Shefford	664	19	2	33	5	0	111	14	0
Durham	50	0	0	2	10	0	13	15	0	Stanbridge	1,779	1	7	88	19	1	503	3	10
Eaton	614	13	9	30	14	9	96	12	5	Sutton	853	17	0	42	13	10	217	6	0
Eardley	780	0	0	39	0	0	312	0	0	Stanstead	752	4	4	37	12	3	108	10	8
Ely	25	0	0	1	5	0	2	10	0	Stukely	37	10	0	1	17	6	1	17	6
Frampton	236	12	0	11	16	7	59	11	10	Stoneham	70	0	0	3	10	0	29	10	0
Farnham	773	17	6	38	13	10	163	18	5	Shipton	50	0	0	2	10	0	5	0	0
Granby	543	15	0	27	3	9	127	3	9	Templeton	654	15	0	32	14	9	267	7	6
Hull	4,741	5	0	237	1	3	1,719	10	9	Tewkesbury	60	0	0	3	0	0	27	0	0
Hereford	162	10	0	8	2	6	43	2	6	Tring	25	0	0	1	5	0	1	5	0
Halifax	79	13	9	3	19	9	26	10	2	Westbury	20	0	0	1	0	0	1	0	0
Inverness	2,250	0	0	112	10	0	746	11	5	Windsor	63	17	6	3	3	10	12	15	6
Ireland	157	10	0	7	17	6	52	7	6	Wickham	7	10	0	0	7	6	0	1	10
Kingsey	255	9	1	12	15	6	51	11	0	Total	23,940	10	3	1,197	0	10	6,720	10	0
Carried forward	16,244	12	5	812	4	5	4,713	5	6										

Office of Crown Lands, Quebec, 4th March, 1840.

JOHN DAVIDSON,  
T. BOUTHILLIER.

Enclosure 3, in No. 1.

Office of Crown Lands, Quebec, 4th March, 1840.

No. 1.  
Right Hon. C. P. Thomson to Lord John Russell.  
16th May, 1840.  
Encl. 3, in No. 1.

SIR,  
In compliance with the orders of his Excellency the Administrator of the Government, conveyed in Mr. Assistant Secretary Montizambert's letter of the 7th February last, we have the honour to transmit in duplicate a statement of instalments now due by purchasers of Crown lands, amounting to 15,307*l.* 6*s.* 1*d.*; to this we have added a statement of the sums which will fall due during the present year, amounting to 1,215*l.* 8*s.* 11*d.*, forming together the sum of 16,522*l.* 15*s.*; and we have further prepared a statement which exhibits



EMIGRATION TO CANADA.

the capital on which interest annually accrues upon sales made previous to 1832-33, on what is termed quit-rent, and showing the amount of interest or quit-rent now in arrear.

Of the amount of instalments now in arrear, 6,703*l.* 16*s.* 4*d.* is due by the British American Land Company, without reference to the sums payable by them under their arrangement with the home Government; this sum of 6,703*l.* 16*s.* 4*d.* being due on purchases made by them at the public sales held under the authority of this department.

We feel ourselves unable to offer an opinion as to the probable amount which may be paid in during any given quarter; the sums in arrear do not bear interest, a portion of them has been owing for several years, and some of the principal purchasers will delay their payments until they find the British American Land Company called upon to pay up the instalments due by them.

The average receipts for the last two years are 2,358*l.* 5*s.*, and unless measures are adopted to enforce payment, we do not believe that the receipts for the current year will exceed that sum.

We avail ourselves of the present occasion to request you to move his Excellency the Governor-General to consider the peculiar position in which this department (as charged with the management of the waste lands of the Crown) is now placed.

1st. By the proclamation of the Earl of Durham of 18th June, 1838, suspending sales of Crown lands.

2nd. The proclamation of 11th September, 1838, directing scrip to be issued in favour of militia claimants, redeemable in Crown lands.

3rd. His Lordship's proclamation of 31st October, 1838, confirming all squatters in occupation, previous to 10th September, 1838, by granting them pre-emption at a price to be fixed by the Crown; and we trust that his Excellency will see fit to issue some order on the subject. Nine hundred and eleven persons have now lodged claim to pre-emption under the terms of Lord Durham's proclamation, as squatters on Crown lands, and 97 persons have lodged claims to a similar indulgence as squatters on clergy lands; it is however to be observed that Lord Durham's proclamation holds out no promise to squatters on clergy lands.

We have every reason to believe that many persons have squatted on public lands since 1838, and as they will plead the indulgence promised to those actually settled previous to September 1838, as a reason why they should be similarly dealt with, and urge in addition, that they could not obtain regular locations, it is of importance that some regulation should be made for the government of this department in such cases.

In the neighbouring provinces which were affected equally with this by the order of Lord Durham, which suspended all sales, we observe that sales of Crown lands have been resumed; and we very respectfully suggest that we consider the time to have arrived when they may be resumed with advantage in this province, not only with a view to afford to emigrants and others the means of acquiring lands they may require for settlement, but also to meet the engagements of the Government towards those who hold militia scrip, and to the persons who have without authority settled on the waste lands of the Crown, previous to September, 1838.

We have, &c.

(Signed)

JOHN DAVIDSON,  
T. BOUTHILLIER.

T. W. C. Murdoch, Esq., Chief Secretary, Montreal,  
&c. &c. &c.

Enclosure 4, in No. 1.

SIR,

Office of Crown Lands, Quebec, 7th March, 1840.

With reference to the letter which we had the honour to address you on the 4th instant, with the Return of arrears due on Crown lands sold, we have perceived that there has been a clerical error in stating the whole amount due by the British American Land Company as an arrear due on Crown lands only purchased by them.

The entire arrear due by the British American Land Company is correctly stated at 6,703*l.* 16*s.* 4*d.*, but it is composed of the following items:—

	£.	s.	d.
Arrears on purchases of Crown Lands . . . . .	1,276	10	5
Ditto ditto Clergy Lands . . . . .	5,427	5	11
	£6,703	16	4

And we have now to request that you may permit this explanation to be appended as supplementary to our letter of the 4th instant.

To prevent the possibility of any misapprehension, we beg leave to add, that the error in stating the arrear of the British American Land Company does not affect the amount of instalments due on Crown lands, that being, as stated, 16,522*l.* 15*s.*

We have, &c.

(Signed)

JOHN DAVIDSON,  
T. BOUTHILLIER.

T. W. C. Murdoch, Esq., Chief Secretary, Montreal,  
&c. &c. &c.

No. 2.  
 Sir G. Arthur to  
 Lord John Russell.  
 28th July, 1840.

(No. 59.)

No. 2.

COPY of a DESPATCH from Sir GEORGE ARTHUR to Lord JOHN RUSSELL.

MY LORD,

Government House, Toronto, 28th July, 1840.

No doubt your Lordship has been informed of the number of immigrants who have arrived at Quebec. Out of 17,000, which the last Returns show to have landed in the Lower Province, upwards of 6,000 have come into the Upper Province. The total number landed in Toronto during the current year has been 1,925, the rest having remained and settled in the intermediate country between Bytown and Toronto. I have every reason to believe that but very few of those who have come into the Upper Province have proceeded to the States. I am, however, making inquiries for the purpose of ascertaining, if possible, what proportion have gone there; and although great difficulties will be found in arriving at any approximation on this subject, I am not without hopes of being able to obtain some information which may be relied upon.

Hitherto there has been no difficulty in disposing of the immigrants who have arrived. Many of them appear to be of a class who have emigrated in consequence of the representations of relatives and friends who had been settled in this country. They had, therefore, provision made for their accommodation before their arrival; and they have disposed of themselves accordingly, without any assistance on the part of the Government, beyond that of advice and direction.

The demand for labour consequent on the emigration of labourers from this country during the last few years, and which is, of course, particularly felt during the period of hay and grain harvest, has hitherto provided for the others.

Should, however, immigration continue to a similar extent, as the field for labour on individual account may fairly be considered as occupied by the immigrants already arrived, it will become necessary for the Government to take steps for the provision for the new comers.

A plan for granting lots of 50 acres of land, upon condition of actual improvement to the extent of one quarter of the grant, has been matured, and is ready to be put in operation should the emergency occur to which I have alluded.

No doubt the Governor-General has communicated with your Lordship on this matter, as it has been the subject of correspondence with His Excellency. I shall, in order to put your Lordship in full possession of this proposed arrangement, take an early opportunity of submitting the details.

I cannot let the present opportunity pass, without strongly impressing upon your Lordship the importance which I attach to the introduction of the principle of making free grants of land in small quantities, to immigrants, as the only practicable means of retaining in the province labourers imbued with British feelings. Although I am aware of the objections which have been urged, in theory, to this course, I cannot refrain from mentioning two striking instances in which its successful operation has been clearly demonstrated. I allude to the "Talbot District," and the settlement of "Cavan," both of which were settled in this manner, and are now in a most flourishing and thriving condition.

The confining the grants to small quantities of land, contrary to what has, with the exception of the instances above mentioned, been hitherto the case in this country, appears to me to obviate all the objections to the principle of the plan.

I have &amp;c.

(Signed) GEORGE ARTHUR.

The Right Hon. Lord John Russell,

&amp;c. &amp;c. &amp;c.

(No. 148.)

No. 3.

COPY of a DESPATCH from the Right Hon. C. POULETT THOMSON to Lord JOHN RUSSELL.

MY LORD,

Castle St. Lewis, Quebec, 8th August, 1840.

I CONTINUE to transmit to your Lordship the weekly lists which I receive from the emigration agent for this province, as affording the best means of keeping your Lordship informed of the progress of emigration to these provinces.

It would appear from Mr. Buchanan's remarks, that in many instances the provisions of the Passengers' Act have been disregarded. Where this can be brought home to the parties on their arrival here, the necessary steps will be taken to enforce

No. 3.  
 Right Hon. C. P.  
 Thomson to Lord  
 John Russell.  
 8th August, 1840.

No. 1.  
 No. 2.  
 No. 3.  
 No. 4.



the penalties; but it is evidently of much greater importance to prevent than to punish neglect, and this can be done only by the Government officers at the port of embarkation. I would therefore beg to call your Lordship's particular attention to Mr. Buchanan's remarks in regard to the insufficiency of the provisions brought out in these ships, and the extortion practised by the captains of them on emigrants who may be compelled to purchase provisions in the course of the voyage. The enforcement of the 3d and 6th clauses of the Passengers' Act would probably put an end to this evil, and would protect the emigrant from the rapacity which appears to be exercised towards him. Your Lordship will also observe that in the ship \_\_\_\_\_, from Liverpool, there were upwards of 30 passengers beyond the number allowed by law, a fact which should not have escaped the notice of the emigrant agent, or the Collector of Customs at that port.

No. 3.

Right Hon. C. P. Thomson to Lord John Russell.

8th August, 1840.

I have, &amp;c.

C. POULETT THOMSON

(Signed)

The Right Hon. Lord John Russell,  
&c. &c. &c.

Enclosure 1,

in No. 3.

No. 3.  
Right Hon. C. P.  
Thomson to Lord  
John Russell.  
8th August, 1840.  
Encl. 1, in No. 3.

WEEKLY RETURN OF EMIGRANTS arrived at the Port of Quebec and Montreal, from

the 4th day of July to the 11th day of July, 1840, both days inclusive.

No. 3.  
Right Hon. C. P.  
Thomson to Lord  
John Russell.  
8th August, 1840.  
Encl. 1, in No. 3.

Date.	Vessel's Name.	Master.	Where from.	Number of Emigrants.			
				Male.	Female.	Children under 14 Years.	Total.
1840. July 5	Edward and Mary	Wright	Westport	95	66	40	201
July 6	Amanda	Davis	Halifax	1	..	..	1
July 7	Elizabeth	Dowdes	Cork	65	45	57	167
July 8	Robert Burns	Messenger	Liverpool	54	46	34	134
July 9	Lady Hercules	Levecque Davidson	Bay St. George Aberdeen	3 18	.. 13	.. 11	3 42
..	Arthorp	Murphy	Sligo	55	50	32	137
..	Corinthian	Davidson	Hull	10	6	6	22
July 10	Dolphin	Roche	Cork	40	34	26	100
..	Carrick	Dowes	Westport	79	40	15	134
				420	300	221	941
England				156			
Ireland				739			
Scotland				42			
Lower parts				4			
				941			
Previously reported				15,421			
				16,362			
To corresponding period last year				5,106			
Increase in favour of 1840				11,256			

Occupation.	If sent out by Parishes or Government aid.	If voluntary.	Observations.
Labourers and servants	..	201	Many of these were destitute and assisted from this Office; the most part proceeded to Upper Canada, and a few went to join their friends in the United States.
Labourers, and a few farmers.	..	167	All of these had sufficient means to pay their way; two families only required assistance. The general portion of them are going to Upper Canada, and a few to the States.
Farmers, labourers, and trades.	..	134	These possess good means. About twenty of them, say four families, are from Scotland, and all are going to the Upper Province.
Farmers	..	42	These are very respectable people, and all in good circumstances; and, with the exception of two families, who are returning to Illinois, they are all proceeding to Upper Canada.
Labourers, a few farmers and trades.	..	137	The most part of these mean to settle at Toronto and its vicinity, where the farmers intend to purchase.
Farmers and farm labourers	..	22	These are in possession of sufficient means, and are going to the Upper Province.
Labourers, trades, and farmers.	..	100	The principal part of these possess sufficient means, but a few families are destitute. Some are going to the States; the chief part are proceeding to Upper Canada.
..	..	134	These in general are supplied with sufficient funds; a few families are without means. Some remain in Quebec; a few families are to stop in the vicinity of Montreal, and the remainder to Upper Canada.
		941	

Emigrant Department, Quebec, 11th July, 1840.

(Signed) A. C. BUCHANAN, Chief Agent.

NOTE.—The emigrants arrived during the past week are chiefly labourers, and a few farmers with small capital, a large majority of them are desirous of going to Upper Canada, or to where they will meet with employment.

A very respectable body of passengers came out in the Hercules, from Aberdeen, and Corinthian, from Hull, they are all in good circumstances, and are amply provided with means to proceed to their destination, which is Upper Canada, with the intention of purchasing lands in the London and Western Districts. Two families are returning to Illinois, where they have resided for some years.

There was, I regret to state, a good deal of distress among the passengers, by the .. and .. from .., which was chiefly owing to their long voyage, being upwards of seven weeks at sea, their supply of provisions ran short, and many were supported by the charity of their fellow passengers, after they had spent their money in purchasing food from the captain.

The passengers in the Arthorp, from Sligo, and Elizabeth, from Cork, were also similarly situated.

I have been obliged to give assistance during the past week to about 30 families; many among these received assistance owing to their long detention in the hospital at quarantine. I consider the city unusually free from emigrants at this season, owing to the opposition of the Hart steam-boat, as on the night she starts the fare is reduced from 7s. 6d. to 2s. 6d., whereby many are able to proceed up, who otherwise could not have done, unless assisted. A few families from Westport are proceeding to join their friends in Kildale and Rawdon.



WEEKLY RETURN OF EMIGRANTS arrived at the Port of Quebec and Montreal, from

No. 3.  
Right Hon. C. P. Thomson to Lord John Russell.  
8th August, 1840.  
Encl. 2, in No. 3.

Date.	Vessel's Name.	Master.	Where from.	Number of Emigrants.			
				Male.	Female.	Children under 14 Years.	Total.
1840. July 12	Leven Lass	Wright	Glasgow	26	19	14	59
	Sisters	Hall	Aberdeen	14	11	16	41
July 13	Clyde	Reiff	London	14	12	26	52
	Ann Grant	Murdoch	Glasgow	38	15	19	72
	Dumfries	Gowan	Belfast	144	118	107	369
July 15	Independante	M'Appin		136	105	102	343
	Anne Liffey	Dody	Liverpool	112	87	95	294
				484	367	379	1,230
England . . . . .				346			
Ireland . . . . .				712			
Scotland . . . . .				172			
				1,230			
Previously reported . . . . .				16,362			
				17,592			
To corresponding period last year . . . . .				5,234			
Increase in favour of 1840 . . . . .				12,358			

Emigrant Department, Quebec, 18th July, 1840.

NOTE.—The emigrants arrived during the past week are, with the exception of a few families, all in good circumstances, and in possession of ample means, particularly the Scotch and English, many of whom brought out considerable amount of capital. They are, with a few exceptions, all proceeding to Upper Canada to join their friends. A large portion of the Scotch are going to settle in the Bathurst District, others to the Johnston, Newcastle and London Districts, and a few to the Huron tract. I regret to have to report a case of gross misconduct and ill-treatment on the part of Captain \_\_\_\_\_, of the ship \_\_\_\_\_, from \_\_\_\_\_, with 72 passengers. This vessel arrived here on the 13th instant, after a passage of 77 days, nearly the whole of which time the passengers were obliged to work at the pumps night and day, the ship making in heavy weather 17 inches of water per hour. A few days after sailing, the ship lost her fore and main topmasts in a gale of wind, which they were unable to replace, having no spare spars on board, and she continued to make so much water, that the crew was unable to keep her clear; 30 of the passengers then formed themselves into watches to pump, for which the captain promised to pay them 20s. each on arrival at the nearest port, for which he promised to steer; he however kept on his course, notwithstanding the leaky state of the vessel, and her being otherwise unfit to continue the voyage for want of means to refit the spars she had lost. Their stock of provisions running short, the passengers were obliged to purchase from the captain at most exorbitant prices; paying him for bread at the rate of 37s. 4d. per cwt., for which the captain acknowledged to me only cost him 17s. 6d. per cwt., barley 3d. cost 1½d., and other things in proportion; they had also to purchase provision from vessels they spoke at sea, and some of them expended upwards of 7l. to 8l. extra for provision over and above the stock they had originally laid in for the voyage.

the 11th day of July to the 18th day of July, 1840, both days inclusive.

No. 3.  
Right Hon. C. P. Thomson to Lord John Russell.  
8th August, 1840.  
Encl. 2, in No. 3.

Occupation.	If sent out by Parishes or Government aid.	If voluntary.	Observations.
Farmers and trades	1	59	Are in good circumstances, and proceeded in the vessel to Montreal, going to Bathurst, Newcastle, and London districts, and some to Perth.
Farmers, labourers, and trades.		41	Proceeding to Toronto, Hamilton, &c.; a few are going to the States, and all have plenty of means.
Farmers and farm labourers.		52	Came from Sussex and Windsor, and going to Upper Canada, to join their friends at Kingston, Perth, and Toronto. One family of nine persons are going to Oswego to their connexions, who wrote home for them last year, and all of them possess good means.
Farmers and trades	1	71	These are a very respectable body of young healthy emigrants, with plenty of means, and are all gone to Upper Canada, with the exception of three, who have remained in Quebec at work. They were eleven weeks at sea, and bitterly report of the cruel treatment given them by the captain during the voyage.
Farmers, labourers, and trades.		369	Proceeding to Kingston, Toronto, &c., and in general possess good means; some were destitute, and assisted from this Office with a passage to Montreal.
Farmers, labourers, trades, and servants.		343	Going to Toronto and the London district, where many of them intend to purchase land and settle. The few whose funds were exhausted have been assisted with a free passage to Montreal.
Trades, servants, and a few farmers.		294	Were nine weeks at sea; eleven children died with small-pox during the voyage; also two adults. Two died on arrival at Grosse Isle, and 43 were left there in hospital, in which are included the hands of the ship. Those who came up had in general plenty of means; and such as were destitute I forwarded to Montreal free.
	1	1,229	

(Signed) A. C. BUCHANAN, Chief Agent.

On arrival of the vessel here, the passengers made their complaint to this office, and stated that the captain refused to allow those who worked at the pumps the remuneration he promised them, viz., 20s. each; and it was not until repeated application to Captain \_\_\_\_\_, both by letter and in person, that I could obtain a settlement from him of the above sum, and 5s. a-head which he had charged them for tax. It is to be regretted that the law does not compel him to refund the overcharge on the provisions which he sold them.

I have caused information to be lodged against him for the infringement of the sixth clause of the Imperial Passengers' Act, for not having a list of the prices of his provisions open for the inspection of his passengers. A statement of the decision, with an affidavit sworn to by eight of the passengers, as also one by the first mate of the vessel, I shall forward for the information of his Excellency the Governor-General in a few days.

I regret to report that on board the Anne Liffy, from Liverpool, with 294 passengers, there has been a great deal of sickness, small-pox and typhus; they had 13 deaths at sea, and two on arrival at Grosse Isle; she has left 43 cases in hospital at quarantine.

I have been obliged to extend relief to upwards of 20 families during the past week, chiefly from this vessel, and from the Independence from Belfast, and to a number of young men and women who have been discharged from the hospital here and at quarantine, numbering in all about 113 persons.

No. 3.  
Right Hon. C. P. Thomson to Lord John Russell.  
8th August, 1840.  
Encl. 3, in No. 3.

WEEKLY RETURN of EMIGRANTS arrived at the Port of Quebec and Montreal, from

Date.	Vessel's Name.	Master.	Where from.	Number of Emigrants.			
				Male.	Female.	Children under 14 Years.	Total.
1840. July 20	Catherine	Masson	Liverpool	145	120	91	356
July 21	Margaret Boyle	W. Smith	Greenock	5	4	5	14
"	Chapman	Christie	Plymouth	9	6	5	20
"	Victory	Pecket	Hull	31	22	18	71
"	Pomona	Coyle	Dublin	103	70	53	226
"	James Smith	Babin	Arichat	1			1
				294	222	172	688
England				447			
Ireland				226			
Scotland				14			
Lower Ports				1			
				688			
Previously reported				17,592			
				18,280			
To corresponding period last year				5,381			
Increase in favour of 1840				12,899			

Emigrant Department, Quebec, 25th July, 1840.

NOTE.—The emigrants arrived this week are chiefly Irish, and consist of farm labourers and mechanics. In the ship \_\_\_\_\_ from \_\_\_\_\_, with 356 passengers, all Irish, there has been a number of families landed here in great distress, caused by long detention in \_\_\_\_\_, some of them being kept there waiting for a vessel upwards of a month after they had engaged and paid their passage. I beg to enclose you two affidavits sworn to before a magistrate, in corroboration of this charge. Many more of the passengers made complaints of a similar nature. This vessel also brought out upwards of 30 passengers more than she is entitled to carry by law, for which she was fined by the collector in the sum of 20*l.* sterling.

The master of the \_\_\_\_\_ stated that his passengers were shamefully treated by the passenger brokers in \_\_\_\_\_, and \_\_\_\_\_, these parties forward nearly all the emigrants from that port, and I regret to say that there has not a single vessel arrived from there this season, that there has not been complaints made of a similar nature. The \_\_\_\_\_ made her passage in 46 days, which is so far fortunate, as on her arrival, many of her passengers were out of

the 18th day of July to the 25th day of July, 1840, both days inclusive.

No. 3.  
Right Hon. C. P. Thomson to Lord John Russell.  
8th August, 1840.  
Encl. 3, in No. 3.

Occupation.	If sent out by Parishes or Government aid.	If voluntary.	Observations.
Farmers, labourers, trades, and servants.	..	356	Going to Kingston, Oxford, Johnston District, &c. Two families are going to Kilkenny and one to Salmon River; about 70 of them were assisted with a free passage to Montreal.
Farmers	..	14	Proceeding to Perth and its neighbourhood; they are respectable and intelligent people.
Farmers, labourers, and trades.	..	20	Proceeding to the Newcastle and London District, Coburgh, Port Hope, &c.; they are respectable people, with good means.
Farmers and farm labourers	..	71	These are in good circumstances. Two families, 13 in number, are going to Fredericton, N.B.—The remainder are going to Upper Canada.
Farmers, labourers, trades, and servants.	..	226	Proceeding to Kingston, Brockville, Toronto, &c., and to Seymour, Newcastle District. Two families are going to their friends in the States.
	..	1	
	..	688	

(Signed) A. C. BUCHANAN, Chief Agent.

provisions, the Captain acted in the kindest manner, and assisted those in distress from his own stock.

There were some very respectable emigrants arrived this week from Hull, Plymouth, and Greenock, all in good circumstances, they have proceeded to Upper Canada, with the exception of two families, who are going to Fredericton, New Brunswick.

In the Pomona, from Dublin, with 226 passengers, generally in good circumstances, the greater part are going to the Upper Province, a number of them young men. I have sent in to the townships of Leeds and Inverness, where there is abundance of employment to be had. In fact, there is no scarcity of employment anywhere at present, if the emigrants would only be content with the ordinary standard wages of the country. Several hundred labourers would meet with immediate employment in the Home and Western district, wages during harvest, 3*s.* 9*d.* currency per day. The emigrant agent at Montreal writes me that there is abundance of employment in aid about that city. A large number of additional hands will be required to work on the roads.



No. 3.  
Right Hon. C. P.  
Thomson to Lord  
John Russell.  
8th August, 1840.  
Encl. 4, in No. 3.

WEEKLY RETURN of EMIGRANTS arrived at the Port of Quebec and Montreal, from

Date.	Vessel's Name.	Master.	Where from.	Number of Emigrants.			
				Male.	Female.	Children under 14 Years.	Total.
1840. July 31	Thomas Rowel	Henderson	Newfoundland	6	..	..	6
August 3	Commercial	Scott	Londonderry	123	92	52	267
..	Greenhow	Bell	Newry	8	7	6	21
..	Hotspur	Steele	Newfoundland	2	..	..	2
..	True Briton	Foster	Halifax	1	..	..	1
August 4	Express	Mann	Newfoundland	6	4	3	13
..	Windscales	Connolly	Mary-Port	15	13	17	45
August 6	Mary Ann	H. Allard	Marimiche	14	10	9	33
..	Kingston	Rex	Cork	41	35	17	93
August 7	St. James	Crawford	Killala	92	35	12	139
..	Marquis of Normanby	Greigg	Sligo	82	64	28	174
				390	260	144	794
	England			45			
	Ireland			691			
	Lower Ports			55			
				791			
	Previously reported			18,280			
				19,071			
	To corresponding period last year			5,689			
	In favour of this year			13,382			

Emigrant Department, Quebec, 10th August, 1840.

NOTE.—The emigrants arrived during the past week are chiefly of the labouring classes, and nearly all from Ireland.

In the barque *Commercial*, from Londonderry, with 267 passengers, they landed here in good health, after a passage of 59 days. A few families were in poor circumstances, owing to their long passage and detention at Derry after the day fixed for sailing, and had to purchase provisions from the captain at double prices.

I extended assistance to six families, 28 persons, by giving them a free passage to Montreal. Nearly all her passengers are going to Upper Canada, where they have friends. About 10 of them are going to Bathurst, in New Brunswick, where their relations have been settled for some years. The passengers in the *Greenhow*, from Newry, 21 in number, are in easy circumstances. They went to Upper Canada, intending to settle near Kingston. In the *Windscales*, from Mary Port, in Cumberland, were 45 passengers, very respectable people: they have all proceeded to settle in Upper Canada, about Toronto and Hamilton.

The passengers in the *Kingston*, from Cork, 93 in number, are chiefly labourers, and a few tradesmen. They had a long passage of 69 days; the passengers ran short of provisions, and had to purchase at exorbitant prices from the master. The water furnished to the passengers was frequently so bad as to be almost unfit for use, which was owing to its being put into bad casks. On inquiry, I found that the crew were using the same water, and that neither water, or provisions were inspected before sailing.

the 25th day of July to the 8th day of August, 1840, both days inclusive.

No. 3.  
Right Hon. C. P.  
Thomson to Lord  
John Russell.  
8th August, 1840.  
Encl. 4, in No. 3.

Occupation.	If sent out by Parishes or Government aid.	If voluntary.	Observations.
Trades	..	6	Proceeded to Kingston, and were residents of St. John's Newfoundland for two years.
Labourers, a few farmers, and a few trades	..	267	Have all proceeded to Upper Canada; a few were destitute of means to pay their way; was obliged to expend what cash they had in purchasing provisions from the captain at a dear rate, in consequence of a long voyage.
Farmers and labourers	..	21	They have all gone to Upper Canada to settle, and have plenty of means.
Trades	..	3	Went to Montreal.
..	..	13	Part went to Kingston, the remainder will remain in Quebec for some time.
Farmers and trades	..	45	They are respectable people, with good means, and have gone to Toronto and Hamilton.
Farmers and farm labourers	..	33	Ten of these are passengers who came from Ireland this season, the others were residents below for some years; two families were residents at Prince Edward's Island for 20 years, and sold out their farms there in order to go to Upper Canada for the benefit of a milder climate.
Labourers, a few trades, and a few farmers.	..	93	Many of them were entirely destitute, and assisted with a free passage to Montreal, and also provisions from this office.
The chief part are labourers, with a few trades and a few farmers.	60	253	They are all going to Upper Canada, where a large number have friends.
	60	734	

(Signed) A. C. BUCHANAN, Chief Agent.

I extended assistance to 10 families, about 30 persons, who were in the most distress, in provisions and a passage to Montreal, where they will meet with employment. There were a few cabin passengers, who bring out a good deal of capital, and are proceeding to settle in Upper Canada, where they intend to purchase lands.

Thirty-three passengers in the *Mary Ann*, from Marimachi, are very respectable. Two families, named Barkley, numbering 14 persons, have resided in Prince Edward's Island since 1819. They have sold their property there, and are going to settle in the home district for the benefit of a milder climate. The remainder are emigrants of this season, who are going to their friends in Upper Canada.

In the brig *St. James*, from Killala, with 136 passengers; and the *Marquis of Normanby*, from Sligo, with 174 passengers; the former was 96 days on her voyage, and the latter 63. The passengers suffered great privations on account of their long and tedious passage, and many of them arrived here in great distress, being quite destitute of money or provisions. About 60 of the passengers by the *Marquis of Normanby* were sent by Sir Robert Gore from his estates near Sligo. They were supplied with a free passage and provisions to this port, but, owing to their tedious passage, they landed here totally destitute. I have had to give relief to upwards of 150 persons from these vessels. Their destination is chiefly Upper Canada, and a few of the young men and women are going to the United States.

No. 3.

Right Hon. C. P.  
Thomson to Lord  
John Russell.

8th August, 1840.

Encl. 5, in No. 3.

Enclosure 5, in No. 3.

Province of Lower Canada, District and City of Quebec.

I, PATRICK LEARY, late of the parish of Carrickmacross, in the county of Monaghan, Ireland, and now of the city of Quebec, in the province of Lower Canada, being duly sworn, depose and say, That on or about the 25th day of April last, I engaged passage for myself and family, five in number, with \_\_\_\_\_, who acted in the capacity of agent for \_\_\_\_\_, passenger brokers in Liverpool, to whom I paid the sum of two pounds to secure my passage in the ship \_\_\_\_\_, which was to sail on the 10th of May, and was directed to proceed immediately to Liverpool, when I would pay the remainder of my passage money, amounting to eight guineas in all. I arrived in Liverpool on the 3d day of May, and proceeded to the office of \_\_\_\_\_, and paid the remainder of my passage money, for which I received a ticket; but was told in a few days afterwards that the ship in which I had engaged my passage, viz., the \_\_\_\_\_, had her full complement of passengers, and that I would be sent in the next vessel for Québec. We were then detained until the \_\_\_\_\_ sailed, viz., on the 5th of June, and on our going on board, were charged an additional sum of four shillings and sixpence, viz., for emigrant tax. When I engaged my passage, the agent promised that I would be allowed my support during any time I would be detained after the day fixed on for the vessel's sailing.

I further swear that I only received from \_\_\_\_\_ four shillings, and two measures of potatoes, to assist in supporting myself and family during the time I was detained in Liverpool, viz., from 10th of May to 5th of June, during which time I was living on the store of provisions prepared for the voyage, and that I landed here yesterday without any provision, and with only one shilling and eightpence in money. I had to purchase a bushel of potatoes at Gross Isle, for which I paid two shillings.

And I further swear, that when I left my home I had forty shillings in cash, over and above the money necessary to pay my passage as per agreement with \_\_\_\_\_, \_\_\_\_\_'s agent, but that owing to my long detention in Liverpool, and \_\_\_\_\_ not fulfilling his agreement with me, myself and family have landed in our present destitute condition, and further deponent saith not.

Sworn before me this 21st day of July, 1840.

WILLIAM PHILLIPS, J. P.

his  
PATRICK X LEARY  
mark.

Province of Lower Canada, Quebec.

I, PETER SCOTT, late of Liverpool, England, now of Quebec, in the province of Lower Canada, being duly sworn on the Holy Evangelists, saith, That on Friday, the 15th day of May last, deponent and his family, thirteen in number, landed in Liverpool, proceeded to \_\_\_\_\_ office, ship agent, agreed for his and family's passage in the ship \_\_\_\_\_, for which he deponent paid eighteen sovereigns, and was informed by the said \_\_\_\_\_, that the ship would sail on the 18th, and if she did not, he, the said ship agent, would pay for the support of Peter Scott and his family while they were detained in Liverpool.

Deponent further states, that he was detained for twenty-one days, at a heavy expense, which cost him eight sovereigns, and that he never received any compensation in money or value from the aforesaid \_\_\_\_\_, ship agent of Liverpool.

Deponent further saith, that on the 4th of June, when the ship \_\_\_\_\_ put into the river to go to sea, he with his family were ordered on shore by \_\_\_\_\_, agent for \_\_\_\_\_, ship agent, and if it was not for the kindness of the Government agent, he, deponent and family, would have been put on shore, and detained longer, at an expense in Liverpool, as \_\_\_\_\_, with whom he had engaged his passages by the ship Catherine had no authority whatever to grant the same.

Sworn before me this 21st day of July, 1840.

WILLIAM PHILLIPS, J. P.

his  
PETER X SCOTT,  
mark.

(No. 203.)

No. 4.

Copy of a DESPATCH from Lord JOHN RUSSELL to Lord SYDENHAM.

MY LORD,

Downing Street, 17th August, 1840.

WITH reference to my Despatch of the 7th July, I enclose herewith, for your Lordship's information, a copy of a letter from the Commissioners of Colonial Lands and Emigration, containing Reports from the Government emigration agents at Liverpool, Cork, and Londonderry, on the allusion made in Mr. Buchanan's Report for 1839 to some ships which had fallen short of provisions on the voyage to Quebec.

I have, &amp;c.

The Right Hon. Lord Sydenham,  
&c. &c. &c.

(Signed)

J. RUSSELL

No. 4.  
Lord John Russell  
to Lord Sydenham.  
17th August, 1840.To Despatch,  
7th July, vide  
Papers relative to  
Emigration ordered  
by the House of  
Commons to be  
printed, 8th Aug.  
1840. No. 613,  
p. 90.



Enclosure in No. 4.

Colonial Land and Emigration Office, 9, Park-street, Westminster,  
11th August, 1840.

SIR,

WITH reference to the mention made in Mr. Buchanan's Report for 1839, of some ships which had fallen short of provisions on the voyage to Quebec, and also to that part of our letter of the 2d ultimo, which stated that inquiry would be made into the circumstances attending their departure, in order to see whether any inattention in enforcing the regulations of the Passengers' Act, was attributable to the Government agents at the ports from which the vessels sailed, we have now the honour to enclose, for the information of Lord John Russell, copies of the answers which have been returned by those officers to our inquiries on the subject. We are glad to perceive from these papers, that there does not appear to have been any neglect of duty in the case of the vessels to which our notice was attracted.

If Lieut. Henry's letter will likewise be found such information as he could supply on the case of the emigrants who proceeded by the ——— to Quebec, in consequence of having been disappointed of a passage to New York.

With regard to the sentence in Lieutenant Ramsay's letter relative to the difficulty of enforcing at all times the full supply of provisions, when found by the passengers themselves, we have instructed him that the regulations of the statute in that particular must not be relaxed.

We have, &c.  
(Signed)

J. FREDERICK ELLIOT.  
EDWARD E. VILLIERS.

James Stephen, Esq.,  
&c. &c. &c.

No. 4  
Lord John Russell  
to Lord Sydenham.  
17th August, 1840.  
Encl. in No. 4.

EXTRACT of a LETTER from Lieutenant HENRY, R.N, dated Government Emigration Office,  
Liverpool, 20th July, 1840.

"I beg to state, that both the '————' and '————' passed under the inspection of the Government Emigration Agent, when it appears it was ascertained, as far as was practicable, that the passengers were provided with at least the quantity of provisions enjoined by the Act, in the presence of the captains, as will appear by the certificate of the master of the '————', which I enclose, whose testimony, it is to be regretted, does not appear to have been called for at the time, and inferring from what I have myself witnessed, in cases of unavoidable detention, a too early exhaustion of provisions may not unfrequently be ascribed to wasteful habits and prodigal expenditure. In reference to the sale of provisions on board, as the masters invariably and publicly protest, at the period of inspection, against supplying the passengers with any articles of provisions on the passage, in the event of their being subsequently induced to do so, it could only be ascertained in the colony whether or not they had complied with the regulations of the Act as respects a scale of prices.

"With regard to the complaint of a party of passengers having been transferred from a New York ship to the '————', it appears, the persons named in the margin were all that had engaged their passage with the agent in Belfast, ———, no longer in office, and that they had tickets for Quebec."

McCallan and five children.  
Curren and five children.

Liverpool, 6 June, 1839.

THIS is to certify that I have on board the "————" myself master for this voyage, bound for Quebec, a sufficient quantity of fuel for the passengers, 28 casks of water containing 5000 imperial gallons, as particularly expressed below, and that I am satisfied that the passengers have the quantity of provisions stipulated by the Passengers' Act. I am also satisfied with the accommodation of the passengers, as regards the berths and space allotted to each, and of the seaworthiness of the ship, and that the berths are securely fixed.

5 long leaguers	} 5,000 gallons.
13 short ditto	
10 puncheons	
re w's water:—	
18 casks containing 1,600 gallons.	

6,600

(Signed) HENRY LAST.

SIR,

Government Emigration Office, Cork, 22d July, 1840.

I HAVE the honour to acknowledge the receipt of your letter of the 18th instant, and the fourth part of the correspondence relating to Canadian affairs, calling my attention to the letter of the Governor to the Secretary of State, and to a passage in the report from the Emigration Agent at Quebec relative to the brig ———, in which the emigrants stated that they were short of provisions, by being told that 25 or 30 days would be sufficient; and requiring me to state, for the information of the Commissioners of Land and Emigration, if that vessel had been under my supervision, what measures were taken to ensure the requisite quantity of provisions being on board, and whether it is not found practicable to enforce the regulation which provides for a scale of the prices of provisions to be sold being hung up in emigrant ships.

No. 4.  
 Lord John Russell  
 to Lord Sydenham,  
 17th August, 1840.  
 Encl. in No. 4.

In reply to which, I beg to observe that the ——— was visited several times by me while fitting out, and both passengers and master cautioned as to the quantity of provisions being provided, and directed him to have an officer stationed to inspect them, as they were brought on board by the respective parties. As some difficulty is experienced on clearing in ascertaining the exact quantity on board, as when the vessel has proceeded to Cove, and ready for sailing, the clearing officers of the Customs, with their boat's crew, go on board and scrutinize both as to the quantity of provisions and number of passengers on board, and who inform me that the ——— was fully provided; so that I can only suppose that there had not been proper economy used in the issue of the provisions, as, if unrestricted, much waste will ensue, to prevent which, I have always urged the necessity of masters of emigrant ships taking them under their own immediate charge. As to any statement that they were deceived by the brokers having told them that 25 or 30 days' provisions were sufficient, I entirely disbelieve, as it is too much opposed to their interest (but that persons unconnected with them may have told them so is possible,) as papers, similar to the one enclosed, with the accompanying declaration, are issued in all the offices for emigration here, both to the individuals when engaging their passages, as well as placed publicly in the offices; and it is not possible for them to have been ignorant of the quantity required, and I believe the statement only made for the purpose of exciting compassion and relief at Quebec.

With respect to posting the scale of prices of provisions on board, I can only observe that the emigrant ships from this port do not carry provisions for sale, and which the owners of the ——— state was the case with that vessel last year, and consequently that part of the Act could not be complied with here, the breach of which cannot be ascertained until the vessels arrived at Quebec; and it is much to be regretted that steps were not then taken to enforce the penalty, or of giving such information to this office, that the vessel might be proceeded against on her return, the bond being in force only for one year. I have thus endeavoured to reply to your letter, and must add my regret that we are not furnished with fuller powers, and a boat's crew to enable us to visit vessels at all times, as the boats of the Customs cannot always be granted; and it is advisable that the masters of emigrant ships should be responsible for the provisions for the period provided for by the Act.

I ought to remark, that the ——— put into Newfoundland, after being at sea for 40 days, and when the passengers might have provided themselves with a further supply, as the vessel remained there 14 days. In consequence of the conduct of the master on that voyage, he was dismissed from the command on the vessel's return.

I have, &c.

(Signed) CHARLES FRIEND, Lieut. Royal Navy.

S. Walcott, Esq.,  
 &c. &c. &c.

SIR,

Emigration Office, Londonderry, 23d July, 1840.

I HAVE had the honour of receiving your letter of the 18th instant, accompanied with the Parliamentary paper, referring to a report received from the Agent at Quebec relative to the brig Albion, that left this port in June 1839, and requiring to know from me whether this vessel had cleared out from this port under my supervision, and if so, what measures were taken to ensure the shipment of a sufficiency of provisions under the regulation of the Passengers' Act.

I have the honour to report, for the information of the Commissioners, that the same measures were taken by me in this case as is observed by me in clearing out all other passenger vessels, namely, a close inspection of each passenger's provisions before going on board, and enforcing, as far as is practicable, each person having a sufficient supply of provisions for the voyage.

I beg leave to observe, that, generally speaking, the persons who emigrate from this to the British possessions in America are of the poorest class. It is, therefore, difficult in many cases to enforce the full complement of provisions required by the Passengers' Act, but I do so in every case as far as is practicable.

There were two or three passengers in the brig ——— who were not provided with a sufficient quantity of provisions, and whom I would not allow to proceed on the voyage; but on receiving an assurance from the captain that he would supply them gratis if necessary on the voyage with what they might require, I allowed them to proceed under these conditions.

On the arrival of the said brig this season, I had a conversation with the captain, who informed me that there were a few of the passengers short of provisions, which he supplied.

I have, &c.

(Signed) ROBERT RAMSAY.

S. Walcott, Esq.,  
 &c. &c. &c.

(No. 159.)

No. 5.

No. 5.

COPY of a DESPATCH from the Right Honourable C. POULETT THOMSON to  
 Lord JOHN RUSSELL.

Right Hon. C. P.  
 Thomson to Lord  
 John Russell.

MY LORD,

Toronto, 11th September, 1840.

11th Sept. 1840.

I HAVE the honour to enclose, for your Lordship's information, the weekly Return of emigrants arrived at the ports of Quebec and Montreal between the 15th and 22nd of August.

I would beg your Lordship to direct the attention of the Emigration Commissioners to the case of the vessel detailed in the memorandum of the Chief Emigrant Agent for Lower Canada, which is appended to the Report. The conduct of the agents in Dublin, seems also, if correctly stated, to have been highly reprehensible, in informing the emigrants that three or four weeks' provisions only would be sufficient for their use during the voyage.

I have, &amp;c.

(Signed)

C. POULETT THOMSON.

The Right Hon. Lord John Russell,  
 &c. &c. &c.



WEEKLY RETURN OF EMIGRANTS Arrived at the Port of Quebec and Montreal, from

No. 5.  
Right Hon. C. P.  
Thomson to Lord  
John Russell.  
Sept 11, 1840.  
Encl. in No. 5.

Date.	Vessel's Name.	Master.	Where from.	Number of Emigrants.			
				Male.	Female.	Children under 14 Years.	Total.
1840.							
August 16	Lotus	Hammond	Cork	6	2	5	13
"	Trial	Davidson	Dublin	36	24	17	77
"	Esperance	Leguff	Magdalen Islands	1			1
"	Sir William Wallace.	Young	Newport and Belfast.	4	4	3	11
"	Astrea	Donovan	Dublin	47	49	46	142
August 19	Hibernia	Wedgwood	Sligo	54	42	32	128
"	British King	Brown	Cromarty	58	47	52	157
"	Jane	Toby	Sligo	39	47	34	120
August 21	Agenoria	Giffney	Liverpool	4			4
"	Westmoreland	Duncan	Leith	30	18	28	76
August 22	Sarepta	Buck	London	7	1	2	10
"	Viola	Langstaff	Sligo	78	68	39	185
			Total	364	302	258	924

England	14
Ireland	676
Scotland	233
Lower Ports	1
	924
Previously reported	19,507
	20,431
To corresponding period last year	6,421
Increase in favour of 1840	14,010

Emigrant Department, Quebec, 22nd August, 1840.

NOTE.—The emigrants arrived during the past week are Irish and Scotch, and consist of farmers, labourers and traders; the majority of them are in good circumstances, more particularly the Scotch emigrants in the British King, from Cromarty, 157 in number; these people, notwithstanding the long passage of 71 days, landed in good health, and, with the exception of about 20 of their number, have all proceeded to Upper Canada to settle in the London district. They bring out capital to the amount of from £7,000 to £8,000. One family are going to their friends in Sherbrooke eastern townships, and a few are returning to Prince Edward's Island. The brig —, —, master, with 142 passengers from Dublin, arrived here after a passage of 73 days; they suffered great distress from the want of provisions. These poor people state that the agents, —, in Dublin, told them that from three to four weeks supply would be ample. During the last month of the voyage they were depending entirely on the scanty supplies obtained from the vessels they spoke at sea; and on arrival at Grosse Isle were in a state of starvation. The master states that the quantity of provisions laid in by the passengers were not inspected by any officer previous to sailing. The master appears to be intemperate, and on his arrival here he and several of his crew were taken up by the police; and his conduct was so bad that the magistrates sent him to the common gaol to hard labour for ten days.

The passengers by the Hibernia, Jane, and Viola, from Sligo, 428 in number, landed here in good health, but owing to their long passage (the average of which was 74 days) they suffered much for want of provisions, and were obliged to purchase from the captain at high rates. The passengers per the — complained of exorbitant prices, and I am happy to say, that on representing it to the master he refunded part of his charge, which proved of great service to many of them.

In the —, master, were 76 very respectable Scotch and North of England passengers, all in good circumstances, and going to Upper Canada to settle; they had a very long and tedious passage of 84 days, owing to their having the misfortune to lose their first mate. After being out about three weeks, he fell overboard and was drowned; the charge of the vessel then devolved on the second mate, owing to the master having lost his mind from the effects of intemperance, and not able to appear on deck, sometimes for three weeks at a time. This officer, on whom the duty of navigating the vessel devolved, was not qualified to the task, being unable to keep a correct reckoning; and it appears most providential that the vessel ever arrived here. The passengers

No. 5.

the 15th day of August to the 22d day of August, 1840, both days inclusive.

No. 5.  
Right Hon. C. P.  
Thomson to Lord  
John Russell.  
Sept. 11, 1840.  
Encl. in No. 5.

Occupation.	If sent out by Parishes or Government aid.	If voluntary.	Observations.
Farm labourers		13	They proceeded immediately to Montreal, and intended settling about Kingston and Toronto.
Labourers and trades		77	
Farm labourers		11	
Farmers, labourers, and trades.		142	Proceeded to Perth, Kingston, Hamilton, and Coburg. Some of the single men are at work in Quebec.
Farmers and farm labourers		128	
"		157	Ten are going to Prince Edward's Island, and two families to Sherbrooke, the remainder are proceeding to Upper Canada.
"		120	Are in good circumstances and have gone to the Upper Province, a few are gone to the States to join their friends.
Farmers and farm labourers, and trades.		4	One family going to Leeds in Lower Canada, a few of the tradesmen remain at Quebec at employment; the remainder are going to Toronto and Hamilton.
Trades and labourers	9	1	
Farmers and farm labourers		185	Going to Toronto, all young men. The principal part are going to Upper Canada, and a few to the States.
Total	9	915	

A. C. BUCHANAN, Chief Agent.

also report that the water furnished them was frequently so bad as to be sometimes quite unfit for use.

The number of families assisted during the week were 14, numbering 80 persons, a number of whom were convalescents from the Quarantine Hospital.

(No. 165.)

No. 6.

COPY of a DESPATCH from Lord SYDENHAM to Lord JOHN RUSSELL.

MY LORD, Government House, Montreal, 28th September, 1840.

I HAVE the honour to transmit, for your information, the weekly Returns of emigrants arrived at Quebec and Montreal, which I have received from the Chief Agent at Quebec since that which accompanied my Despatch, No. 159, of the 11th instant.

The Right Hon. Lord John Russell,  
&c. &c. &c.

I have, &c.  
(Signed) SYDENHAM.

No. 6.  
Lord Sydenham to  
Lord John Russell.  
28th Sept. 1840.  
Nos. 16, 17, 18, and  
19  
22nd August to  
19th September,  
1840.

No. 6.  
Lord Sydenham to  
Lord John Russell.  
Sept. 28, 1840.  
Encl. 1, in No. 6.

Enclosure 1,  
WEEKLY RETURN of EMIGRANTS Arrived at the Port of Quebec and Montreal, from

Date.	Vessel's Name.	Master.	Where from.	Number of Emigrants.			
				Male.	Female.	Children under 14 Years.	Total.
1840							
August 25	Margaret Pointer	Isaac	Greenock	2			2
August 26	Creole	Taylor	Cork	8	4	5	17
August 27	Amelia	Teasdel	London	1			1
August 28	Jamaica	Martin	Greenock	18	17	23	58
August 28	Munico	Dawson	Limerick	30	31	29	90
			Total	59	52	57	168
England				1			
Ireland				107			
Scotland				60			
				168			
Previously reported				20,431			
				20,599			
To corresponding period last year				6,634			
Increase in favour of 1840				13,965			

Emigrant Department, Quebec, 29th August, 1840.

NOTE.—The emigrants arrived during the past week are chiefly labourers and farmers; those by the Jamaica from Greenock, 58 in number, are in good circumstances; a few of the young men are going to settle in Montreal, the remainder to Upper Canada.

The passengers by the Munico from Limerick, 90 in number, landed here in good health, after a long passage of 79 days; they were obliged to put into St. John's, Newfoundland, for a supply of provisions. Three families landed in a very destitute state, numbering 14 persons; they had no means of purchasing provisions, and were supported by the captain after their own supply was ex-

in No. 6.  
the 22d day of August to the 29th day of August, 1840, both days inclusive.

Occupation.	If sent out by Parishes or Government aid.	If Voluntary.	Observations.
Farmers		2	They have all proceeded to the Upper Province.
Trade		17	
Farmers and farm labourers		1	
Farmers and farm labourers, and trades.	8	58	
Total	8	82	
		160	

A. C. BUCHANAN, Chief Agent.

ended; a few of them obtained work here, and the rest proceeded to Montreal on their route to Upper Canada. One family, eight in number, had their passage paid out by Mr. Bydon, Colonel Wyndham's agent.

I have been under the necessity of extending relief to 10 families, in all 47 persons, who were destitute of food; and were proceeding to their friends in the Upper Province. About 300 passengers are in Grosse Isle.

Encl. 2, in No. 6.

Enclosure 2,  
WEEKLY RETURN of EMIGRANTS Arrived at the Port of Quebec and Montreal, from

Date.	Vessel's Name.	Master.	Where from.	Number of Emigrants.			
				Male.	Female.	Children under 14 Years.	Total.
1840							
August 31	Mariness Hope	Lucky	Londonderry	23	25	25	73
"	Breeze	O'Donnell	Limerick	3	3		6
"	Five	Moore	London	26	24	42	92
September 1	Sir George Provost.	Mackey	Liverpool	97	72	102	271
September 3	Gaspie Packet	Bruelot	Alecatina	2			2
September 4	Mary	Bondreau	Baie de chaleur	5	3	3	11
"	Despatch	Walsh	Waterford	4	1	3	8
"	Try Again	Heacock	Cork	3	1		4
			Total	163	129	175	467
England				363			
Ireland				91			
Lower Ports				13			
				467			
Previously reported				20,599			
				21,066			
To corresponding period last year				6,755			
Increase in favour of 1840				14,311			

Emigrant Department, Quebec, 7th September, 1840.

in No. 6.  
the 29th day of August to the 5th day of September, 1840, both days inclusive.

Occupation.	If sent out by Parishes or Government Aid.	If Voluntary.	Observations.
Farmers and farm labourers		73	Will principally settle in the Huron tract and some in the Home District.
Farmers		6	Went to Kingston to settle where they have friends.
Labourers and a few trades	90	2	Proceeded to Montreal.
Farmers, farm labourers, and trades.		271	Two families remain in Quebec; the remainder went to Kingston, Port Hope, Toronto, and Hamilton.
Traders		2	Proceeded to the Upper Province.
Farmers		11	
Trades		8	
Farmers		4	
	90	377	

A. C. BUCHANAN, Chief Agent.  
D

No. 6.  
Lord Sydenham to  
Lord John Russell.  
Sept. 28, 1840.  
Encl. 1, in No. 6.

Encl. 2, in No. 6.



No. 6. NOTE.—The passengers arrived during this week consist of labourers and farmers. In the brig *Mariness Hope*, from Londonderry, were 73, all in good circumstances, and a few families possessing small capital from 60 to 150 sovereigns each. They proceeded immediately on their route to Toronto, furnished with every information necessary for their guidance; two families intend purchasing from the Canada Company, in the *Huron Tract*, and others in the Home and Gore District. Among the emigrants this week were 90 paupers, assisted to emigrate by their respective parishes, 30 of whom were from the Union House of Industry at New Port; they all landed here in good health and proceeded immediately to Montreal. In the barque *Sir George Provost* were 271 passengers from Liverpool, they had a long and tedious passage of 70 days, and many of them suffered from want

Encl. 2, in No. 6.

Enclosure 3,

WEEKLY RETURN of EMIGRANTS arrived at the Port of Québec and Montreal from

Date.	Vessel's Name.	Master.	Where from.	Number of Emigrants.			
				Male.	Female.	Children under 14 Years.	Total.
1840							
September 6	<i>Brilliant</i>	Elliot	Aberdeen	10	6	7	23
"	<i>Bornio</i>	Gorman	Limerick	8	7	13	28
"	<i>John Bell</i>	Black	Ross	10	7	14	31
September 10	<i>Québec Packet</i>	Stephens	Cromarthy	23	15	22	60
September 11	<i>Hypolite</i>	Painchard	Magdalen	2	..	..	2
"	<i>Oberon</i>	Edwards	Waterford	2	..	..	2
"	<i>Belona</i>	Wylie	Greenock	2	..	..	2
"	<i>Unity</i>	Smith	Baychulan	3	..	..	3
				60	35	56	151
Ireland				61			
Scotland				85			
Lower Ports				5			
				151			
Previously reported				21,066			
				21,217			
In corresponding period last year				6,944			
Increase in favour of 1840				14,273			

Emigrant Department, Québec, 12th September, 1840.

NOTE.—The emigrants arrived this week are all in good circumstances, and have landed in excellent health; their destination is chiefly Upper Canada. In the brig *Québec Packet*, from Cromarthy, were 60 passengers, who bring out from 800*l.* to 1,000*l.* in gold among them. They are all proceeding to settle in the Gore district, with the exception of one family, who are returning to their friends in the State of New York; the only pecuniary assistance I have been obliged to grant this

of provisions; Captain Mackey supplied several families with provisions gratis, who had not the means of purchasing, and he was obliged to put into St. John's, Newfoundland, for a fresh supply, where they were detained nine days. Owing to their long passage, 11 families landed here in great distress, numbering 59 persons; they were forwarded up to Montreal and furnished with two days' provisions; the young men and those unincumbered with families obtained employment about the coves and shipping, wages 3*s.* per day.

Both this city and Montreal are unusually free of distressed and unemployed emigrants, all those who are anxious and willing to work, and who will accept the regular wages of the country, will meet with abundance of employment, viz., from 2*s.* 6*d.* to 3*s.* per day without food.

No. 6. Lord Sydenham to Lord John Russell. Sept. 28, 1840. Encl. 2, in No. 6.

in No. 6.

the 5th day of September to the 12th day of September, 1840, both days inclusive.

Encl. 3, in No. 6.

Occupation.	If sent out by Parishes or Government aid.	If voluntary.	Observations.
Farmers	..	23	Proceeded to Perth, Port Hope, and Hamilton. A few have remained in Québec, the remainder went to Kingston and Toronto.
Farmers and trades	..	28	
Farmers, farm labourers, and trades.	..	31	
Dealers	..	60	Principally proceeded to the Gore District, some to Toronto and Hamilton, and one family and a single man went to join their friends at Bytown.
Dealers	..	2	
Dealers	..	2	In Québec.
Dealers	..	2	Ditto.
Dealers	..	3	Went to the Upper Province.
	..	3	In Québec.
	..	151	

A. C. BUCHANAN, Chief Agent.

week among these passengers was to one poor woman with three children, who is going to her husband at Bytown.

The arrival of a large number of vessels during these last few days have furnished an increased demand for labourers and tradesmen, who will find abundance of employment during this and the ensuing month with good wages.



No. 6.  
Lord Sydenham to  
Lord John Russell.  
Sept. 28, 1840.  
Encl. 4, in No. 6.

Enclosure 4.

WEEKLY RETURN of EMIGRANTS arrived at the Port of Quebec and Montreal from

Date.	Vessel's Name.	Master.	Where from.	Number of Emigrants.			
				Male.	Female.	Children under 14 years.	Total.
1840. September 12	Canada	Allan	Greenock	13	10	8	31
"	Queen	Thompson	London	6	10	2	18
"	Energy	Irvine	Limerick	10	16	5	31
"	Llantornan Abbey	Dalton	Bristol	3	1	4	8
"	Vittorie	Simpson	Plymouth	1	1	4	6
September 13	Mary Ann Hatton	Vero	Liverpool	19	8	26	53
"	Cherub	Duggan	Londonderry	71	53	35	159
September 14	Albion	Hick	Bristol	1	1	3	5
"	Hartford	Baline	Newfoundland	5			5
"	Esperance	Lebuff	Halifax	4			4
"	Urania	Clarke	Cork	1			1
"	Industry	Barret	Sligo	2	1	5	8
"	Lord Goderich	Duncan	London	1			1
September 15	Ann	O'Brien	Donegal	7	7		14
"	Prince George	McFarlane	Leith	2	1		3
"	William Walker	Moore	Gloucester	1	1	1	3
"	Centenary	Forster	Sligo	1			1
"	William Burton	Woodcock	London	1	1	1	3
"	South Durham	Miller	Liverpool	2			2
September 16	Josepha	Leitch	Belfast	14	44	66	124
"	Thomas Ritchie	Thrift	Bridgwater	3	3	9	15
"	Clio	Brown	Padstow	24	10	24	58
"	Dealy	Stowett	Bantry	1	4	7	12
"	Sarah	Allan	Aberdeen	6	4	10	20
"	Spey	Dobson	Killala	20	19	21	60
"	Lord Palmer	John McNeill	Dundee	9	5	8	22
				257	202	238	697
England				152			
Ireland				458			
Scotland				78			
Lower Ports				9			
				697			
Previously reported				21,217			
				21,914			
To corresponding period last year				7,149			
				14,765			

Emigrant Department, Quebec, 21st September, 1840.

NOTE.—The emigrants arrived this week are generally in good circumstances; their destination, with few exceptions, is Upper Canada. The passengers in the Clio, from Padstow, 58 in number, are chiefly mechanics and farmers; a few of the former remain in Montreal for employment, the remainder are going to the townships of Aspadel and Darlington in the New Castle district and Whitby in the Home district; they all possess sufficient means to enable them to settle on their own lands, and have friends and relations already settled in that part of the country.

The passengers per the Josepha, from Belfast, 124 in number, landed in good health, and proceeded immediately on their route to Kingston, Port Hope, Toronto, and Hamilton; a number of the young men intended remaining in Montreal for employment.

Among the arrivals this week were about 80 Scotch emigrants from Greenock, Aberdeen, and Dundee, all in good circumstances, and intend settling in Upper Canada. I regret to report several families arrived in distress on board the Cherub, from Londonderry; they were 91 days on the pas-

in No. 6.

the 12th day of September to the 19th day of September, 1840, both days inclusive.

No. 6.  
Lord Sydenham to  
Lord John Russell.  
Sept. 28, 1840.  
Encl. 4, in No. 6.

Occupation.	If sent out by Parishes or Government aid.	If voluntary.	Observations.
Farmers and servants		31	Proceeded in the vessel to Montreal and were to settle in Toronto.
Farmers and Trades		18	Proceeded to the Upper Province.
Labourers and Trades		31	Went to Belleville and Toronto.
Labourers		4	Proceeded to Montreal, Prescott, Perth, and some to the Johnstown District; a few remain in Quebec employed.
Labourers	5	53	Many landed in distress from a long passage of 91 days. Some are employed in Quebec, the residue went to Prescott, Kingston, and Toronto; the cabinet-maker went to Montreal for employment.
Farmers and labourers		159	
Cabinet-maker		5	
Dealers		5	In Quebec.
"		4	Ditto.
Trade		1	
Farmers		11	
Trade		1	
Farmers and labourers		14	
Servant and farmer		3	A few of these are employed at Quebec, the remainder have gone to Upper Canada.
Trade		3	
Farmer		1	
Trade		3	
Trades		2	
Farmers and labourers		154	These are people with good means, and are going to Kingston, Toronto, Hamilton, and Port Hope.
Two farmers and one trade		15	Some remain in Montreal; the principal portion of them will settle in the Newcastle District.
Trades and a few labourers		58	
Farmers		12	
Farmers and trades		22	Are respectable people, and proceed to Upper Canada.
Farm labourers		60	Went to Cornwall, Brockville, Kitty, District of Bathurst, &c.
"		22	
		5	692

(Signed) A. C. BUCHANAN, Chief Agent.

sage, and suffered much for want of provisions; they put into St. John's, Newfoundland, and obtained a supply, which was, however, all expended previous to reaching this port. I found on arrival here a large number of her passengers in distress, and was under the necessity of sending a supply of oatmeal and bread immediately on board, and extended assistance to 11 families, 57 persons; they were, with the exception of two, all poor women with large families who were coming out to their husbands that were settled in the Upper Province; and the truth of their statement being fully substantiated by letters they had with them, these and a few families in the Spey, from Killala, who also had a long passage of 82 days, were the only persons I found deserving or requiring assistance.

I continue to receive most favourable accounts from all quarters of the increasing demand for labourers; a letter received from the Honourable S. Hat, Chambly, stating that a large number of labourers would find immediate employment on the canal, wages 3s. a-day.

(No. 213.)

No. 7.

COPY of a DESPATCH from Lord JOHN RUSSELL to Lord SYDENHAM.

No. 7.

Lord John Russell  
to Lord Sydenham.  
31st August, 1840.  
*vide* p. 3.

MY LORD,

Downing Street, 31st August, 1840.

I HAVE hitherto refrained from adverting to your Despatch, No. 107, of the 16th of May, in which you enclose Returns and Reports from the Commissioners of Crown Lands in Lower Canada, on account of the expectation that you would communicate to me your opinion as to the proper course of proceeding on the important topics to which it relates.

On one subject, namely, the mode of disposing of the public lands of the Crown, your Lordship has addressed a Despatch (22nd June, No. 124) to me; that despatch I immediately referred to the Commissioners of Colonial Land and Emigration for their report. At the same time I apprized them that it would, in my opinion, be most desirable to introduce into Canada the system of selling the waste lands of the Crown at an uniform price, and suppressing the payment of the purchase-money on land by instalments. I have not yet received the Commissioners' Report, but I hope that I shall soon be in possession of it: I will then send you a copy of it.

I should have been very glad to have had the advantage of your Lordship's advice, in regard to the course to be pursued with respect to Lord Durham's Proclamation of the 31st of October, 1838, which gives a conditional right of pre-emption to land, occupied by persons denominated squatters; but, considering that it may be of much importance to you to know my views on this subject before the meeting of the United Legislature, I will inform you, that as it is apparent from the financial statement of the Commissioners that the land revenue has greatly diminished, in consequence of the system at present in operation, it will be proper that you should issue a Proclamation revoking the Proclamation of the Earl of Durham relating to squatters, and limiting to one month after date the right of claiming the pre-emption allowed by that proclamation. Strictly speaking, those persons who have squatted since 1838, on the Crown lands and clergy reserves, are altogether excluded from participating in the advantages of Lord Durham's Proclamation.

On the remaining difficulty in which the Commissioners are placed by Lord Durham's Proclamation of the 11th of September, 1838, which directs scrip to be issued in favour of militia claimants, redeemable in Crown lands, I have also to request a report from you.

I have, &amp;c.

The Right Hon. Lord Sydenham,  
&c. &c. &c.

(Signed) J. RUSSELL.

(No. 221.)

No. 8.

COPY of a DESPATCH from Lord JOHN RUSSELL to Lord SYDENHAM.

No. 8.

Right Hon. Lord  
John Russell to  
Lord Sydenham.

MY LORD,

Downing Street, 8th September, 1840.

IN my Despatch of the 31st ultimo, I informed your Lordship that I had referred, for the consideration of the Commissioners of Colonial Lands and Emigration, your Despatch, No. 124, of the 22nd June, reporting the resumption of the sale of the Crown lands in Lower Canada, and recommending important modifications in the method of disposing of them.

I have now the honour to transmit to you a copy of the Report which I have received from those gentlemen on the subject, and I recommend the suggestions which are contained in it to your consideration. I consider the principles correct, although they may require modification from local circumstances.

I have, &amp;c.

The Right Hon. Lord Sydenham,  
&c. &c. &c.

(Signed) J. RUSSELL.

For Despatch,  
22nd June, No. 124,  
*vide* Papers relative  
to Emigration, or-  
dered by the House  
of Commons to be  
printed, 8th Aug.  
1840, No. 61, p. 94.  
August 4th.

## Enclosure in No. 8.

Colonial Land and Emigration Office,  
9, Park-street, Westminster, August 4, 1840.

SIR,

No. 8.

Lord John Russell  
to Lord Sydenham.  
8th Sept. 1840.

Encl. in No. 8.

WE have had the honour to receive your letter of the 28th ultimo, accompanied by a Despatch from the Governor-General of British North America, announcing his intention of selling the Crown lands in Lower Canada at a fixed price, and we will proceed, in compliance with Lord John Russell's directions, to report any measures which have occurred to us as desirable in carrying into effect and completing this decision.

There are, however, one or two general observations which, in touching for the first time upon the disposal of land in Canada, we should be desirous to offer, before entering on the more immediate questions of detail involved in the present reference.

In the first place, we cannot refrain from expressing our satisfaction at the change which the decision of the Governor-General will introduce into the whole of the previous plans of disposing of the public lands in the townships of Lower Canada. The errors of those plans, beginning with the method of free grants, and followed by an imperfect system of sale, have, we doubt not, prevented the settlement and cultivation of the lands appropriated under them, and probably tended more than any other cause to check the growth and prosperity of the colony. We rejoice, therefore, to think that a period will now be put to the uncertainties and discouragements of sale by auction; to the delays, expense, and difficulties hitherto experienced in obtaining the issue of the patents, conferring on the purchaser his title; and to the two-fold evils of allowing the purchase-money to be paid by instalments, namely, the heavy loss which often accrued to the revenue on the one hand, and on the other, the temptation to persons with inadequate capital to possess themselves of lands which they are unable to bring into cultivation. By avoiding the mistakes or abuses of former modes of proceeding, the one now proposed will prevent the recurrence of the evils which resulted from them, and will establish a sounder system for the future.

This was as much as it lay in the executive authority alone to effect. The operation of the change can only be prospective. The important task of remedying the past, so far as it admits of remedy, will require for its accomplishment measures of a different kind, which, depending upon legislative aid, have not come directly into notice on the present occasion, but to which we are unwilling to omit all allusion.

No more powerful picture can be presented of the ill consequence from past errors than is afforded by the Report and Evidence, forming Appendix B. to Lord Durham's Report. Although it appears that much waste land in the township districts of Lower Canada still remains in the possession of the Crown, yet by far the largest portion of the territory, containing the most fertile soil, and in situations the most favourable for settlement, has become private property, and continues for the most part in its original state of wildness, neither inhabited nor cultivated. The quantity of wild land in the possession of individuals is stated to be a million and a half of acres (403) and out of 1,300,000 acres held by the largest proprietors in Lower Canada, whose names are given (361), at least one million are stated to be in a perfectly unimproved state, while of the whole body of these proprietors, only six reside upon their land. The communications between the several parts of such districts as are cleared, and the means of transporting such produce as is raised from them, are exceedingly imperfect, and it is stated in the Report of Lord Durham's Commissioner, p. 7, that "in some extensive and fertile tracts, the whole, or nearly the whole, of which has been granted, the population is not 1 to every 10 square miles." Until, therefore, the present proprietors shall clear and cultivate their lands, or dispose of them to others who have capital to expend upon the work, it can hardly be expected that any regulations for the future disposal of Crown lands, however salutary in themselves, can suffice to secure the welfare of the colony.

The question then of the proper cure for the existing evils which are obstructing the settlement of the townships of Lower Canada, and the development of its resources, becomes exceedingly important. For our own part we can see no other remedy than the one which is so ably urged in the Report we have alluded to throughout our remarks on this subject; namely, the imposition of a land-tax. Other plans, such as a process of escheat for non-performance of settlement duties, appear open to grave, if not insurmountable objections; but the arguments by which the more simple and effectual plan of imposing a small charge upon land is supported, appear to us unanswerable.

Upon examining the evidence, we observe a remarkable concurrence of testimony in favour of this measure on the part of the proprietors themselves, though, of course, on the supposition that the proceeds will be applied either in forming roads and effecting other improvements in the colony, or in the conveyance of emigrants. One gentleman, who had resided in the province more than 25 years and was the proprietor of about 50,000 acres of wild land, expressed his agreement in the measure, although entailing on himself an immediate charge, as the only means of forcing the vast tracts of appropriated wastes into actual cultivation and settlement. His own experience had led him to the conviction of its necessity. It was then 20 years since he had purchased wild land at a low price, expecting that it would advance in value as the settlement of the colony advanced. Yet so far was he from realizing this expectation, that he found, after the lapse of so many years (when the accumulated interest upon the money invested had increased the amount of his outlay 150 per cent.), that he could obtain no more for the land than it had originally cost him.

The only point on which we would express a different opinion from the writer of the Report in Lord Durham's Appendix is, that we should make all lands, and not merely those which remain wild, chargeable with the tax. Where the lands have been purchased unconditionally,



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and *bona fide* paid for, the imposition of a tax on them, solely because they are uncultivated, would be of questionable justice. There would, also, be obvious practical difficulties in determining what land should be considered entirely wild or not; and further difficulties in ascertaining the value of the lands thus pronounced subject to the tax.

Precedent and experience also are in favour of the course we prefer. In the General Report of the Lower Canada Commissioners in 1836, it is stated that wild lands in the United States are subject to assessment, not because they are unproductive or uncultivated, but for the reason that they constitute property, and that all property, be its nature what it may, is equally considered to be rateable and taxable. And in the evidence taken before the Waste Lands Committee of the House of Commons, Mr. Stephenson says (page 201), that in the State of New York and most other States there is a tax which operates both on settled and unsettled lands. In Upper Canada, by the Act 59 Geo. III. cap. 7, uncultivated land was rated in common with all landed property, for local purposes, but without any exemption of other lands, or any circumstance of a penal character. The rate was general upon all lands, the cultivated being assessed, once for all, at 20s. per acre, and the uncultivated at 4s. per acre.

Adverting, then, to the difficulties, and the possibly doubtful principles, of a distinguishing tax upon wild lands, and considering, also, the real nature of the practice in other countries, which might, at first sight, appear to afford a precedent for that course, we should recommend a tax upon all lands indiscriminately, but the amount of it so calculated as to press lightly upon those which are cultivated and consequently productive to their owners, while it might, at the same time, be expected to compel the alienation, or lead to the forfeiture, of large tracts held in a permanently unimproved condition.

The whole question of a land-tax, we are aware, must be dealt with by legislative authority. We have only been led to allude to it on the present occasion as one which, when a proper opportunity occurs, will involve considerations of higher importance than any other point connected with the regulation of land in Lower Canada.

Returning now to the intended mode of disposing in future of such wild lands as are still vested in the Crown, we may commence by offering a few remarks on the subject of price.

In fixing the amounts that have been named, we observe that reference has been made to the price of the public lands in the United States, with a view to preventing capitalists from effecting their purchases in that country; and there can be no question that this is one of the circumstances to be taken into account.

In case, however, it should be desired, hereafter, to advance somewhat beyond the rates in the United States, we think it may be doubted whether a small difference in the price of land would alone induce settlers of capital from the United Kingdom to establish themselves in a foreign country, and forego the privileges of British subjects; and in the case of the humbler description of emigrants, we apprehend that they for the most part cross the border rather in search of wages and the means of livelihood, than in order to acquire land which they have not the means to cultivate. Another point to be observed is, that not merely the price paid for the land is to be considered, but the circumstances attending its possession. In those parts of the United States which adjoin Canada, all lands, as soon as they become private property, are subject to assessment for local purposes. It is otherwise in Lower Canada; and while we believe that it would be a great advantage to the colony, as a political measure, that similar imposts were raised there and applied to similar purposes, yet in a pecuniary point of view, there can be no doubt that the difference must be reckoned to abate the whole cost of land to its purchaser. Moreover, the party who buys land in the United States has not the benefit, which we trust will henceforward be afforded to the purchaser in Canada, of having the amount of his purchase-money laid out in the indirect improvement of his estate, either by the introduction of labourers into the colony, or by the construction of roads or other useful public works.

We have thought it our duty to point out these considerations as probably admitting of some excess of price in Lower Canada, should it be thought advisable on other grounds, beyond the price in the United States. But we do not at this moment suggest any increase in the higher, at least, of the two amounts already named in the province. It may be useful that the experiment of a rate as low as this one should be tried. And it has been stated that the prices at present fixed are to be considered only temporary.

There is, however, one point connected with the question of price, on which we would venture to dissent from the plan which has been under our consideration: we mean the establishing of different rates for different localities. Upon general principles we think it not more desirable in the settlement of a colony, that the price of its waste lands should be fixed, than that it should be uniform. If there are two prices established, one for good land which is well situated, and the other for inferior which is more remote, the poor man, whose acquisition of land it is not desirable to facilitate, will be tempted by its cheapness to buy the last good portion, and then from inability to cultivate it, will end by perpetuating the greatest evil from which the colony has so long been suffering. We would therefore submit it for consideration whether it would not be better that the lands in Lower Canada should be sold at one uniform price, and that the price should be 6s. per acre, being the sum fixed by the Governor General for such waste lands as are most advantageously situated.

One object of paramount importance in renewing the sale of public lands in Lower Canada, and in commencing a better system, is that some improvement should be effected in the mode of surveying them. The former careless and incomplete system of survey has already produced a serious amount of loss and inconvenience to the proprietors of the land, and has laid we fear the ground of endless litigation for the future. It has been said in the country, that

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every grant is a lawsuit. In the evidence taken by Lord Durham's Commission of Inquiry, the Commissioner of Crown lands mentions the case of two townships which had come officially before him, in which no one lot agreed with the diagram of the survey. No lot was in its proper place, and some had two and a half times the contents of others, although marked as of equal extent. There were lakes also, which were entirely omitted, occupying nearly the whole of some lots. He understood the case to have been, that if the surveyor did run the outlines of the township he was commissioned to survey, it was as much as was ever done, and the whole of the field notes and subdivisions was mere fiction. The consequence is, that complete uncertainty exists as to the titles and boundaries of lands granted by the Crown, and the Commissioner apprehends that questions of disputed property are waiting in great numbers, until land shall have become more valuable when the Crown will be called in upon every occasion to defend its own grant, without having the means of defence, unless measures shall have been previously taken to remedy the evil. (App. B, Q. 241—260.) Another witness, a land agent of great experience, bore evidence to similar facts, and instanced a number of townships, in which the inaccuracy of the surveys had already been fully ascertained. He mentioned that a patent for four lots had recently been put into his hands, three of which he had discovered not to be in existence. He adds that inconvenience is now beginning to be seriously felt from this cause; and that many people are so well aware of the doubt which hangs over their property, that they refuse to sell with a guarantee of title.—(Q. 322—325.) It is much to be desired that measures may be taken for remedying an evil so seriously affecting the interests of the land-holders, and threatening loss and inconvenience to the public. But at all events, we hope that no lands will in future be sold under the new system, unless a survey has been actually made of them, and an accurate drawing and description of each lot been furnished to the land-granting department. It is against all principles of expediency and justice that the Crown should profess to sell particular and definite portions of land to private individuals, unless the limits, circumstances, and position of such lands have really been ascertained and defined. We would therefore recommend, if there be any reason to suppose that the land now offered for sale as already surveyed, has been carelessly or imperfectly laid out, that a fresh survey of it be ordered.

We would further suggest, that in all new surveys, or all re-surveys as above proposed, the land should be divided, not as formerly into sections of 200 acres, but into equal parts of square miles; and we would recommend that those parts should consist of 320 acres, or one half of a square mile. By avoiding a further subdivision, the expense of the surveys will be considerably reduced, while the land will still not be sold in portions inconveniently large. As the highest of the two prices now fixed by the Governor-General, the cost of each such lot will be £96; and we think it not desirable that persons, who are without that amount of capital to expend upon the purchase, should become the proprietors of unreclaimed land.

The next recommendation we have to submit, with a view of facilitating the future sales of waste lands in Lower Canada is, that land-offices should be established at convenient towns in the several districts in which it is likely that purchases would be made; as, for example, at Sherbrooke in the Eastern townships, at Hull on the Ottawa, and at some appropriate place in the district of Gaspé. The principal office should be at the seat of Government. Charts should be kept there, for public inspection, of all lands which had been properly surveyed, and were ready for sale; and at this office purchases ought to be capable of being effected of lands situated in every part of the province. In each district-office charts should also be kept of all lands ready for sale within that district; and an applicant there ought to be able to make a purchase of lands so situated, without the necessity of either personally, or by agent, resorting any where else; but it would be necessary that the completion of his purchase should be suspended during the time requisite for a communication by post between the local and the chief office, to ascertain that the same lot had not already been sold at the latter. This rule might perhaps be inverted as to the district of Gaspé, in which, on account of its distance, it would probably be better that the purchases on the spot should be absolute, and those at the seat of Government dependent on a communication with the district office.

This would be the proper place for us to observe, that the whole purchase money ought to be required to be paid up at once, and that after payment, the utmost attainable promptitude should be used in issuing the Patent, were it not that the Governor-General has already expressed his intention of providing for these purposes.

We will merely throw out the remark, that we have found amongst the records of the Colonial department, a very lucid exposition of the cumbrous and complicated process which formerly obstructed the completion of the titles, contained in Lord Gosford's Despatch of the 28th July, 1836. A fertile source of delay had up to that time existed in the unnecessary multiplication of checks; and we quite agree in the opinion expressed in Lord Gosford's Despatch, that such a system "introduced a reciprocal dependence between the different departments, destructive alike of accuracy, and of that full sense of responsibility, which it is desirable that each should possess." We believe that most of the improvements then suggested have been carried into effect, but if further amendments should be found desirable, in order to ensure the proper expedition in issuing the land-patents, we think it probable that useful hints might be derived from this document, which we doubt not is preserved amongst the official correspondence in Lower Canada.

The establishment of a fixed price at which persons may select their own lands in the surveyed districts renders it necessary to consider with precision what are to be the exceptions from this right of choice. The usual reserves for roads and public works should continue to be made. But we may take this opportunity of stating that we do not think that the deeds of grant should henceforward reserve to the Crown a right to minerals,—a reservation from which little profit has been derived in any part of the Colonial empire, while yet it must act

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as a discouragement to enterprise; nor yet are we disposed in favour of the practice of reserving a right to the use of stone or timber for public purposes,—a right which would appear burthensome on the land, and a serious abridgment of the privileges of private property.

In the regulations which we have proposed for the sale of lands in Lower Canada, we only had in view country sections. We believe that at former periods there were examples of the reservation of town or village lots, which have contained smaller quantities of land than the others, and been disposed of on higher terms. Should any such lots remain unsold, a point on which we are not informed, though we do not suppose it probable, we presume that the Governor-General would fix a higher price upon them, according to the circumstances; but we do not consider that it is desirable for the Government in future to lay out the sites of towns, and sell the land on such sites in small subdivisions, believing that in all cases the formation and growth of secondary towns will proceed more rapidly when left to the judgment and enterprise of private parties.

Besides the subject of reserves, another very important question, raised by naming a fixed price at which a purchaser may select and claim any section of the public lands, is the manner of dealing with unauthorized occupants of such lands. It appears that this is a very numerous class, and we are disposed to think a very useful one in a country where every foot of land has to be cleared from timber and the accumulated growth of ages before it can be cultivated. It is observed in the Report of the Commissioners of 1836, that in the wild parts of Lower Canada "it is impossible for a man to establish a human habitation, and not do more good than harm." It would not be right, of course, where the system of sale has been introduced, to permit any one to acquire a property in land without fulfilling the condition of payment; but we think it would be unjust and inexpedient to allow another party, who applied at the land office for any spot of land which had been occupied without authority from the Crown, to reap the benefit of the labour and exertions of the actual occupant, by purchasing it away from him, and that too at a price no higher than had been set upon Crown lands which had remained wholly uncleared. We therefore think that whenever, in the course of settlement, lands so occupied should come to be included in the surveys of any district which should be declared open for sale, the unauthorized occupant should be called upon to decide whether he would exercise his right of purchase and become the proprietor of the lot, or whether it should be announced to the public as part of the disposable land of the colony. In this latter case it would appear expedient that he should be ejected, or else it would seem that the encouragement to unauthorized occupation was so great as to render the system of sale almost nugatory.

As connected with the subject, we may mention that a great proportion of these occupants are said to be natives of the United States, and consequently incapable of acquiring property in land; but of their superior skill and industry in clearing the ground they occupy there can be no doubt. In fact, it is not to be supposed that any class of persons coming from an old country can equal their knowledge, courage, and endurance in contending with and overcoming the passive resistance of the wilderness. It seems obviously desirable that so useful a description of settlers should be enabled to acquire a title to land themselves; and we therefore hope that the Legislature in Canada, as we believe has been the case in the Upper Province, will afford facilities to the naturalization of well-conducted and resident foreigners who may be desirous of acquiring a recognised property in land.

For facility of reference it may be convenient that we should briefly recapitulate the principal suggestions offered in this report.

After inviting attention to the importance of considering the measure of a land-tax, when a proper opportunity shall occur, we recommend—

1st. That there shall not be two prices of land in Lower Canada, but only one uniform price, and that this should be 6s. per acre, being the higher of the two rates contemplated in the proposals from the colony.

2ndly. That no land should in future be sold, unless known to be adequately surveyed; and, therefore, that if any of the districts at present open for sale, as being surveyed, should be on good grounds supposed to be insufficiently and incorrectly laid out, a fresh survey should be ordered before any further sales in it are effected.

3rdly. That district offices for the sale of land should be established in the most convenient situations for the purpose, besides the principal office at the seat of Government.

4thly. That in contending against delay in the preparation and issue of titles for land, the expediency of concentrating the duty and the responsibility should be borne in mind.

5thly. That the usual reserves for roads and public works should continue to be made; but that in the deeds of grant there should no longer be reservations of minerals to the Crown, or of a right to timber and stone for public purposes.

6thly. That all lands should be measured and sold alike, without laying out and selling on different conditions town or village allotments.

7thly. That provision should be made for not depriving unauthorized occupants of Crown lands, when reached by the progress of settlement, of the fruits of their industry, without allowing them a right of pre-emption.

And, 8thly. That facilities should be afforded to resident and well-conducted foreigners to acquire a valid title to landed property.

We have, &c.  
 (Signed) T. FREDERICK ELLIOT.  
 EDWARD E. VILLIERS.

James Stephen, Esq.,  
 &c. &c. &c.



(No. 179.)

No. 9.

No. 9.

Lord Sydenham to  
Lord John Russell.  
October 12, 1840.

COPY of a DESPATCH from Lord SYDENHAM to Lord JOHN RUSSELL.

MY LORD,

Government House, Montreal, 12th October, 1840.

I HAVE the honour to acknowledge the receipt of your Lordship's Despatches of the 31st August and 8th September, Nos. 213 and 221. As the subjects of these Despatches are intimately connected, I answer them together.

It is unquestionable that the land revenue of Lower Canada has been very inconsiderable during the last few years, but, in attributing the diminution, as I understand your Lordship to do, to the effect of Lord Durham's proclamations respecting squatters and militia men, your Lordship appears to have fallen into an error. At the time when Lord Durham commenced his inquiry into the disposal of the Crown lands he suspended the sale of them, and that suspension continued until it was altered lately by myself.

The only sums, therefore, received since then on account of the land revenue have been instalments for lands previously purchased, rents on lands under lease and payments for licences to cut timber. These sources of revenue are of course inconsiderable when compared with the proceeds of the sale of land when the old system was in full operation. I feel confident that as soon as the new system shall be in operation, the land revenue will not only equal, but exceed what it was in former years. I do not perceive that it can be affected in any way by Lord Durham's proclamations respecting squatters, because by setting up all unappropriated Crown land for sale at a fixed price, the exclusive privilege conceded to that class by Lord Durham, is at once neutralized. But in order to avoid any difficulty, the notice, of which the enclosed is a copy, was issued from the Crown Land Office simultaneously with the new land regulations, requiring that all claims under Lord Durham's proclamations should be lodged before the 22nd January next. Your Lordship's Despatch contemplates closing those claims at even an earlier date; but as the curtailment of the time would now be comparatively immaterial, and as any interference with a notice of this nature might give rise to complaint and be regarded as a breach of faith, I trust your Lordship will not disapprove of my leaving the matter as it at present stands.

I now proceed to notice the report of the Land and Emigration Commissioners, and in doing so I must express the satisfaction I have derived from the different communications from those gentlemen with which your Lordship has favoured me, exhibiting, as they do, great attention to the important subject entrusted to them, and expressing opinions in which for the most part I quite concur.

First, the Commissioners express their dissent from the principle of affixing different prices on land in different localities. Were Lower Canada a wilderness now about to be settled for the first time, I should agree with the Commissioners. The principle of leaving the choice of the purchaser unfettered and uninfluenced is no doubt abstractedly correct, but it cannot be applied to such a country as this without modification. Under the old system settlement has been encouraged in every part of the province indiscriminately; and although concentration has naturally taken place in localities enjoying peculiar advantages, there is a very large population scattered through the more remote parts of the province. To fix a uniform price on all lands would draw away population from these less favoured districts, and concentrate it altogether in the neighbourhood of the large towns and rivers. This would not only be a hardship on the more remote districts, but would have a bad political effect by leaving those districts, principally inhabited by French Canadians, to grow up in their national prejudices and habits without any sympathy with their fellow colonists.

The fear expressed by the Commissioners that the low price of the inferior lands may tempt those who should be labourers to become landholders is, I think, quite visionary. As the whole price must be paid at the time of sale, and as there is no intention of breaking up the land into small locations, there is no ground to apprehend that men without capital can become purchasers. It is not from the acquisition of land by *poor* men, but from the speculation of the rich, that the country has suffered and continues to suffer. And for this evil the remedy is not to be found in an increase of price, but in the imposition of an annual tax.

On this latter point, the imposition of a tax, your Lordship is well aware of my opinion, as it was one great object of the municipal clauses proposed by me for the Union Bill. The omission of those clauses has indeed put it out of my power to adopt any immediate step in the matter, and for this most serious evil Her Majesty's

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Government and Parliament are deeply responsible; but my whole experience in these provinces tends to confirm my opinion of the necessity of such a measure. Mr. Buller, in his report to Lord Durham, contemplated, as the Commissioners observe, a tax on wild lands only; but I agree with them that the tax should be on all lands, whether wild or cultivated, and that it should be uniform in amount. On cultivated lands it would in fact be scarcely felt, but it would operate as a penal tax on wild land, and would compel the owners either to cultivate or to dispose of it. If applied to local improvements, such as the opening and maintenance of roads, the repair of bridges, &c., it would be the greatest boon ever conferred on the country; and so general is the concurrence of opinion in its favour that I do not altogether despair of being able to obtain its imposition. Some of those who, from holding large tracts of wild land will be most seriously affected by it, generally admit that in a short time they would gain rather than lose by it.

In respect to the amount of the price fixed by me as compared with the upset price in the United States, the remarks of the Commissioners originate in a want of accurate acquaintance with the circumstances of the respective countries. It is true that land is subjected in some of the States of the Union to direct taxation, which, *pro tanto*, increases its price to the purchaser; but on the other hand, the facilities of communication are so much greater in the United States, population so much denser, and the market so much more accessible, that land there with all its incumbrances is far more valuable than land in Canada. I have little hesitation in saying, that land in the state of Vermont, or New York, is cheaper at 6s. 3d. than in Canada at 6s. It is to be remembered too that, although the settler may pay fewer taxes in money for the land he occupies on our side of the line, he is in reality exposed to far heavier charges in another shape. Those taxes go to make roads, establish communications, and at once improve the value of his property and diminish the expense of cultivation and residence to the settler in the United States; whilst, on our side, under the present system, although the tax-gatherer does not demand it, a far greater outlay than he could claim is expended by the settler in a variety of charges arising from the absence of these advantages which are the result of the tax.

The Commissioners are further mistaken in supposing that there is any sentiment among those who emigrate from England, sufficiently strong of itself to counterbalance any considerable advantages which they might obtain by settling in the States. Such is not the case. In order to retain our emigrants, and more especially that valuable class, the small English farmer, we must make it their advantage to stay with us; and I should therefore decidedly disapprove of any increase in the price of land, for the present at least, beyond what I have proposed.

With respect to the survey of the land, I entirely agree in the observations of the Commissioners. Of late years, a much more perfect system has, I am informed, been pursued; but there is no doubt that, in former times, surveys were very inaccurately made, and descriptions very carelessly drawn up. The difficulties which may arise from this, when the country comes to be more thickly settled, and land increases in value, it is perhaps impossible to exaggerate; and I should be very anxious to adopt some steps, while it is yet possible, to avert them. But the question is of so much importance, and so intimately affects the rights of property, that I require more time for consideration before pronouncing any opinion as to what should be done. In the mean time, your Lordship may be assured that every care shall be taken to ensure the accurate survey of all land which may hereafter be sold. I shall refer, for the consideration of the Commissioners of Crown Lands, and the Surveyor-General, the proposition that, in future, lots should be laid out in equal parts of a square mile, the smallest lot consisting of one-half of a square mile; and I shall reserve my opinion on this point till I receive their report.

I also concur in the opinion of the Commissioners, respecting the establishment of land offices in several parts of the province. Indeed, that system has, to a great extent, prevailed for several years in both the Canadas; and, in regard to the speedy completion of patents, your Lordship will observe, in the notice issued from the Land Office, it is expressly stated that steps will be taken for that purpose. The present system is cumbrous and dilatory to an excessive degree; but I trust I may be able to effect such alterations as will ensure the issuing of a patent within a week or ten days after the payment of the purchase-money.

The reservation of minerals has hitherto been inserted in all grants, in conformity with the Royal Instructions; but I have no doubt that, for the future, it may be better omitted. If it has any effect at all, it must be injurious. The reservation of

particular descriptions of timber is a more serious question; but, even with respect to this, I am disposed to think that an alteration should take place. The only timber which the Crown requires is that for masts in the Royal Navy. This timber, on account of its size, is more valuable for masts than for any other purpose, and would consequently be always disposed of to the Admiralty agent, in preference to any other purchaser. The privilege of the Crown has hitherto been, in fact, inoperative; and the only attempt to put it in force (that which has been directed by your Lordship, in favour of Messrs. Chapman,) has called forth very strong and forcible remonstrances from all parties interested in the trade. I shall have to address your Lordship more at length on this point hereafter. In the mean time, I would merely request that the clause relative to reservations in grants may be omitted from the Royal Instructions.

The encouragement of settlers from the United States, by any direct alteration of the existing law, I should deprecate at the present moment. Practically, there is, I believe, no difficulty in their acquiring land; but I do not think it would be advantageous to confer on them, as a right, what they now enjoy only on the sufferance of the British Government. With every respect for their energy and intelligence, and fully admitting that, as the pioneers of civilization, they are superior to every other people, I do not think it would be wise, by any general measure, to invite their settlement in large numbers in the more populous portions of Canada. There is a spirit of propagandism among American citizens, which makes it necessary to observe great caution in this matter. At the same time, I think that, in individual cases, their claims to be admitted to the rights of British subjects, on certain conditions, should be considered in the most liberal spirit; and I am happy to believe that, for several years past, this spirit has prevailed in both provinces.

I have now gone through all the suggestions of the Commissioners of Land and Emigration; and it is satisfactory to me to find that there is little difference between the views of those gentlemen and my own. The subject of the disposal of the Crown lands is one of the most important which it is my duty to consider; and, in the settlement of the executive departments, under the Union Bill, it will be my endeavour to make such arrangements as may ensure an efficient discharge, for the future, of the duties of the Commissioners of Crown Lands and Surveyor-General. The errors of former systems, and the long-continued neglect of this branch of the public service, have no doubt created difficulties of a very serious nature; but I trust that it may be in my power to overcome them, and to introduce into this portion of the administration a system which may be both advantageous and satisfactory to the public.

I take this opportunity of acknowledging your Lordship's Despatch of the 1st August last, No. 195, and of informing you that I have directed the questions proposed by the Land and Emigration Commissioners to be printed and distributed among all those who may be able to give accurate information on the points adverted to by them.

I shall take another and early opportunity of replying to the communication from the Commissioners, on the subject of emigration, transmitted in your Despatch, No. 201, of the 13th August.

I have, &c.  
(Signed) SYDENHAM.

The Right Hon. Lord John Russell,  
&c. &c. &c.

Enclosure in No. 9.

Office of Crown Lands,  
Quebec, 10th August, 1840.

NOTICE to persons who have settled upon Waste Lands of the Crown, without title, and who were actual and *bonâ fide* settlers previous to the 10th day of September, 1838. Encl. in No. 9.

PUBLIC Notice is hereby given that his Excellency the Governor-General, having been pleased to fix the price of Crown lands, and to cause the same to be publicly advertised by this department, under date of 22d July last, all persons claiming pre-emption under the Earl of Durham's proclamation of the 31st October, 1838, must file the vouchers and certificates required in compliance with the terms thereof within six months from the date of the advertisement fixing the price of Crown lands, in default of which all right of pre-emption will cease and determine on the 22d January next.

No. 9.  
Lord Sydenham to  
Lord John Russell.  
October 12, 1840.

For the Land and Emigration Commissioners' Letter, vide Papers relative to Emigration, ordered by the House of Commons to be printed, 8th Aug. 1840. No. 613, p. 9.



No. 10.

J. Stephen, Esq., to  
the Commissioners  
of Colonial Lands  
and Emigration.

Nov. 14, 1840.

No. 179, Oct. 12.  
p. 35.

COPY of a LETTER from JAMES STEPHEN, Esq., to the COMMISSIONERS of  
COLONIAL LANDS and EMIGRATION.

GENTLEMEN,

Downing Street, 14th November, 1840.

I AM directed by Lord John Russell to transmit, for your information, the enclosed copy of a Despatch from Lord Sydenham, containing his observations on your Report of the 4th August last, respecting the system to be observed, in future, with regard to the sale of the Crown lands in Lower Canada.

I am to inform you that, as Lord Sydenham entirely agrees in the general principles which you advocate, Lord John Russell is not disposed to interfere with the Governor's discretion on the points upon which, often for political reasons, he differs from you.

I have &amp;c.

(Signed) J. STEPHEN.

The Commissioners of Colonial Lands  
and Emigration.

(No. 246.)

No. 11.

COPY of a DESPATCH from LORD JOHN RUSSELL to LORD SYDENHAM

No. 11.

Lord John Russell  
to Lord Sydenham.  
October 24, 1840.

For Despatch 8th  
August, vide p. 2,  
October 16.

MY LORD,

Downing Street, 24th October, 1840.

HAVING referred, for the consideration of the Commissioners of Colonial Lands and Emigration, your Lordship's Despatch, No. 148, of the 8th August, I have now the honour to transmit, for your information, the enclosed copy of a report which I have received from them on the subject.

I trust that the measures which they have adopted, coupled with the orders which I have requested the Lords of the Treasury to issue to the customs officers at the out-ports, will interpose an effectual check to the evasion, in future, of the provisions of the Passengers' Act, relative to the victualling of emigrants.

I have, &amp;c.

(Signed) J. RUSSELL.

The Right Hon. Lord Sydenham,  
&c. &c. &c.

Enclosure in No. 11.

Colonial Land and Emigration Office,  
9, Park-street, Westminster,  
16th October, 1840.

SIR,

Encl. in No. 11.

WITH reference to your letter of the 10th ultimo enclosing the copy of a Despatch to Lord John Russell from the Governor-General of British North America, together with the remarks made by the Emigration Agent for Lower Canada on the weekly lists of Emigrants that arrived at Quebec in July and the early part of August last, we beg to state that we have forwarded these lists, and Mr. Buchanan's remarks to Lieutenant Henry, the Government Emigration Agent at Liverpool, for his information, and any observations he may have to offer.

With regard to the case of the ———, particularly alluded to in the Governor-General's Despatch, as we are in possession of a previous report from Lieutenant Henry, we beg leave to enclose that communication with a view to its being transmitted to the Governor-General. It will be seen that Lieutenant Henry's notice had been drawn to this case before the receipt of the present papers, and that he had furnished his explanations upon it, and adopted such measures as appeared to him practicable, in order to prevent the recurrence of similar evils.

We avail ourselves of this opportunity to enclose a circular which we have addressed, in consequence of Mr. Buchanan's Reports, to all the naval Emigration agents under this department; and we would take the liberty of suggesting that it might be attended with advantage to furnish a copy of this Circular to the Board of Customs, with a view to issue similar instructions to the officers of that department at any ports not provided with distinct Government Agents, from which passenger ships may be in the habit of sailing.

Annexed are the names and particulars of ships which are stated in the present papers to have arrived short of provisions from ports of the above-mentioned description.

We have, &amp;c.,

(Signed) T. FREDERICK ELLIOT  
ROBERT TORRENS.

James Stephen, Esq.,  
&c. &c. &c.

Government Emigration Office, Liverpool,  
25th August, 1840.

No. 11.

Lord John Russell  
to Lord Sydenham  
October 24, 1840.

SIR,

I HAVE the honour to report that a few days ago I was apprized by the Collector of the Customs that he had been officially informed of the circumstance of more passengers having been found on board two ships from this port on their arrival at Quebec than authorized to carry, and that the lists which accompanied them were inaccurate in all the particulars of numbers, names, and ages, at the same time requesting me to endeavour to discover the cause of the errors and excess. Conscious myself of having been scrupulously particular in my inspections, and concerning the passenger broker to be implicated, I desired him to address to me or to the Collector a statement of all he knew on the subject, which, having received yesterday, I, with a letter from myself, handed to the Collector copies of both I now enclose. And I would beg to add, that I very much fear, while the present classification of children continues, it will be found impracticable altogether to prevent mistakes and misstatements; and I do hope, in revising the Act, the Commissioners will see the propriety of reducing them to *one* class, and recognizing indiscriminately *all* under 14 as children; each are to be computed as equal to half an adult; *all* should be counted, as I doubt not more deception is practised in regard to infants, than in either of the other subdivisions. In the mean time, to insure correct copies of the lists used by me to inspect the passengers being sent in the ships, which it seems was not the case on the occasion referred to, the Collector and Comptroller, at my suggestion, have addressed me a letter stating that henceforth no list will be received by them without a certificate of its accuracy being appended, attested by the signatures of the master and broker, and countersigned by me; but this only applies to ships coming under the Act, and something more is required to put an end to the long-practised system of fraudulent returns. Captains of ships bound to New York, I know, are often prompted and prevailed upon by the passenger brokers, to evade the Act when they have not many passengers over the prescribed number, and were they not watched by this office, I apprehend the law would soon become a dead letter.

I have, &amp;c.

(Signed) JOHN HENRY.

S. Walcott, Esq.,  
&c. &c. &c.

GENTLEMEN,

Government Emigration Office, 24th August, 1840.

IN reference to your communication of the 20th instant, on the subject of official information received by you of two emigrant ships from this port, the \_\_\_\_\_ and the \_\_\_\_\_, having arrived at Quebec with more passengers on board of each than allowed by law, I beg to state that both these ships came under my supervision, the former being inspected on the 13th of May, while at anchor in the river, and the latter also in the river on the 5th of June; and in the process and completion of this duty the whole of those, and only those, specified in the lists were passed upon the poop and the after part of the quarter-deck, and there kept until a search for intruders had been effected below, when every one not entitled to a passage was sent on shore; and as the answers to the questions I put in reference to the ages of the children accorded with the figures affixed to their names, further and more fully corroborated by the assurance of a gentleman from the office of the agents of the ship, that he interrogated the heads of each family himself on this point, I entertained no doubt of the Act having been complied with in every particular; at the same time it is but too evident these ships carried out more passengers than authorized, and that the lists sent with them did not correspond with those furnished for the investigation. This latter point admitted, and in the accompanying letter just received accounted for by the Charterer, the cause of the excess is a matter of mere mystery, although as a fact of general application, in cases of detention subsequent to clearing at the Customs, especially when at that period the complement is incomplete, that additions and alterations are occasionally made I have every reason to believe; and when passengers are numerous, aided as they are by parties on board, it certainly requires no ordinary care to frustrate the attempts of intruders.

I have, &amp;c.

(Signed) JOHN HENRY,  
Government Emigration Agent.

Eleal Acaud, Esq. and J. Grimes, Esq.

SIR,

Liverpool, 22nd August, 1840.

IN reply to your communication respecting the ships \_\_\_\_\_ and \_\_\_\_\_ for Quebec, I cannot but express my surprise that such a discrepancy should have occurred between the number of passengers landed at Quebec and the number cleared for here, as you may remember you were very particular in the mustering of these vessels, and called over every soul in the ship, and I assure you there was not a single person sent on board either of these ships after you inspected them in the river, unless there happened to have been an individual ashore whose name was on the list, but even that I think did not occur. And you may also recollect that the owners' agent or clerk was on board both vessels (as they both belonged to the same owners), and after you had examined each ticket and family, he also counted the number and examined their age, as well as he could guess, and passed them up on the quarter-poop-deck of the \_\_\_\_\_, which was well guarded by the mate and crew of the ship. Out of the latter vessel we brought ashore two families whose names were not in the list, and for whom we found there was not room.

When the emigrant comes to my office to take passage for himself and family, we do not in one case out of 50, no not in 100 cases, see the children, and we are obliged to take the ages given by their parents; at that season of the year particularly it would be impossible to inspect

No. 11.  
 Lord John Russell  
 to Lord Sydenham.  
 October 24, 1840.  
 Encl. in No. 11.

every family, as our offices would never be clear of children, &c.; we only charge to *Quebec* by the *adult* passenger: the parties being well aware of this may give us false ages, and in such a number of people a little difference in families will make a *great* difference in the ship's complement, but I positively assure you there was no intentional alteration made in the lists, but the ages inserted as given in to us.

I am well satisfied there was not a passenger on board either vessel whose names are not inserted in *your* list, but I recollect there were several parties whose names were originally in your list, and on our mustering we found they were not on board, but others were whose names were not in the list; and you will no doubt recollect you allowed us to alter these names, and substitute other names to the extent of those who were absent, but no further; and coming ashore from the vessel I went to the office to have similar alterations made in the two lists for the Custom-house; but as it was drawing near the close of Custom-house hours, and the captain and agents being anxious to get the vessels cleared on these days, so as to start with the early tide, we had not time to finish the alteration, and knowing that the number was found to be correct, did not consider it so much a matter of importance the changing of the names. And this I have no doubt will account for there being a number on board whose names were not in the lists forwarded by these vessels, but am satisfied there were names in the lists *who were not on board*. Passengers often change from one ship to another, and I recollect particularly in the case of one of these ships, that I had a vessel going to Philadelphia on the morning that she went into the river, and I gave a number of the passengers the option of going in her to Philadelphia, which many of them embraced, so that we could not tell exactly, until we came to muster, what passengers had left the ship, so as to erase their names and substitute the others.

I must again repeat my suspicion and regret that such a difference should have taken place in these vessels, after the very particular manner in which they were inspected by you and the owners, and all parties on board. It is very possible that a few individuals, who had no right to be there, may have stowed themselves away, although a thorough search was made through the vessel.

I have sent several other ships out *this season* and preceding years to Quebec, and nothing of the kind has occurred with them.

Tremain, &c.

Lieutenant Henry, Royal Navy:

(Circular.)

Colonial Land and Emigration Office, 9, Park Street, Westminster,  
 16th October, 1840.

Sir,

August 8, 1840.

I AM desired by the Commissioners of Land and Emigration to transmit to you the enclosed extract of a Despatch from the Governor-General of British North America, communicated to them by Lord John Russell.

It appears from the returns of the Government emigration agent for Canada, which accompanied this Despatch, that several of the vessels which went with emigrants to Quebec during the present season, the provisions of a large portion of the passengers were exhausted before their arrival, and that great extortions were practised on the emigrants, who were compelled to purchase provisions in the course of the voyage. As in several of these ships the duration of the voyage was shorter than the time allowed by the Passengers' Act, it may fairly be inferred that the quantity of provisions put on board at the commencement of the voyage was less than required by law, and that much of the evil complained of would have been prevented if the third and sixth clauses of the Passengers' Act had been effectually enforced. On a subject of so much importance, the Commissioners deem it proper to furnish you with some suggestions as to the best mode of carrying out those provisions of the Act to which I have thus referred.

The second clause of the Passengers' Act regulates the quantity of provisions which are required to be put on board every ship that clears out under the Act, but leaves it to the option of the parties whether they shall be provided by the ship or by the passengers themselves. In both cases the provisions ought to undergo a personal inspection by the Government emigration agent, if there is one, and by an officer of the Customs in all other cases; and the ship should on no account be cleared out until this point has been satisfactorily ascertained. When the passengers victual themselves, it will be necessary to examine separately the provisions of each passenger; and care must be taken that the same provisions are not counted twice over. One way of preventing any fraud of this kind is to muster all the passengers on deck, and to cause each family to show their provisions in turn, and afterwards take them below, until all the passengers have been examined. But each emigration agent will be at liberty to adopt whatever method he may find most convenient, provided only it be such as to ensure the accomplishment of the end.

It may sometimes happen that fresh passengers will be admitted on board, without an adequate supply of provisions, after the ship has undergone inspection. It will, therefore, be your duty to take care that the list of passengers is correct; and in order to effect this object, you will furnish to the chief officer of Customs, at the port at which you are stationed, a certificate, signed by the master and broker of the ship, and countersigned by yourself, that the list is accurate. Should the master of any vessel refuse you the means of ascertaining the accuracy of the list, you will not fail to direct the attention of the Customs' officers to the circumstance; and you will warn the captains of all such vessels, that for every wilful incorrectness in this document they render themselves liable, under the 16th section of the Act, to a penalty, and under the 19th section to a forfeiture of their bond; and that legal proceedings will be taken, if necessary, at the expiration of the voyage, by the officer entrusted with the duty of administering the Act in the colony.



The sixth clause requires that a table of prices of provisions should be exhibited on board each ship. This part of the Act has been sometimes evaded by persons declining to comply with it, on the grounds that it is not their intention to sell provisions. If any objection of this kind should be advanced, you will explain to the captain that the exhibition of a table of prices does not compel him to sell provisions or stores, but that it gives him the option of doing so in the event of scarcity; and that, by the neglect of this precaution, he places it out of his own power to sell provisions under any circumstances, except with a liability to a penalty. It would be desirable that the table of prices, like the list of passengers, should be signed by the captain, and countersigned by yourself.

No. 11.  
Lord John Russell  
to Lord Sydenham  
October 24, 1840.  
Encl. in No. 11.

I have, &c.  
(Signed) S. WALCOTT.

EXTRACT from a DESPATCH to Lord JOHN RUSSELL, from his Excellency the Governor-General of British North America, dated Quebec, 8th August, 1840.

It would appear from Mr. Buchanan's remarks, that in many instances the provisions of the Passengers' Act have been disregarded. Where this can be brought home to the parties on their arrival here, the necessary steps will be taken to enforce the penalties; but it is evidently of much greater importance to prevent than to punish neglect, and this can be done only by the Government officers at the port of embarkation. I would, therefore, beg to call your Lordship's particular attention to Mr. Buchanan's remarks in regard to the insufficiency of the provisions brought out in these ships, and the extortions practised by the captains of them on the emigrants who may be compelled to purchase provisions in the course of the voyage. The enforcement of the third and sixth clauses of the Passengers' Act would probably put an end to this evil, and would protect the emigrant from the rapacity which appears to be exercised towards him.

Remarks by Mr. Buchanan.

THERE was, I regret to state, a good deal of distress among the passengers by the \_\_\_\_\_ and the \_\_\_\_\_, from Westport, which was chiefly owing to their long voyage, being upwards of seven weeks at sea; their supply of provisions ran short, and many were supported by the charity of their fellow-passengers, after they had spent their money in purchasing food from the captain.

In the \_\_\_\_\_, their stock of provisions running short, the passengers were obliged to purchase from the captain at most exorbitant prices, paying him for bread at the rate of 37s. 4d. per cwt., for which the captain acknowledged to me only cost him 17s. 6d. per cwt.; barley 3d., cost 1½d.; and other things in proportion.

SIR, Downing Street, 30th October, 1840.

I AM directed by Lord John Russell to transmit to you the enclosed copy of a Circular Instruction, which has been issued by the Commissioners for Colonial Lands and Emigration to their several agents at the outports, relative to the enforcement of the provisions of the Passengers' Act in regard to the victualling of emigrants; and I am to request that, in laying this letter before the Lords Commissioners of the Treasury, you will move their Lordships to direct the Board of Customs to issue similar instructions to their officers at any ports not provided with emigrant agents, from whence passenger ships may be in the habit of sailing.

October 16.

C. E. Trevelyan, Esq.  
&c. &c. &c.

I have, &c.  
(Signed) J. STEPHEN.

(No. 262.)

No. 12.

COPY of a DESPATCH from Lord JOHN RUSSELL to Lord SYDENHAM.

MY LORD, Downing-street, 19th November, 1840.

No. 12.

WITH reference to my Despatch of the 24th ultimo, No. 246, I transmit to your Lordship, for your information, the enclosed copy of a further report from the Commissioners of Colonial Lands and Emigration, on the subject of the cases brought under notice by Mr. Buchanan, in which the provisions of the Passengers' Act have been infringed.

Lord John Russell  
to Lord Sydenham  
Nov. 19, 1840.  
p. 38.

I beg to call your Lordship's special attention to the suggestion of the Commissioners, that masters of vessels guilty of a violation of that Act should be prosecuted in the Provincial Courts.

I have, &c.  
(Signed) J. RUSSELL.

The Right Hon. Lord Sydenham,  
&c. &c. &c.

Enclosure in No. 12.

Colonial Land and Emigration Office,  
9, Park-street, Westminster, 14th November, 1840.

SIR,

WITH reference to our letter of the 16th of October, in which we acknowledged Mr. Buchanan's weekly reports enclosed in Lord Sydenham's Despatch of the 8th of August, and reported some of the steps we had taken upon them, we have the honour further to state, for

Encl. in No. 12.

No. 12.  
Lord John Russell  
to Lord Sydenham.  
Nov. 19, 1840.

Encl. in No. 12.  
Lieutenant Henry,  
October 19.  
Lieutenant Friend,  
October 19.  
Lieutenant Ramsay,  
October 24.  
Lieut. Shuttleworth,  
October 27.

Lord John Russell's information, that we selected each case in which there appeared complaints connected with ports at which there were emigrant agents, and forwarded them to the officers concerned for any explanations they might have to offer. We now beg leave to enclose, with a view to their being forwarded to the Governor-General, copies of the Reports received from those agents,

Some of the present letters from the agents in this country illustrate the necessity of a revision of the Passengers' Act, of which measure we shall take care not to lose sight.

We perceive with great satisfaction the frequent communications now made from the colony of Mr. Buchanan's remarks, and we have no doubt that the report by that gentleman of every well-founded complaint will be very conducive to the efficiency of the departments at each end of the voyage, and to that protection which it must be the constant endeavour of both to afford to poor emigrants. At the same time we must observe that in several of the cases which have been deservedly noticed by Mr. Buchanan in his present reports, it appears doubtful whether the remedy could be applied anywhere else than in the colony.

It is remarkable that in several of the instances in which the shortness of provisions has been complained of, it proves, on inquiry, that a greater number of persons were landed at Quebec than were embarked with the knowledge of the authorities in this country. This is an evil of which we apprehend the correction must necessarily depend on such means as may exist of enforcing a penalty for false lists in the colony. From the nature of many ports, especially in Ireland, where they are so often situated at the inmost parts of deep loughs, and where the eagerness of people all along the coast to embark is so great, it is scarcely possible to prevent the masters of vessels from receiving, if they choose, a larger number of passengers than are cleared out from the Custom-house. The only mode of providing for such cases would appear a prosecution in the colony, if the lists, and the passengers actually brought out, are at variance.

In the same manner, if exorbitant prices should have been charged for provisions during the voyage, no table of prices having been exhibited at the time of departure, it appears to us that the master might be sued in the colony under the 16th clause of the Passengers' Act. The officers in this country state that they find themselves unable to compel the exhibition of a table of prices, for the master replies to them that he does not intend to sell provisions at all. But if at the end of the voyage it is discovered that he has nevertheless trafficked upon the people's necessities, and disposed of food to them at extravagant rates, he would clearly fall within the penalty for violating the 6th clause of the Act, which requires that a table of prices "shall be maintained for continual reference, as well during the period in which passengers shall be engaged as during the whole of the voyage." We have given fresh injunctions to the emigration agents to endeavour to enforce this clause before the vessel sails. If the master, however, evaded it in the manner above alluded to, we think it would be well worth trying at Quebec, in any case in which provisions had been sold at extortionate prices, whether a remedy might not be found by suing the master for the infraction of the 6th clause of the Passengers' Act.

We have, &c.,  
(Signed) T. FREDERICK ELLIOT,  
ROBERT TORRENS,  
EDWARD E. VILLIERS.

James Stephen, Esq.,  
&c. &c. &c.

SIR,

Government Emigration Office, Liverpool, October 19th, 1840.

I HAVE the honour to acknowledge the receipt of your letter of the 16th instant, with four lists of emigrants arrived at Quebec in July and part of August, comprising certain comments from the pen of Mr. Buchanan, and two copies of affidavits, as also a "Circular," designed to obviate the evils exhibited, and to prevent the recurrence of the complaints referred to and reported in those papers, which, as far as practicable, shall be rigidly adhered to and enforced; in the mean while, I would beg to offer a few observations in reference to implications and imputations of neglect on the part of the Government Agents at home, fairly deducible from the several documents, herewith returned as desired; and in the first place, as respects myself, I assuredly am unable to assent to the assumed dereliction of duty in several particulars, if not on sundry occasions. I cannot charge myself with a single act of remissness in the use of all available means to give effect to the provisions of the Passengers' Act, and fully alive to the great importance of the third clause, the points it embraces have ever excited my solicitude, and received my sedulous attention, and in the investigation of the provisions, it is my invariable practice with the parties found insufficiently supplied, a common occurrence, to withhold their passage tickets, the guarantee for their passage, until the quantity is completed, which, notwithstanding their disregarded pleas and pleadings of poverty, is soon accomplished. But, however abundant the original supply, so long as it is left to the disposal of Irish indifference, and entrusted to the discretion of proverbially improvident Irish habits, the duration of the stock will always be subject of doubt and danger, and occasional complaints of early exhaustion will, I fear, continue to occur. But if the suggestion already submitted by me in reference to the prime article, biscuit, were adopted, by placing it under safe and satisfactory control, under every event a sufficiency would be ensured. And I would again take the liberty of pressing this point on the favourable consideration of the Commissioners, with this slight modification, that instead of, as on a former occasion, limiting the supply to half a hundred weight I now conceive it preferable to make it imperative for the ship to find five pounds per week for each adult, the issue to commence the day after leaving the port of embarkation, and to continue uninterruptingly throughout the whole of the ensuing voyage; leaving the passengers to provide themselves with, say a quarter of a hundred weight, of any other sort of bread stuff they may choose. This proposed improvement in the present objectionable system of victualling I have mentioned to several captains experienced in the carriage of passengers, who, after succeeding in convincing them that the serving out of this

one article would cost them little or no trouble, and relieve them from no small anxiety, have invariably recognized the propriety of the proposition, as the most effective measure to prevent the waste they so often witness, and to secure the end and object so much desired.

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to Lord Sydenham.  
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As to the affidavits, I am sorry to say they present slight specimens of thousands of kindred complaints that have come under my cognizance; a prolific source of vexation and villany, which can be at once removed by the enactment of a law, compelling an early publication of the period of intended departure, and insisting, irrespective of the cause of delay, that the passengers be paid at the rate of 1s. per day for every day they may be detained beyond 48 hours after the day fixed for sailing; and unquestionably owners, charterers, &c., are far better prepared to risk delays arising from weather, &c. than are poor emigrants. Nor would I anticipate any formidable objection to a measure so salutary; on the contrary, I believe the majority of those here connected with the passenger trade would cheerfully acquiesce in a law to this effect. In the mean time it is my invariable practice at the period of inspection to examine the tickets, and whenever I find claims for detention established, by the previously anticipated date of sailing therein specified, I insist on such claims being settled before granting a certificate to enable the ship to clear at the customs. But verbal promises, however profuse, and which are never acknowledged, cannot be enforced. \_\_\_\_\_ has some time since, I am glad to say, abandoned the trade, owing I believe to the exposure of his partner in public courts, where I was constrained to summon him, to induce, for it appears he could not have been compelled, to refund the passage money of a poor woman with three children he attempted to send out in the "\_\_\_\_\_" to Quebec, instead of to New York, where her husband resided, and where I subsequently sent her, having obtained a passage for her under the ordinary fare.

Although I make no doubt of several persons having been smuggled out in the \_\_\_\_\_ and I also think it probable considerable misstatements were made by the parents of the ages of their children, I can only account for so large an alleged excess by allowing the possibility of some miscalculations on the other side of the Atlantic.

I sent the affidavit of Patrick Leary to \_\_\_\_\_ on Saturday, and have been waiting ever since for his promised explanation; but it seems he has not had time to enter upon it yet; to-morrow I shall probably receive it, when, if it appear worthy of notice, I shall forward it to you.

I have the honor, &c.

Stephen Walcott, Esq.,  
Secretary.

(Signed) JOHN HENRY.

FORM of PASSAGE TICKET, when Passengers are not wholly found by the Ship.

For the \_\_\_\_\_ class ship \_\_\_\_\_ of \_\_\_\_\_ tons register burthen, to sail on the \_\_\_\_\_ day of \_\_\_\_\_ 184 \_\_\_\_\_; but if detained 48 hours beyond that period, the passengers to be allowed detention money at the rate of 1s. per day until final departure.

NO.	NAMES.	AGES.	
1			Equal to _____ adults to have a passage in the _____ of the above-named ship, on payment of _____, being the full amount agreed for, including head-money, if any, and every other charge. The ship to find berths, water, fuel, cooking apparatus, medicines, and 5 lbs. of biscuit per week for each adult, with space for the stowage of luggage, consisting of wearing apparel and provisions.  Deposit _____  Balance _____, to be paid before the ship leaves the dock.
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			

Signed \_\_\_\_\_

It would be necessary to render this document a legal acknowledgment for the amount paid.  
(Signed) J. H.

Sir,

Liverpool, 19th October, 1840.

In reply to your inquiries respecting the case of Patrick Leary, passenger per ship Catherine, for Quebec, I beg to inform you that, so far as his statement goes, that he was engaged by \_\_\_\_\_ for the \_\_\_\_\_, it is correct; but when he arrived from Ireland, that ship had her legal complement of passengers on board. You, sir, are aware of the system of Irish agents sending forward passengers without any previous advice, so that it is impossible to take them in the vessels for which they were first engaged; in that case we make them allowance for their detention, and make the delay as light on them as possible. I recollect very clearly the case of Leary, and the expense I incurred by him was fully more than half his passage-money. I paid their lodgings all the time they were in Liverpool, and gave them considerable supply of provisions out of my store. My people recollect clearly giving him potatoes and oatmeal, what was considered about sufficient for his family; and although I did not give him much money, he keeps completely out of view in his affidavit the money paid him by \_\_\_\_\_ by my orders, and which came out of my pocket. That gentleman happened to be here a short time before the sailing of the \_\_\_\_\_, and I gave him 4l. 13s. to distribute among two or three families which he engaged, and am satisfied that Leary got at least 30s. of that money. I unfortunately did not keep any memorandum of the separate sums paid them. I also forgave them the hospital money which he had then a right to pay.



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he only paid 4s. 6d., and the amount he should have paid was 18s. Besides, I engaged room in a vessel belonging to \_\_\_\_\_, for the purpose of sending off those passengers who were disappointed in the \_\_\_\_\_; but Mr. Leary preferred waiting for the \_\_\_\_\_ belonging to myself, because he considered her a better ship.

Now, sir, with these facts before you, I submit it to you, could I have done more for these poor people, after the unavoidable disappointment which occurred.

Lieut. Henry, R. N.

I remain, &c.  
(Signed) \_\_\_\_\_

It appears, by his own statement, he had only 40s. on leaving home more than would pay the balance of his passage, and they always require to purchase some little necessaries for the voyage here, which is of itself a proof that I was liberal with him: his steam-boat fare from Ireland and hospital money would have taken the greater part of that sum.

This is to certify, that I have on board the ship \_\_\_\_\_, bound for Quebec, myself master, 48 casks, containing 14,300 imperial gallons of water; that I am satisfied the passengers have sufficient provisions, agreeable to the Act of Parliament; and am also satisfied with the fitting-up and space allotted for the passengers, and also of the ship's seaworthiness.

(Signed) GEORGE MASSON.

21 casks, containing 500 gallons, =	10,500
2 " " 350 " "	700
2 " " 250 " "	500
5 " " 160 " "	800
18 " " 100 " "	1,800
<hr/>	<hr/>
48	14,300
249 adults.	
19 crew.	
<hr/>	<hr/>
268 at 50 gallons each,	13,400
	<hr/>
	900 over.

Sir,

Government Emigration Office, Cork, 19th October, 1840.

I HAVE the honour to acknowledge the receipt of your Circular and extract from a Despatch of his Excellency the Governor-General of British North America, with your letter of the 16th instant, annexing an extract from Mr. Buchanan's weekly list and remarks on vessels arriving at Quebec with emigrants.

I have the honour to observe, with respect to the \_\_\_\_\_ and \_\_\_\_\_, that notwithstanding Mr. Buchanan's report, that both those vessels were repeatedly inspected by me, and that I have every reason to believe that they left Cork with their full quantity of provisions, and that the cause of the deficiency must have resulted from the want of proper economy in the issue of them, or from a portion of the potatoes becoming damaged on the voyage so protracted, for it appears the \_\_\_\_\_ was 69 days, or within one day of the full period for which she was provided. The water-casks were inspected both by myself and the Custom-house officers: there were six casks of the number which had had wine in, but which were burnt inside and lime put into each cask, and which I considered would render them fit for water; the others were all thoroughly cleansed, and water from the Water-pipe Company put into them. These vessels had no provisions on board beyond what was required for their own crews for the voyage; and if provisions were sold without a list of prices on the voyage, Mr. Buchanan had it in his power to punish the parties, and thus prevent a recurrence; as had the lists been posted on board on her departure, they would, if it answered the master's purpose, be removed immediately after sailing; and it is only at Quebec that the breach of the law in this respect can be ascertained. On referring to the number of passengers said by Mr. Buchanan to have been on board of these vessels, there appears to be considerable difference from the numbers actually embarked here, the Custom-house lists being—

The _____	269 tons	143 = 114 $\frac{1}{2}$
The _____	141 tons	82 = 77 $\frac{1}{2}$

While the list of Mr. Buchanan states the numbers—

The _____	167
The _____	93

Consequently passengers must have been taken on board after clearance, contrary to law, and which ought to be rigorously looked into. I regret that Mr. Buchanan should, on such reports as he had, assert that the \_\_\_\_\_ had not been inspected here. The Government agents are fully disposed to detect evils, and to remedy them as far as in their power, but the agents at Quebec must contribute their assistance by punishing the parties offending. I have no hesitation in saying, that I fully believe not a vessel has sailed from Cove for the last six years uninspected by either myself or the Custom-house, and every step taken to ensure the proper quantity of provisions being on board. My office being at Cork, nine miles distant from the port of departure, the final examination devolves on the Custom-house officers at Cove, agreeably to the Act, as soon as the vessel has proceeded to Cove and is quite ready for sailing, and everybody on board, the officers of the Customs, with their boat's crew, repair on board with the list of the emigrants furnished them agreeable to clause 11 of the said Act, and muster them individually on deck, while the boat's crew rummage below to ascertain there are no other people secreted on board, and the provisions are then finally examined. This is done generally with the sails loose and the anchor apeak; and, wind and weather permitting,

the vessel then sails: the list is corrected, and a duplicate given to the master, the other copy remaining at the Custom-house.

I fear the suggestions of the Commissioners as regards the examination of the provisions individually could scarcely be enforced here, the emigrants being principally provided agreeable to the lists enclosed, each individual would have near 400 pounds of potatoes, so that a small vessel with only 100 passengers would have upwards of 20 tons to be produced on deck at once, besides other provisions. The means I adopt is to desire the master to have a trusty officer stationed to see that the respective parties bring the proper quantity with them on board before they are put below, as it is their interest to see that they are fully provided. With respect to the suggestion of the Commissioners relating to the lists of emigrants, I fear we cannot compel the masters or brokers to furnish them, they being required by law only to furnish the Customs with them in duplicate,—and which are only delivered at the time of clearing when the numbers are ascertained, as both names and numbers repeatedly fluctuate till the last moment, so that no lists that we could procure could give any information to the Custom-house; but I am strongly of opinion that the respective collectors should require a certificate from the Government agent before clearing, as to the fitness of the vessel for the number of passengers, as repeatedly recommended by me; much inconvenience and discomfort would be prevented, and which may readily be done by an order to the collectors from the Commissioners of Customs, when the required certificate could be withheld until the provisions of the Act are complied with; at present we have no authority, and both brokers and masters can refuse our examining their ships. Nor can the Customs acknowledge our authority without an order to that effect from the Commissioners of Customs, although they are always ready to render us any assistance in the execution of our duties; and I have arranged with the collector here to arrange in future for the exhibition of the prices of provisions, whether there may be any on board for sale or not.

Stephen Wallcott, Esq.,  
&c. &c. &c.

I have, &c.  
(Signed) CHARLES FRIEND

SIR,

Emigration Office, Londonderry, 24th October, 1840.

I HAVE had the honour of receiving your letter of the 16th instant, accompanied by a circular, and a reference to a report received from the Government emigration agent at Quebec, respecting the barque \_\_\_\_\_, which sailed from this port in June last.

I have the honour to report for the information of the Commissioners, that the above-named barque was detained here four days after the passengers were embarked. The master, on being directed to clear out the ship at the Custom-house, refused to do so under a plea that he had not received the balance for his freight from the broker.

I immediately noticed to him that he would be compelled to support the passengers for each day's detention until the vessel was cleared out, which had the desired effect; I also caused him to put an additional supply of provisions on board for the passengers in lieu for the detention.

From Mr. Buchanan's report it appears that 267 persons were landed from the \_\_\_\_\_ at Quebec, whereas 237 was the number given in at the Custom-house by the broker, and signed by the captain, making a difference of 30 persons, that must have been put on board after leaving this quay, and must also have been the reason of the deficiency of provisions.

The parties have an opportunity of putting people on board in any part of the river after leaving this, without my knowledge or that of the Customs. The provisions of each emigrant are examined separately before going on board.

The provisions of the sixth clause of the Passengers' Act shall be strictly complied with, by having a scale of provisions exhibited in each passenger ship in future, and signed by each master.

I have, &c.

Stephen Walcott, Esq.,  
&c. &c. &c.

(Signed) ROBERT RAMSAY.

SIR,

Government Emigration Office, Sligo, 27th October, 1840.

I HAVE the honour to acknowledge the receipt of your favour of the 16th instant, and should have replied to it sooner, but for the circumstance of Lieutenant Ramsay of Derry's letter having been enclosed to me, and mine to him. I wrote to him on the subject and forwarded his, and I have now mine before me.

Upon reading the report of Mr. Buchanan, I regretted deeply to find that the \_\_\_\_\_, from Sligo, was amongst the number of vessels short of provisions. I am certainly unable to account for this circumstance, as my examination of the \_\_\_\_\_ passengers and provisions was as strict as in any of the other vessels that sailed from this port during the past season, 30 in number.

I assure you it has ever been my practice to examine the provisions of each passenger separately, and most carefully as to quantity, and to prevent the slightest fraud have marked the meal-bags, potato-sacks, &c., as they underwent inspection; and in every case where I found the person short of the proper quantity, refuse to allow them to proceed in the vessel until more is procured.

With respect to the number of passengers, I always muster them on deck and call their names as they appear on the list, and if I discover the least error I compel the master and broker to make out an entire new list; I also search the vessel to prevent any persons concealing themselves, and in the event of finding any cause them to be taken ashore.

I have read the circular most attentively, and shall attend to the several suggestions therein contained, furnish the chief officer of Customs here with a certificate, signed by the master and broker of the ship, and countersigned by myself that the list is accurate, and cause the table of prices of provisions to be exhibited on board each ship.

I am, &c.

(Signed)

PETER SHUTTLEWORTH, R. N.,  
Government Emigration Agent.

Stephen Walcott, Esq.,  
&c. &c. &c.

No. 12.

Lord John Russell  
to Lord Sydenham.

Nov. 19, 1840.

Encl. in No. 12.

No. 13.  
Lord Sydenham to  
Lord John Russell.  
Nov. 24, 1840.  
p. 35.

(No. 197.)

No. 13.

COPY of a DESPATCH from Lord SYDENHAM to Lord JOHN RUSSELL.

MY LORD,

Government House, Montreal, 24th November, 1840.

WITH reference to my Despatch of the 12th ultimo, No. 179, I have the honour to inform your Lordship that I have consulted the Commissioners of Crown Lands, and the Surveyor-General, on the subject of the alteration proposed by the Colonial Land and Emigration Commissioners, in the size of the lots of land to be put up to sale. The Commissioners dissuade the substitution of lots of 360 acres for those of 200 acres hitherto laid out, on the ground that past experience has proved the latter to be a convenient size, and that there is no sufficient probable benefit to counterbalance the discontent that would result from the change; and in regard to the size of townships, I must object to any change, as it would interfere with the arrangements already made or in progress for the internal government of this province. Upon this point, therefore, I should propose to leave things as they have heretofore been.

I have, &amp;c.

The Right Hon. Lord John Russell,  
&c. &c. &c.

(Signed) SYDENHAM.

No. 14.

COPY of a LETTER from JAMES STEPHEN, Esq., to the COMMISSIONERS of COLONIAL LANDS and EMIGRATION.

GENTLEMEN,

Downing-street, 23rd December, 1840.

WITH reference to my Letter of the 14th ultimo, I am directed by Lord John Russell to transmit to you the accompanying copy of a Despatch from Lord Sydenham, communicating his objections to the alteration which you suggested in your report of the 4th of last August, in respect to the size at which lots of land should be surveyed and laid out in Lower Canada.

I have, &amp;c.

The Commissioners of Colonial Lands  
and Emigration.

(Signed) J. STEPHEN.

No. 15.  
Lord John Russell  
to Lord Sydenham.  
December 22, 1840.  
p. 21.

(No. 274.)

No. 15.

COPY of a DESPATCH from Lord JOHN RUSSELL to Lord SYDENHAM.

MY LORD,

Downing-street, 22nd December, 1840.

WITH reference to your Despatch, No. 159, of the 11th September, in which you enclose weekly returns of emigrants landed at Quebec and Montreal, I have the honour to transmit to your Lordship, for your information, a copy of a report, with Enclosures, from the Commissioners of Colonial Lands and Emigration, on the subject of the complaints preferred by the passengers in the ships  
— and —.

I have, &amp;c.

The Right Hon. Lord Sydenham,  
&c. &c. &c.

(Signed) J. RUSSELL.

Enclosure in No. 15.

Colonial Land and Emigration Office, 9, Park Street, Westminster,

Sir,

16th December, 1840.

We have the honour to acknowledge the receipt of your letter of the 21st October, enclosing some further weekly returns of emigrants landed at Quebec and Montreal, which had been received from the Governor of Canada. Having found, in these returns, two cases of complaints against ships which had sailed from ports where there are emigration agents, we forwarded them to those officers for any explanation they might have to offer; and we now beg leave to enclose, for Lord John Russell's information, and with a view to their being forwarded to the Governor, copies of the letters which we addressed to those agents, and of the reports received from them in reply.

With respect to the case of the —, from Dublin, it will be observed that Lieutenant Hodder distinctly asserts that the passengers' provisions were inspected by him previously to the departure of the vessel, and that, on the detention of the ship beyond the day fixed for sailing, he also put the people in the way of obtaining from the brokers the means of subsistence during that period. The — was, however, unfortunately no less than 73 days on her voyage, the average length being no more than about 42 days; and to this fact, we presume, must be attributed in a great measure the scarcity of provisions which prevailed on board.

We beg to call attention to the statement contained in Lieutenant Hodder's letter, that "the

Encl. in No. 15.

To Lieut. Hodder.  
To Lieut. Forrest.  
Lieut. Hodder,  
November 14.  
To Lieut. Hodder,  
November 18.  
Lieut. Hodder,  
November 20.  
Lieut. Forrest,  
November 10.



cleared under his certificate of 109 adults, composed of 137 individuals, and that she arrived at Quebec with 142," and to repeat the suggestion which we offered in our letter of the 14th ultimo, that the authorities in the colony should be advised, in every case where the lists and the number of passengers actually brought out are at variance, unless where the number has been increased by births, to have recourse to a prosecution of the master for an infraction of the Passengers' Act.

With regard to the case of the \_\_\_\_\_, from Leith to Quebec, in which the water is alleged to have been of bad quality, it appears that every necessary step was taken by Lieutenant Forrest, previous to the sailing of the vessel, and that there were no grounds for objecting to the supply of water then on board. This ship, however, was also no less than 84 days on her voyage.

We fear that there are no precautions which it is at present in our power to take, which could have prevented the danger to which the \_\_\_\_\_ was exposed by the misconduct and incompetence of her officers.

We cannot close these remarks without expressing the satisfaction which we continue to feel at the receipt of these returns from the emigration agent at Quebec. They are prepared in a manner highly creditable to that officer; and we conceive that the Governor-General has rendered a material service to the cause of emigration by causing them to be regularly transmitted to this country.

It is our intention to obtain, as far as possible, similar returns from all the colonies to which any extensive emigration is directed.

We have, &c.  
(Signed)

ROBERT TORRENS,  
EDWARD E. VILLIERS.

James Stephen, Esq.,  
&c. &c. &c.

No. 1.

9, Park Street, Westminster, 7th November, 1840.

SIR,

I AM directed by the Commissioners of Land and Emigration to transmit to you, for your information, and for any observations you may have to offer, the enclosed extract from a note by Mr. Buchanan, the emigration agent at Quebec, appended to a weekly return of the emigrants who arrived at that port between the 15th and 22nd of August last.

With regard to the allegation that \_\_\_\_\_, the agents of the \_\_\_\_\_, told the passengers by that vessel, that from three to four weeks' supply of provisions would be ample, the Commissioners would be glad to receive any information that it might be in your power to supply as to the extent to which the practice of making misrepresentations of this kind is carried on in Dublin, together with any suggestions that may occur to you for counteracting such false statements by the publication of Government notices or otherwise.

I am also to request that you will acquaint the Commissioners whether it be true that the provisions were not inspected previously to the departure of the \_\_\_\_\_, and if so, that you will state the reason why the inspection was omitted to be made on that occasion.

Lieutenant Hodder, R. N.  
&c. &c. &c.

I have, &c.  
(Signed) S. WALCOTT.

RETURN enclosed in the Colonial Office Letter of the 21st October, 1840.

"The brig \_\_\_\_\_, master, with 142 passengers from Dublin, arrived here after a passage of 75 days. They suffered great distress from the want of provisions. These poor people state that the agents, \_\_\_\_\_, in Dublin, told them that from three to four weeks' supply would be ample. During the last month of the voyage they were depending entirely on the scanty supplies obtained from the vessels they spoke at sea, and on arrival at Grosse Isle were in a state of starvation. The master states that the quantity of provisions laid in by the passengers was not inspected by any officer previous to sailing."

No. 2.

9, Park Street, Westminster, 7th November, 1840.

SIR,

I AM directed by the Commissioners for Land and Emigration to forward to you, for your information, and for any observations you may have to offer, the enclosed extract from a note by Mr. Buchanan, the emigration agent at Quebec, appended to a weekly return of the emigrants who arrived at that port between the 15th and 22nd of August last, containing a complaint of the passengers by the ship \_\_\_\_\_, from Leith, of the quality of the water furnished them during part of the voyage.

Lieutenant Forrest, R. N.  
&c. &c. &c.

I have, &c.  
(Signed) S. WALCOTT.

Extract referred to above.

"In the \_\_\_\_\_, \_\_\_\_\_, master, were 76 very respectable Scotch and North of England passengers, all in good circumstances, and going to Upper Canada to settle; they had a very long and tedious passage of 84 days, owing to their having the misfortune to lose their first mate. After being out about three weeks he fell overboard and was drowned; the

No. 15.  
Lord John Russell  
to Lord Sydenham  
December 22, 1840.  
Encl. in No. 15.

No. 15. charge of the vessel then devolved upon the second mate, owing to the master having lost his mind from the effects of intemperance, and not being able to appear on deck sometimes for three weeks at a time. This officer, on whom the duty of navigating the vessel devolved, was not qualified for the task, not being able to keep a correct reckoning, and it appears most providential that the vessel ever arrived here. The passengers also report that the water furnished them was frequently so bad as to be sometimes quite unfit for use.

Lord John Russell to Lord Sydenham, December 22, 1840.  
Encl. in No. 15.

No. 3.

Government Emigration Office, Dublin,  
14th November, 1840.

Sir,

HAVING found it necessary to make some preliminary inquiries on the subject of the brig —, the better to enable me to offer some observations on the several matters relative to the passengers by that vessel, I have delayed replying to your letter till now.

With respect to the allegations that the provisions were not inspected by me, I beg to assure the Commissioners of Land and Emigration that they were examined into, having signed a certificate to that effect.

The examination as hitherto conducted is one of great difficulty, from a want of co-operation on the part of the masters of vessels, which might be materially obviated by rendering their co-operation compulsory through the instrumentality of a *board order* from the Commissioners of Customs, requiring the signature of the master and broker, to the certificate issued by me in order to clear out, as suggested in Mr. Buchanan's report. I have frequently been replied to, when asking their assistance, that they had something else to do, it was my look out.

That the inspection of provisions on board the said brig was not known to the master may be true, for I am not aware of having seen him once, for to my inquiries for him, he was always either absent or occupied.

That the agents or other persons told the passengers that three or four weeks' provisions would be sufficient, I am unable to ascertain; and from observation I am inclined to doubt, they having no interest in the deception that I am aware of.

In order to prevent a recurrence of the evil complained of, I beg to suggest the passengers be victualled altogether by the vessel; in which case the master's vigilance would be called forth to the more careful stowage, as well as to the proper expenditure of the same during the voyage. When passengers find themselves, the stowage is not sufficiently attended to by the officers of the vessels, and the provisions of such a perishable nature, that how the potatoes stand the bruising and trampling they are exposed to by the daily visits of the passengers is some matter of surprise.

In conclusion, I beg to add, that should this statement not appear sufficiently satisfactory I can forward a further detail relative to this vessel, to which Dr. Hall is privy, and which is so far satisfactory to myself, as being of more weight than individual assertion and contradiction. I beg also to observe, the — cleared under my certificate, of 109 adults, composed of 137 individuals, and that she arrived at Quebec with 142.

I have, &amp;c.

S. Walcott, Esq.  
&c. &c. &c.

(Signed) F. E. HODDER, Government Agent.

No. 4.

9, Park Street, Westminster, 18th November, 1840.

SIR,

As the Commissioners of Land and Emigration are desirous of obtaining all the information that can be supplied respecting the brig —, I am directed to acknowledge the receipt of your letter of the 14th instant, and to request that you would have the goodness to furnish them with the further details to which you allude in the last paragraph of your communication.

Lieut. Hodder, R.N.

I have, &c.  
(Signed) S. WALCOTT.

No. 5.

Government Emigration Office, Dublin,  
20th November, 1840.

SIR,

IN accordance with the desire of the Commissioners of Land and Emigration to obtain further information relative to the brig —, I beg to inform you that some of the passengers having embarked seven or eight days previous to the day named for sailing, I examined into their provisions, and found them sufficient, having warned them to be careful, as they would not go to sea for some days; to which they replied they had no occasion to touch their sea stores, as they could provide themselves daily, provided the vessel sailed at the appointed time.

When the sailing day arrived, seeing no preparation for sea, I gave notice to the heads of some of the large families on board, for the purpose of circulating among the passengers the contents of the 14th clause of the Act relating to avoidable detention, which a number of them afterwards came to my office to avail themselves of. I accordingly procured a summons for Mr. —, the charterer, which was served for the following morning, having appointed to meet the complainants at the police office at the hour stated, where I accordingly attended; and, after waiting a considerable length of time, I went to my office and sent for the parties to inquire into the cause of their non-attendance, when they answered, that Mr. — had satisfied them by supplying them with some hundred-weight of potatoes, the precise number I

do not recollect; some difference having arisen among the party on the division, they again applied for a fresh summons, which I declined interfering with, considering they had so compromised the whole affair, the magistrates would not take cognizance of it. I in consequence went on board to inquire if any other of the passengers who had taken the precaution of having the sailing-day named in their tickets, and who had entered into no compromise, desired redress, if so, I would endeavour to procure it; the general feeling expressed was that Mr. — had faithfully promised the vessel should put to sea the following day, at which they were satisfied. She accordingly did so.

On leaving my office that afternoon I called on Dr. Hall, who was then confined to his house, when I related to him the circumstances detailed, and which he has a distinct recollection of.

S. Walcott, Esq.,  
&c. &c. &c.

I have, &c.

(Signed) T. E. HODDER.

No. 15.

Lord John Russell  
to Lord Sydenham.

December 22, 1840.

Encl. in No. 15.

No. 6.

Leith, 10th November, 1840.

SIR,  
I HAD the honour to receive your letter of the 7th instant, enclosing an extract from Mr. Buchanan's note relative to the ship —, and beg to acquaint you, for the information of the Commissioners, that that vessel was duly and carefully inspected by me previously to her sailing. I had occasion to detain her in Leith Roads for two days, in consequence of a large quantity of gunpowder being improperly stowed on board amongst the cargo; that there was much more water on board than was required, which was principally in large butts, which had been in previous use as water-casks on board ship; from the unusual length of the voyage (84 days), it could hardly have been expected to remain sweet, and I am happy to perceive that no casualty occurred from scarcity, there was plenty of provisions on board, and I had occasion to make only two families augment their sea-stock.

I have, &c.

S. Walcott, Esq.,  
&c. &c. &c.

(Signed)

JAMES R. FORREST.

No. 16.

COPY of a LETTER from JAMES STEPHEN, ESQ., to the COLONIAL LAND and EMIGRATION COMMISSIONERS.

GENTLEMEN,

Downing-Street, 1st January, 1841.

WITH reference to your letter of the 16th ultimo, on the subject of the complaints preferred by the passengers in the ships — and —, in which you express your fear that there are no precautions which it is at present in your power to take, which would have prevented the danger to which the latter vessel was exposed by the misconduct and incompetency of her officers, I am directed by Lord John Russell to request that you will state, for his Lordship's information, what precautions can *in future* be taken in similar cases.

I have, &c.

(Signed)

J. STEPHEN.

The Colonial Land and Emigration Commissioners.

No. 16.

J. Stephen, Esq.,  
to Colonial Land  
and Emigration  
Commissioners.

1st Jan., 1841.

(No. 283.)

No. 17.

COPY of a DESPATCH from Lord JOHN RUSSELL to Lord SYDENHAM.

MY LORD,

Downing Street, 12th January, 1841.

WITH reference to my Despatch, No. 274, of the 22d December, in which I transmitted to you the copy of a report, with Enclosures, from the Commissioners of Colonial Lands and Emigration, respecting the complaints of the emigrants in the ships — and — I have the honour to send your Lordship the copy of a further letter from the Commissioners, in which, in answer to an inquiry I had proposed to them, they explain the nature of the precautions which might in future be taken to prevent the danger to which the latter vessel was exposed through the incompetency and misconduct of her officers.

I have, &c.

The Right Hon. Lord Sydenham,  
&c. &c. &c.

(Signed)

J. RUSSELL.

No. 17.

Lord John Russell  
to Lord Sydenham  
12th January, 1841.

Enclosure in No. 17.

Colonial Land and Emigration Office, 9, Park-street, Westminster,  
7th January, 1841.

SIR,

WE have the honour to acknowledge your letter of the 1st instant, in which you request us to state, for Lord John Russell's information, what precautions we think might in future be taken to prevent the danger to which the — was exposed through the incompetency and misconduct of her officers. In reply, we beg leave to state that when we hired ships for the conveyance of emigrants to South Australia, we always required that the names of the

Encl. in No. 17.



No. 17.  
 Lord John Russell  
 to Lord Sydenham.  
 12th January, 1841.  
 Encl. in No. 17.

captain and officers should be submitted to us, before the individuals were finally appointed to the vessel. We were thereby enabled to make inquiries as to their characters, and the knowledge that we were so enabled operated as a check upon the owners in the appointment of improper persons. In the case of ships neither hired by us nor taking free emigrants, but yet subject to the provisions of the Passengers' Act, we think that power might be given by law to our officers at the different ports to withhold certificates, if they had any reason to suppose that the management of the vessel had been entrusted to men of bad character, and incompetent as officers.

There is little doubt, we fear, that ship-owners will be exceedingly tenacious of their right to place their vessels in charge of any persons they may think proper; but the case of the \_\_\_\_\_ shows that the safety of Her Majesty's subjects requires that this right should not be exercised entirely without control.

The subject, however, of the revision of the Passengers' Act is now under our consideration, and if we can succeed in framing a clause for the purpose which we deem unobjectionable in itself, we shall submit it, together with other alterations, to Lord John Russell's consideration.

James Stephen, Esq.  
 &c. &c.

We have, &c.  
 (Signed) ROBERT TORRENS.  
 EDWARD E. VILLIERS.

(No. 207.)

No. 18.

COPY of a DESPATCH from Lord SYDENHAM to Lord JOHN RUSSELL.

MY LORD,

Government-house, Montreal, 23d December, 1840.

No. 18.  
 Lord Sydenham to  
 Lord John Russell,  
 23d Dec. 1840.  
 12th Nov. 1840.  
 25th Nov. 1840.  
 22d Dec. 1840.

I HAVE the honour to enclose herewith for your Lordship's information the copies of a correspondence which I have recently had with Dr. Rolph. From this correspondence, your Lordship will perceive that I have appointed him Emigration Agent for the Canadas, and that I propose to apply towards his remuneration a portion of the sum voted by Parliament for an emigration agency, and placed by your Lordship at my disposal. The amount which I have guaranteed to him is 500*l*.—I consider this the proper fund from which to effect this service, because by the arrangements which have been made here principally through the instrumentality of Dr. Rolph, the expense of Agency within the colony will be materially diminished, and with the remaining 1,000*l*., and the means at my disposal in these provinces, I shall be able to provide for it sufficiently.

Dr. Rolph will proceed to England by the steamer from Boston on the 1st proximo, and will immediately resume his labours, both on account of the Government and of the societies by whom he is employed here.

I have been induced to avail myself of Dr. Rolph's services from the great success which has already attended his efforts in this cause, both in Great Britain and in Canada. He has produced to me very high testimonials from some of the largest land proprietors in England and Scotland, and I have reason to know that in Upper Canada, and in the Eastern townships of this province, great confidence is placed in him. He has recently made a tour in Upper Canada, where, by his exertions, emigration societies have been formed on a very extensive scale, and the subject has at last obtained from the people of the province itself that attention which it deserves. Many of the landed proprietors there have put at his disposal lands amounting in the whole to from 25,000 to 30,000 acres, to be given gratuitously to settlers who may have the means of cultivating them; and by the organization of the emigration societies great facilities will be given to emigrants arriving to dispose of their labour.

I am quite sensible that the Land and Emigration Board in London, furnished as they are, or shortly will be, with considerable information relating to these colonies, afford a great facility to persons desirous of emigrating; but I believe that they will derive very valuable assistance from Dr. Rolph upon many most important points of detail peculiar to this country; and valuable as their services may be, it is necessary to employ some more active Agency to stimulate those to whom emigration would be in every way advantageous, but whose attention would not, under ordinary circumstances, be drawn to it. It is highly desirable that some person should be enabled to travel through different sections of Great Britain, to explain to the people *vivâ voce* the advantages which a new country like Canada holds out to the industrious and well-conducted; the facility with which they may reach it; and the arrangements which, if they should decide to emigrate, would be most beneficial to them; and not less so, to explain with equal frankness the little benefit which is to be reaped, either by the emigrant or the province, from casting upon the shores of Canada without means, either for their transport further, or for their maintenance, a host of paupers. I anticipate also great benefit from the communications which Dr. Rolph may have upon this subject with the different societies in London, or with the individuals to whom he is already known, who are engaged in endeavouring to

promote emigration from the Highlands of Scotland and from Ireland, as he is thoroughly acquainted with my opinions, and with the extent and conditions on which I consider emigration should be conducted.

This is the task which I propose to confide to Dr. Rolph, and for which his intimate acquaintance with every part of Upper Canada, his untiring energy and devotion to the cause, particularly fit him. I trust, therefore, that your Lordship will approve of this arrangement, and will move the Lords Commissioners of the Treasury to pay to Dr. Rolph the stipulated sum of 500*l.* sterling for his services in such manner as may be most convenient to him, and consonant with the rules of their Lordships' department.

The Right Hon. Lord John Russell,  
&c. &c. &c.

I have, &c.  
(Signed) SYDENHAM.

Enclosure in No. 18.

MY LORD,

Ancaster, 12th November, 1840.

I HAVE just returned from an extended tour through the Gore, Brock, Wellington, London, Western, and Huron districts, where I have been most cordially and enthusiastically received; and I am especially delighted to inform your Excellency that I have met throughout a happy concurrence of all parties in the hallowed object of promoting emigration, a generous oblivion of past differences, a firm determination for future union and co-operation. An universal desire exists that I should return to England and resume my labours with the North American Colonial Committee at its ensuing re-assembling in January next, and the province would have raised the necessary means for that purpose had there not been an equally strong desire that I should go by your Excellency's direction and under your sanction and authority. During the period I acted as honorary secretary for the North American Colonial Committee, a deputation from that body waited on Lord John Russell in consequence of the Canada Company having memorialized the Government that the remaining debt of 60,000*l.*, due from them to the Government, should be appropriated for the purpose of promoting emigration. Lord John Russell apprized the deputation that a portion of that fund was already anticipated, but that such of it as was not, in conformity with the anxiety of the local legislature and the wishes of the North American Colonial Committee, might be so expended if the Committee would state their views. The Emigration Commissioners were present, and the result of the application was, that the Government, with your Excellency's approbation, would agree to the appointment of agents who should travel through the province during the winter months, and collect information, useful and serviceable, to the arriving emigrants in the spring.

Now as this object is rendered unnecessary, by the formation throughout the province of local societies, that fund might, by your Excellency's authority, be used for the establishment of an agency in London; and feeling a confident assurance that, acting with the North American Colonial Committee, I could render myself available in carrying into operation the desires of the friends of emigration, I most respectfully solicit the appointment of agent in Great Britain for that purpose, at your Excellency's hands. At present I am a great pecuniary sufferer by my exertions in the United Kingdom during sixteen months, which have not been lessened by the calls made on me by every part of the province to give an account of my efforts since my return, and to aid in the establishment of branch emigration societies throughout the country. If my appointment should receive the favourable consideration of your Excellency, I shall feel highly honoured in exerting myself to the most of my power to carry your Excellency's views and objects into effect.

The Right Hon. Lord Sydenham,  
&c. &c. &c.

I have, &c.  
(Signed) THOMAS ROLPH.

SIR,

Government-house, Montreal, 25th November, 1840.

I HAVE been commanded by the Governor-General to acknowledge the receipt of your letter of the 12th instant.

His Excellency directs me to assure you that he highly estimates the very valuable services which you have rendered to the colony and the mother-country by your exertions in drawing public attention to the subject of emigration, and that it will afford him sincere pleasure to assist you so far as his means admit of his doing so, in the prosecution of your individual labours, or to avail himself of your abilities in the prosecution of this object on the public account.

The funds, however, which are at his disposal for purposes connected with emigration are extremely limited. The sum to which you allude in your letter as arising from the sale to the Canada Company is either pledged already for expenditure under the control of the Crown, or at the disposal of the United Legislature under the provisions of the Union Act. Nothing, therefore, can be appropriated by the Crown from this source, and there remains only the sum voted by Parliament for the purpose of paying emigrant agents for Canada, which has been placed at the disposal of the Governor-General by the Secretary of State, in addition to anything which his Excellency may be enabled to obtain from the Crown revenues previous to their transfer to the province, after the Union coming into effect. The best consideration which the Governor-General can give to the important subject of emigration, leads him to believe the best means of promoting it under the circumstances in which the Canadas are now placed are, first to encourage the voluntary emigration of the natives of the British Isles by explaining and informing at home the advantages which may reasonably be expected by those who will

No. 18.  
 Lord Sydenham to  
 Lord John Russell.  
 23d Dec. 1840.

Encl. in No. 18.

thus seek to establish themselves in this Country, and by assisting, with advice and information, those persons there, who, from motives of benevolence or with a desire to relieve their neighbourhood from a superabundant population, may be willing to combine in order to afford the means of transporting poor labourers and their families to these shores. I trust to take such measures within the colony as shall secure to the emigrant, on his arrival, ready means of employment, either from private individuals, upon public works, or by settlement, united with public works, as has been already done in the Garafraxa road.

The degree to which this last-mentioned course can be adopted must depend, in a great measure, upon the Legislature of the province, by whom the extent of public works to be undertaken, as well as the distribution of public lands, must be regulated; but something may be done by the executive, and certainly by private individuals also, who being themselves proprietors of lands which are now almost valueless, have the strongest interest in promoting the settlement of parts of them, with a view of rendering the remainder of value; and the Governor-General will do all in his power, both on the part of the executive and in co-operation with those bodies of persons who have at last turned their attention to the subject, to perfect measures by which the objects he has designated also may be attained.

But with respect to the first course he has pointed out, his Excellency is of opinion that the employment of an agent in England fairly falls within the intention of the Parliamentary grant, which has been placed at his disposal, and there is no one whose services in that situation can, in his opinion, be rendered more valuable than your own; especially as he has understood from you that you were of opinion that arrangements might be made with various proprietors in Great Britain, by which not only emigrants would be transported here with their families, but security given that they should be maintained during the first few months, which as you are well aware is, in the event of their settling without capital, indispensable. If, therefore, the pecuniary remuneration which it will be in his Excellency's power to afford for such a purpose can be arranged, he will have great pleasure in deputing you to England to pursue your labours there during the coming winter and spring, and if you can attend him in Montreal, when the matter may be discussed more fully, he will be happy to enter on it with you.

I have, &c.

Dr. Rolph.

(Signed)

T. W. C. MURDOCH, Chief Secretary.

Sir,

Government House, Montreal, 22d December, 1840.

THE Governor-General having decided upon availing himself of your services, I proceed briefly to recapitulate the terms of the appointment which his Excellency has conferred upon you, and such general instructions for your guidance as he considers necessary.

You will consider yourself as Emigration agent to the Provincial Government of the two Canadas in the United Kingdom, and you will be recommended in that capacity to the Secretary of State, from whom you will receive every assistance, and whose instructions you will of course obey, if he should think proper to convey any to you. You are expected to occupy yourself with the general duties of your office after your arrival in England, during the spring and early part of the summer, and at the end of that period to return if required to Canada, to give an account of your proceedings. You will correspond with me upon all matters connected with your mission, and afford me, for the use of his Excellency, all the information which you may consider useful to the Provincial Government here. Your remuneration will be 500*l.* sterling, which will be paid to you in England; and further, the expenses of your journey from Ancaster to Boston, of which the amount will be paid you here upon your rendering an account.

You are so well acquainted with the view with which the Governor-General has determined on your mission, that it is unnecessary to furnish you with any precise instructions as to the steps you should take on your arrival in England, nor indeed would it be possible to prescribe any exact course to be followed.

Your principal object will be to explain fully and clearly to parties in England the circumstances of these provinces bearing upon emigration: on the one hand, the impossibility of supplying any funds by the sale of lands or otherwise, for the expense of transporting emigrants to this country, and the injurious consequences arising to the emigrants themselves, and to the provinces by casting on the shores of Canada, persons wholly destitute of the means either of transporting themselves to places where work can be provided for them, or of maintaining themselves as settlers. On the other, the advantages which attend the emigration of the poorer classes, provided they can be supplied with sufficient means to reach those parts of the province where their labour is in demand, or to support themselves as settlers during the first months of their residence here; and the great opening which is afforded to persons acquainted with agricultural pursuits, and having small means, of acquiring property, and bettering their condition.

You will explain to parties themselves, or to societies who may be desirous of promoting emigration, that the Provincial Government will afford every facility, and give all the assistance in its power to emigration, conducted on these latter principles. Means will be taken by which information with regard to the places where labour is in demand, and can be at once procured, can be furnished to the emigrant immediately on his arrival at Quebec. Arrangements will be made to secure to the emigrant transport to such places at as cheap a rate as possible. Small grants of land, coupled with conditions for its occupation and clearance, will be furnished in cases when the emigrant commands sufficient means to support himself until it can be rendered productive; and public works will be recommended to the Legislature, upon which labourers will find ready employment at good wages.

You will immediately put yourself into communication with the Emigration Commissioners in London, in order to afford them all the information upon the subject which may be desirable, and you will endeavour to suggest in concert with them, to the Secretary of State, any mea-



tures by which the passage of emigrants to the Canadas may be rendered more secure and less exposed to hardship and suffering, from the neglect or ignorance of the parties employed there, as is the case at present.

This is the general outline of the course which the Governor-General is desirous that you should pursue. The relation in which you stand to different parties in the United Kingdom, as well as to the recently established emigration societies in Canada, will afford you the ready means of acting upon it to advantage. But it is to your intimate acquaintance with the whole subject, and to the zeal which you are known to possess for the great object of promoting a healthy and useful emigration to these provinces, that his Excellency looks for the measures which you may think it advisable to adopt in order to effect it, and to render your mission useful.

I have, &c.

Dr. Rolph.

(Signed)

T. W. C. MURDOCH, Chief Secretary.

No. 18.

Lord Sydenham to  
Lord John Russell.  
23d Dec. 1840.

Encl. in No. 18.

No. 19.

COPY of a LETTER from JAMES STEPHEN, Esq. to the COMMISSIONERS of  
COLONIAL LANDS and EMIGRATION,

GENTLEMEN,

Downing Street, 26th January, 1841.

No. 19.

I AM directed by Lord John Russell to transmit to you, for your consideration and report, copy of a Despatch from the Governor-General of British North America, with its Enclosures, reporting the appointment of Dr. Rolph to the office of Agent for Emigration to the Canadas, and explaining the views of the Governor-General in making this appointment.

J. Stephen, Esq.  
to the Commis-  
sioners of Colonial  
Lands and Emigra-  
tion.

26th January, 1841.

It should be remarked, that although this appointment does not strictly accord with the views which induced Lord John Russell to recommend the appropriation by Parliament of a sum for emigration agency, yet, in present circumstances, Lord John Russell does not mean to object to it.

But, with regard to the future, he will be glad to learn from you the precautions which, in your opinion, may be necessary for the due control and supervision of agents appointed to act for this country by the Governor of British North America.

I have, &c.

(Signed)

J. STEPHEN.

The Commissioners of Colonial Lands and Emigration.

No. 20.

COPY of a LETTER from the COLONIAL LAND and EMIGRATION COMMISSIONERS  
to JAMES STEPHEN, Esq.

Colonial Land and Emigration Office, 9, Park Street,  
Westminster, 18th February, 1841.

SIR,

No. 20.

WE have the honour to acknowledge your letter of the 26th ultimo, in which, with reference to a Despatch, therein enclosed, from Lord Sydenham, announcing Dr. Rolph's appointment as Emigration Agent for Canada, and transmitting the instructions given to that gentleman, you state that Lord John Russell will be glad to learn the precautions which we think necessary for the due control and supervision of an agent appointed in this manner by the Governor-General of British North America to act in the United Kingdom.

Colonial Land and  
Emigration Com-  
missioners to James  
Stephen, Esq.  
February 18, 1841.

In reply, we beg leave to state, that since the receipt of your letter, we have been in communication with Dr. Rolph, for the purpose of ascertaining the exact nature of the duties intended to devolve upon him, and the mode in which he proposed to perform them. It appears that the chief object of his mission is, after duly explaining the limitations of the circumstances under which settlers should come out, to point out to the people of this country in the course of his travels through different districts, the advantages which will attend their emigration to Canada,—to inform them that the Governor-General will give poor settlers free grants of land to the extent of 50 acres; that public works will afford employment at wages, and that there is a constant demand for labour on the part of farmers and capitalists.

Judging from our own experience, Dr. Rolph has undertaken a task which requires to be executed with the greatest delicacy and caution. During the period in which we have held our offices, the difficulty which we have experienced has been not in stimulating, but in repressing the ardour for emigration to the colonies in general, but especially to Canada, which has prevailed over the greater portion of England and Scotland, and over the whole of Ireland. If there were means at our disposal for their conveyance, thousands would be forthcoming almost at a moment's notice. Dr. Rolph is equally with ourselves unable to assist the poor to the means of leaving this country and proceeding to Canada, and we therefore trust that he will use the greatest caution in laying before the people at large a

No. 20.  
Colonial Land and  
Emigration Com-  
missioners to James  
Stephen, Esq.  
February 13, 1841.

description of the advantages awaiting them in a country which he must also tell them he cannot enable them to reach. Invested as Dr. Rolph will be with the authority of an official agent, importance will be attached to every word he utters, and he will find, as we fear, that almost in spite of all the warning which prudence can suggest to him, and which, with a most just anticipation of the duties probably incumbent on a public servant here, are enjoined upon him in his instructions from Canada, he can scarcely help unsettling the minds of the poor, and raising in them expectations which he will be unable to realize. We trust, therefore, that to the extent to which Dr. Rolph may act, he will exert himself among the rich rather than among the poor, and urge them to assist the latter in their already formed desire to seek their fortunes in the colonies.

As Lord John Russell is aware, there existed last year a disposition on the part of landed proprietors in different parts of the United Kingdom to enter into a subscription to enable the surplus labourers on their estates to emigrate, and if the Government had been able to propose to Parliament to make a grant in aid of their plan, there can be no doubt that a large sum would have been raised by means of such subscriptions. We have reason to believe that the same desire exists at the present moment. And in reference to Dr. Rolph's opinion, which we find mentioned in Mr. Murdoch's letter of the 25th of November, "that arrangements might be made with various proprietors in Great Britain, by which not only emigrants would be transported here with their families, but security given that they should be maintained during the first few months," we will only say, that if Dr. Rolph, while duly guarding the statements made by him on behalf of the public, can make himself instrumental in confirming this disposition and procuring means to grant free passages to a useful number of labourers or small farmers, he will have rendered a service of much importance.

Upon the whole, therefore, we think it would be desirable that we should be informed of the mode in which Dr. Rolph may act upon the general caution which we have above offered. But further than this we are not aware that it would be expedient that we should exercise any authority over that gentleman during his residence in this country as Emigration Agent for Canada. He is acting under direct instructions from the Governor-General of British North America, and we cannot doubt that he will give effect to those instructions, and faithfully report his proceedings to those to whom he is responsible.

It is right also that we should mention that the difficulty which we should otherwise feel in exercising any control over Dr. Rolph, would be increased by the circumstance of his being the agent for private societies and landed proprietors, with whose objects we are not acquainted, and over whose proceedings we have no control. The directions which we might think it necessary to give him in his public capacity, might interfere with the instructions which he had received from the private parties in whose behalf he had engaged to act. At the same time we consider it our duty, and it is one which we shall most cheerfully perform, to give effect to Lord Sydenham's intentions upon the present occasion. We shall render to Dr. Rolph every assistance in our power, and we shall not fail to communicate to him the correct statistical information which we expect shortly to receive from the North American colonies, in answer to the questions which we framed last summer, in accordance with Lord Sydenham's suggestion. We regret, however, to say that we have been unable, from want of room, to comply with the request which Dr. Rolph has made to us, of being allowed to have an office under this roof.

We are, &c.,

(Signed)

T. FREDERICK ELLIOT.  
ROBERT TORRENS.  
EDWARD E. VILLIERS.

James Stephen, Esq.,  
&c. &c. &c.

No. 21.

COPY of a DESPATCH from LORD JOHN RUSSELL to LORD SYDENHAM.

MY LORD,

Downing Street, March 9, 1841.

I HAVE received your Lordship's Despatch, No. 207, of the 23rd December, reporting the circumstances under which you have appointed Dr. Rolph Agent-General in this country for Emigration to the Canadas, and recommending that he should be paid for this service 500*l.* from the sum voted by Parliament in aid of local agency in the Province. I enclose herewith, for your information, copies of the correspondence which has passed between this department and the Treasury on the subject. You will perceive that, although the arrangement made by your Lordship is not exactly in accordance with my intentions, in proposing that Great Britain

No. 21.  
Lord John Russell  
to Lord Sydenham.  
March 9, 1841.

No. 1 to 4.

should contribute towards the expense of Emigration Agency in Canada, it will not be disturbed.

I hope shortly to address to your Lordship full instructions on the important subject of emigration to Canada.

No. 21.

Lord John Russell  
to Lord Sydenham.  
March 9, 1841.

I have, &amp;c.

(Signed)

J. RUSSELL.

The Right Hon. Lord Sydenham,  
&c. &c. &c.

Enclosure 1, in No. 21.

SIR,

Downing-Street, February 24, 1841.

I AM directed by Lord John Russell to request that you will inform the Lords Commissioners of the Treasury, that the Governor-General of British North America has appointed Dr. Thomas Rolph, Emigration Agent for Canada. The Governor-General has been induced to make this appointment from the success in the service of emigration which has hitherto attended Dr. Rolph's efforts in Great Britain and Canada, and from the persuasion that he will have it in his power, by travelling through Great Britain, and personally explaining what is to be expected from emigration to persons of a class rather above the poorest, to render more service in this cause, if he proceeds with due caution. Although this appointment does not come within the scope and intention of the application which Lord John Russell made to the Lords of the Treasury last year, his Lordship does not propose interfering with it: and Dr. Rolph will be allowed to proceed according to the instructions which he has received from the Governor-General. I am therefore to request that you will move the Lords Commissioners of the Treasury to pay Dr. Rolph the stipulated sum of 500*l.* for his services out of the amount voted by Parliament for Emigration Agency.

Encl. 1, in No. 21.

I have, &amp;c.,

(Signed)

J. STEPHE

C. E. Trevelyan, Esq.  
&c. &c. &c.

Enclosure 2, in No. 21.

SIR,

Treasury Chambers, 4th March, 1841.

In reply to your letter of the 24th ultimo, conveying the recommendation of Lord John Russell that Dr. Thomas Rolph should be paid the sum of 500*l.* for his services as Emigration Agent for Canada:

Encl. 2, in No. 21.

I have it in command from the Lords Commissioners of Her Majesty's Treasury to request you will state to his Lordship, that if it be his intention that the payment of the sum in question should be made out of the annual vote of 1500*l.* for Emigration Agency in Canada, which it has been proposed to place at the disposal of the Governor-General of the British North American Provinces, my Lords will not deem it necessary to object to that arrangement, and in such case they will be ready to make the necessary advance to Dr. Rolph, which will be repayable out of the contemplated vote of Parliament.

Answered 5th  
March.

I have, &amp;c.

(Signed)

C. E. TREVELYAN.

James Stephen, Esq.  
&c. &c. &c.

Enclosure 3, in No. 21.

(Copy.)

Colonial Office, March 5, 1841.

SIR,

In answer to your Letter of the 4th instant, I am directed by Lord John Russell to request that you will acquaint the Lords Commissioners of Her Majesty's Treasury that the intention of his Lordship with respect to the payment of Dr. Rolph's allowance of 500*l.* was, that it should be made out of the proposed vote of 1,500*l.* for Emigration Agency in Canada.

Encl. 3, in No. 21.

I have, &amp;c.

(Signed)

R. VERNON SMITH.

C. E. Trevelyan, Esq.  
&c. &c. &c.

Enclosure 4, in No. 21.

SIR,

Treasury Chambers, March 9, 1841.

I HAVE it in command from the Lords Commissioners of Her Majesty's Treasury to acquaint you, for the information of Lord John Russell, that, in compliance with the recommendation conveyed in your Letter of the 5th instant, my Lords have directed the Paymaster of Civil Services to pay to Dr. Rolph, or to his assigns, the sum of 500*l.* out of 1,500*l.* proposed to defray Emigration Agency in Canada.

Encl. 4, in No. 21.

Letter to Dr. Rolph,  
11th March.

I have, &amp;c.

(Signed)

R. GORDON.

James Stephen, Esq.  
&c. &c. &c.



No. 22.

(No. 210.)

No. 22.

Lord Sydenham to  
Lord John Russell.  
26th Dec. 1840.

COPY of a DESPATCH from Lord SYDENHAM to Lord JOHN RUSSELL.

MY LORD,

Government House, Montreal, 26th December, 1840.

I HAVE the honour to transmit herewith, for your Lordship's consideration, the copy of a Report from the Medical Superintendent of the Quarantine Station, at Grosse Isle, on the emigration to this province during the season which has lately closed.

It is my intention at a future and I trust an early date, to transmit to your Lordship the Report of the Chief Agent for Emigrants at Quebec, the completion of which has been delayed by the impossibility of getting in the accounts of the expense of forwarding the emigrants, and I shall take that opportunity to make such observations on the general subject as appear to me to be called for. But I will not delay putting your Lordship in possession of the very able and impressive statement of Dr. Douglas in regard to the sufferings of emigrants on their passage across the Atlantic.

It does not appear to me that any effectual measures can be taken in this country to remove the evils which occasion so much distress; but it is impossible to read Dr. Douglas's report without being strongly impressed with the necessity and duty of providing a remedy for those evils without delay. I would, therefore, solicit your Lordship's early attention to this matter, with a view to the adoption of some effectual measures at all the outports, but more especially at Liverpool, to protect the emigrant from disease and destitution on his voyage.

I have, &amp;c.

The Right Hon. Lord John Russell,  
&c. &c. &c.

(Signed) SYDENHAM.

Encl. in No. 22.

Enclosure in No. 22.

ABSTRACT of Admissions, Discharges, and Deaths at the Quarantine Hospital, Grosse Isle, from  
May 1st to October 20th.

Description.	Admitted.	Discharged.	Died.	Fever.	Small Pox.	Measles.	Other Diseases.	Total.	Remarks.
Men	239	222	17	227	9	..	3	239	About one-fortieth of the whole number of Emigrants.
Women	157	149	8	151	2	..	4	157	
Children	165	149	16	107	49	9	..	165	
Total	561	520	41	485	60	9	7	561	

SIR,

Grosse Isle, 20th October.

I BEG to submit, for the information of his Excellency the Governor-General, the above abstract of admissions, discharges, and deaths of emigrants, at the quarantine hospital, for the season ending October 20th, 1840; and in doing so I beg to remark, that by reference to the Table annexed, marked A., it will be seen that the number of sick treated this season at the hospital has been much greater, in proportion to the amount of emigration, than any year since its first establishment, in 1832, (excepting the summer of 1834, when the cholera prevailed extensively in Canada); notwithstanding this greater proportion of sick, the mortality has been on the whole much less, as in number of deaths, 41, is included those who died immediately on arriving at the quarantine station,—feeble old persons and sickly young children, as well as several whose friends, emigrating in a body, were unwilling to be left behind, and made the attempt of accompanying them through in the last stage of diseased lungs.

The increased degree of sickness this season may be ascribed, in a great measure, to three causes:—

- 1st. To the greater poverty of the emigrants generally, as compared with former years.
- 2nd. To the prevalence of small-pox in Great Britain, and its consequent more frequent occurrence in emigrant ships on the passage.
- 3rd. To the greater average length of the voyages of passenger ships that arrived in the month of August.

The first of these causes applies more particularly to the emigrants embarking at the ports of Liverpool, Dublin, and Cork, but more especially from Liverpool; and this is ascribed in a great measure to the means employed to induce the poorer class of Irish labourers to emigrate, who, having previously had little or no intention of so doing, are but indifferently

prepared for such a step. These means are the following:—A speculation is carried on by a class of men called passenger brokers, who charter (for a comparatively small sum) a vessel coming out to Quebec for timber; on board of this vessel they agree to put a cargo of passengers within a certain number of days. The sum which the broker contracts to pay the ship-owner for the vessel, frequently averages less than 20s. for each adult passenger, stipulating, however, to provide the requisite berth-places and water-casks. Sub-agents are immediately employed by the broker to ferret out the requisite number of passengers to fill the vessel; and, as I am informed that these agents are paid in proportion to the number of passage-tickets disposed of, it may be inferred that no means are left untried to induce people to purchase. The poor credulous labourer is made to believe that the voyage will not occupy more than three weeks, that little provision is necessary, and that on arriving in Canada he will be immediately forwarded up the country, at the expense of Government, to the places where very high wages are readily obtained. By representations of a like nature, hundreds of Irish labourers, with their families, are induced to embark for this country with but a scanty supply of oatmeal and potatoes for the voyage; often with no clothes but what they have on, and a bundle of straw for a bed. It might be supposed that the officers of the Customs, whose duty it is, would satisfy themselves that the quantity of provisions required by the Passengers' Act was on-board every vessel before giving a clearance. But the extreme difficulty, if not impossibility, of ascertaining by actual measurement the quantity of provisions belonging to each man, woman, and child, in a crowded vessel, has led to the custom of relying for this information, in a great measure, upon the statement of the captain. Now as this person, from not having contracted individually with his passengers, has no means of knowing their circumstances, or at all events has taken but little interest in them; or, as have occurred in one or two instances this season, had only joined the vessel two days before leaving port, and when the passengers were all embarked, it may be inferred that his statement can be but little relied upon; though, like most seamen, he invariably declares that his passengers have a confounded lot of baggage.

Presuming however that each passenger has left port with the quantity of provisions required by the Act, yet, as there is no check whatever upon the subsequent expenditure, it invariably happens that after the first few days of sea-sickness have passed, and left them with increased appetites; that great extravagance is carried on; at the expiration of three or four weeks the stock of the more improvident becomes exhausted, and by this time the vessel has perhaps made the banks of Newfoundland, and, if in the spring or early summer, the want of warm clothes is felt, and keeps them huddled in the hold, where a neglect of proper ventilation and cleanliness has already produced a vitiated atmosphere, which, breathed by an ill-clad and half-starved people, produces its usual effect, fever. And when once this becomes generated in so favourable a locale for its development, it spreads with frightful rapidity; the atmosphere becomes charged with febrile miasma, and many of the better fed and clothed passengers, who do not at first take fever, are oppressed with extreme languor and debility from inhaling this tainted atmosphere, and rendered thereby indisposed to the exertion necessary to preserve anything like cleanliness; many cannot be induced to go on deck for the necessary purposes of nature, and in consequence the air becomes daily more unfit for respiration, the disease spreads, and death begins to take place, and the fear caused thereby produces its usual depressing effect in rendering those that yet remain healthy more indifferent to exertion. It frequently happens that the crew or officers of the vessel are the next to suffer; the evil goes on increasing in proportion to the duration of the voyage, until, on the arrival of the vessel at the quarantine station, it resembles a floating pest-house, the fetid exhalations from the hold obliging the pilot and crew to hurry rapidly past the open hatches. On mustering the passengers, it will be found that out of 250 to 300, with which the vessel left port, 12 to 20 have died on the passage, and from 40 to 50 are ill of fever, and require to be sent to hospital; this description may be considered as applicable only to an extreme case, yet during the five years that I have held the office of Medical Superintendent of Quarantine, there have every year arrived passenger ships to which the foregoing description applies. In the year 1836, the barque ——— left Liverpool with 300 passengers; fever broke out on the passage, from the causes above stated, 13 of the passengers died, and 90 had to be sent to hospital on arriving at Grösse Isle. The following year the ships ——— and ——— from Liverpool; with about 300 passengers each, had fever on the voyage; 17 deaths occurred, and 126 were sent to hospital, including several of the crew. This season the barque ——— left Liverpool with 302 passengers; disease broke out soon after leaving port, and before arriving at the quarantine station, 15 deaths took place, and 46 (including 9 of the crew) were sent to hospital. The captain of this vessel had joined her only two days before leaving port, and when all the passengers were embarked. The barque ——— left Liverpool this season with 353 passengers; fever and small-pox broke out, nine of the passengers died, and 35 had to be admitted to hospital.

During the period of my connexion with this establishment, I have had occasion to remark that the greatest number of sick have always been received from vessels that embarked their passengers at Liverpool; and the invariableness of this occurrence has led me to suppose the existence of other causes than the greater degree of poverty of the emigrants coming from that port; for though want of sufficient food and clothing, inattention to ventilation and cleanliness, are quite causes enough to produce disease, wherever masses of people are cooped up in a small space, yet my attention has been drawn to the remarkable fact that not one of the 11 vessels that left Liverpool this season for Quebec, with their full complement of passengers, has arrived at this station without having had sickness and deaths on the passage. I beg to refer to the annexed paper, marked B, for the names of those vessels, the number of sick, &c.

No. 22.  
 Lord Sydenham to  
 Lord John Russell,  
 26th Dec. 1840.  
 Encl. in No. 22.

This constant occurrence of disease led me to believe that in some instances fever must have been brought on board from the lodging-houses occupied by the passengers before embarking. I have met with a full confirmation of this opinion within these few days in a paper on the moral economy of large towns, wherein the writer, Dr. M. C. Taylor, in describing the abodes of the Irish labourers in Liverpool, remarks:—"The lodging-houses, crowded with three or four families, was an abomination, but the lodging cellar, the under-ground cave, in which drainage, light, and ventilation were utterly unattainable, where every drop of moisture that sunk into the earthen floor fermented into contagion, and where every exhalation from animate to inanimate bodies rolled in volumes of pestilential mist round the apology for ceiling, without being able to find a vent, presented an accumulation of horrors, such as no one, without personal examination, could believe to exist in a civilized community;" and with reference to the number of labourers occupying these places, he remarks, that "it is a perplexing problem to discover how so many persons as are found to reside in one of the cellars can find space to lay down. It would far transcend the power of words to describe the horrors of these dens; and it can scarcely be necessary to dwell upon the fact, that malignant diseases are perpetually generated in them." From these places do emigrants embark on board of the vessels, bringing with them in their foul clothes and bedding the seeds of disease, which becomes rapidly developed in so favourable a situation as the hold of a ship. Many passenger ships from Liverpool also bring out part cargo in the lower hold, by this means narrowing the space allotted to the emigrants, whose provisions and baggage are usually stowed in this place when the vessel comes out in ballast.

The second cause of the greater number of sick this season among emigrants has been the more frequent occurrence of the small-pox in passenger ships, and this may be attributed to its great prevalence in England last year: to such extent did this disease prevail, that by the returns of the General Register Office, April 14, 1840, it appears that the number of deaths by it alone for the year ending 31st December, 1839, amounted to 8,541. It has been proved, that the continued existence of this disgusting disease is owing, in a great measure, to the revived custom of inoculating for small-pox, which, it is hoped, the Bill introduced to the House of Commons March 10th will have the effect of checking, and by this means removing before another season one of the great causes of disease and death among emigrants in their transit to this country. A reference to the paper marked (C) will give the names of vessels on board of which small-pox occurred this year.

It has been generally found that when this disease has existed for some time in the crowded emigrant ship, that fever likewise appears, and affects those of the passengers who, from having already had small-pox, are not exposed to its attack. This is no doubt owing to the contaminated effluvia from the persons and clothes of the sick, and from which there is no escape.

The other cause of the increased sickness this season has been the unusual length of the passages of emigrant vessels during the latter months of the summer. This was owing, in almost every instance, to the unprecedented continuance of light westerly winds, which detained vessels for weeks in the gulf and mouth of the St. Lawrence, where the currents at that season run constantly to the eastward. On reference to a journal of the weather, I find, that from the 2d of July to the 26th August, a period of 56 days, the wind prevailed constantly from the west, without an intermission of six hours. The number of vessels that have thus suffered from the length of the voyage was 14. The names, duration of passage, I have added in a paper marked (D). Most of these were under the necessity of running into ports in Newfoundland, Cape Breton, Gaspe, and the parishes on the south shore, previous to their being able to make these ports, however, the greatest distress prevailed among the passengers. Whole families were obliged to subsist for days upon a few ounces of biscuit; and the various means adopted by them to allay the pangs of hunger, such as swallowing salt water, &c., but tended in most instances to aggravate the evil. Infants at the breast and young children from requiring an almost constant supply of nutriment, suffered the most severely, and the mortality and sickness among them was proportionably greater. Though a great number had to be admitted to hospital, yet few deaths took place, and those cases only where organic disease existed.

In concluding this report, I beg to notice the fact, that in consequence of the judicious retrenchment directed to be made by his Excellency the Governor-General this spring in the expenditure of the quarantine establishment generally, it has happened, that though the number of sick treated in the hospital has been greater than any year, save one, since its establishment, yet the total expense has not much exceeded one-third of former years. In no instance this season have emigrants been landed at the sheds on the island and obliged to wash or purify their clothes and bedding, as in former years, except where cases of fever, small-pox, or measles have occurred on the voyage; in which cases it has been customary to cause all the passengers to disembark with their bedding and luggage, which is thoroughly washed, aired, and cleaned, during which time the vessel is subjected to a thorough purification, by scrubbing and whitewashing. As soon as this has been done in a satisfactory manner, and that all the sick have been separated and sent to hospital, and a careful inspection is made to ascertain that every article of clothing and bedding is perfectly clean, the healthy are allowed to embark and proceed. By these means it is conceived that all possibility of spreading disease is completely prevented; though it is a fact well known and admitted by medical men, that the individuals who have been exposed to the contagion of fever are liable to be attacked by it at any period from 11 to 70 days (more especially if the food of the individual has been changed, in the mean time, to one of a more generous kind than when exposed to contagion.) With a full and perfect cognizance of this fact, it would be next to impossible to retain the thousands of emigrants in quarantine for the period of time necessary



to the assurance that each individual who has been a passenger in a fever vessel is no longer liable to disease, such a detention would not only be ruinous to the prospect of the emigrant seeking to settle himself before the approach of winter, but would entail an enormous expense upon Government. By adopting the present system, the public are guaranteed from the spreading of disease by the retention in these hospitals of those actually sick, and by the disinfection of the clothes, baggage of those permitted to proceed; and though it is well known that individual cases do occur among the newly-arrived emigrants, yet such cases being solitary ones, are not capable of affecting, to any extent, the health of the inhabitants of the province. By the present Quarantine Act, vessels bringing passengers are obliged to submit to a second medical inspection on arriving at Quebec, and though a period of from two to three days frequently elapses between the time of vessels leaving Grosse Isle and this second inspection, yet the total number of sick discovered by the inspecting physician out of upwards 22,000 emigrants, has not exceeded, in all, six or eight.

I have, &c.

(Signed) GEO. M. DOUGLAS, M.D., Medical Superintendent.

T. W. C. Murdoch, Esq., Chief Secretary,  
&c. &c. &c.

No. 22.  
Lord Sydenham to  
Lord John Russell.  
26th Dec., 1846.  
Encl. in No. 22

A.

GENERAL ABSTRACT of Admission, Discharges and Deaths of Emigrants at the Quarantine Hospital, Grosse Isle, from 1832 to 1840.

Year.	Number of Emigrants Arrived.	Admitted.	Discharged.	Died.	Cholera.	Fever.	Small-pox.	Other Diseases.	Total.	Remarks.
1832	51,422	..	..	..	..	..	..	..	..	No record preserved of the number of sick this year.
1833	22,062	239	212	27	..	159	34	46	239	This year Dr. Panet, medical assistant, died.
1834	30,982	644	580	264	290	404	12	138	844	
1835	11,580	136	116	10	..	24	48	54	136	This year Dr. Christie, medical assistant, died.
1836	27,986	454	396	58	..	338	50	66	454	
1837	31,894	598	541	57	..	481	104	15	598	
1838	2,918	65	59	6	..	42	17	6	65	
1839	7,214	189	180	9	..	147	1	41	189	
1840	22,065	561	520	41	..	485	60	16	561	

B.

List of Passenger Vessels that left Liverpool this Season with the full complement of Emigrants allowed by the Act, showing the Number of Deaths on the Passage, and of Sick admitted to the Quarantine Hospital.

Name of Vessels.	Masters' Names.	Number of Passengers.	Number of Days on the Passage.	Number of Deaths.	Number of Sick Admitted to Hospital.	Disease.	Remarks.
Barque Independent .	James Andrews .	269	40	8	25	Fever and small-pox.	..
Barque Don .	Thomas Muir .	89	42	2	3	Small-pox . . .	..
Ship Thos. Worthington	Thos. Wakeham .	279	31	1	7	Fever . . . . .	..
Ship Geo. Wilkinson .	Ch. Brown . . .	264	50	5	17	Fever and small-pox.	..
Ship George . . . . .	William Ray . .	379	52	5	24	Fever . . . . .	..
Ship Leander . . . . .	John Phelan . .	250	49	9	6	Measles . . . . .	The deaths were mostly children.
Ship John and Robert	Al. M'Keckney .	369	44	3	11	Fever . . . . .	..
Brig Robert Burns .	John Messenger	137	41	1	2	Fever and small-pox.	..
Brig Anna Liffy . . .	Ben. Dady . . .	302	53	15	46	Ditto . . . . .	..
Brig Catherine . . . .	George Mason . .	353	41	9	35	Ditto . . . . .	..
Brig Sir Geo. Provost	Adam M'Kay . .	274	66	3	30	Fever . . . . .	..

No. 22.

C.

Lord Sydenham to  
Lord John Russell.  
26th Dec., 1840.

List of Passenger Vessels on board of which the Small-pox occurred on the Voyage out in 1840.

Encl. in No. 22.

Name of Vessel.	Master's Name.	Ports from whence Sailed.	Remarks.
Ship Emanuel . . .	John Pearson . . .	London . . .	Sixteen deaths from the disease took place on the voyage.
Ship Ed. Thorn . . .	David Ray . . .	Greenock . . .	
Barque Independent.	James Andrews . . .	Liverpool . . .	
Barque Helen . . .	William Mearns . . .	Belfast . . .	
Barque Nelson Village	George Barclay . . .	Ditto . . .	
Brig Governor . . .	Daniel Gorman . . .	Limerick . . .	
Barque Don . . .	Thomas Muir . . .	Liverpool . . .	
Ship Marion . . .	William Boneyman . . .	Cork . . .	
Ship Amazon . . .	Charles Brodick . . .	Hull . . .	
Ship Geo. Wilkinson	Ch. Brown . . .	Liverpool . . .	
Barque Industry . . .	John Stevens . . .	Dublin . . .	
Brig Thetis . . .	George Chanynon . . .	Limerick . . .	
Barque Anna Liffey . . .	Ben. Dady . . .	Liverpool . . .	
Barque Catherine . . .	George Mason . . .	Ditto . . .	
Barque Queen . . .	Robert Thompson . . .	London . . .	
Brig Cherub . . .	Thomas Duggan . . .	Londonderry . . .	
Barque M. A. Hatton	Thomas Vein . . .	Liverpool . . .	
Total . . .		17 Vessels.	

D.

List of Passenger Vessels on board of which Disease and Death were caused by the length of the Voyage in 1840.

Vessels Name.	Master's Name.	Port.	Number of Days on the Voyage.	Number of Passengers.	Number of Sick on Arriving at Grosse Isle.	Number of Deaths on the Passage.	Remarks.
Barque Ann Crant	William Murdock	Greenock . . .	74	74	2	1	Leaky vessel.
Brig Kingston	Robert Rex	Cork . . .	69	95	1	1	
Brig Marquis of Normanby.	John Gregg	Sligo . . .	61	173	3	2	Master and boat's crew lost in a fog on the banks while going to a vessel for provision.
Brig St. James . . .	John Crawford . . .	Cork . . .	63	137	3	1	
Brig Brown . . .	Thomas Jackson	Sligo . . .	75	97	4	2	
Brig Heby . . .	Robert Hutton . . .	Ditto . . .	76	168	1	2	
Brig Astrea . . .	John Donason . . .	Dublin . . .	70	150	56	5	The passengers of this vessel suffered dreadfully from want of food.
Brig Hibernia . . .	Thomas Wedgwood.	Sligo . . .	72	133	8	5	
Brig Jane . . .	Thomas Toby . . .	Ditto . . .	73	120	2	1	
Brig Viola . . .	William Large Staff.	Ditto . . .	74	188	3	5	
Brig Westmoreland.	Thomas Duncan	Leith . . .	82	75	1	1	
Brig Marico . . .	Thomas Dawson	Limerick . . .	87	95	1	2	
Brig Sir Geoge Provost.	Ad. McKay . . .	Liverpool . . .	66	274	30	3	
Brig Cherub . . .	Thomas Duggan	Londonderry	88	167	1	4	

No. 23.

COPY of a LETTER from JAMES STEPHEN, Esq., to the COMMISSIONERS of  
COLONIAL LANDS and EMIGRATION.

GENTLEMEN,

Downing Street, 29th January, 1841.

I TRANSMIT to you, by direction of Lord John Russell, the copy of a Despatch from the Governor-General of British North America, containing the report from the Medical Superintendent of the quarantine station at Grosse Isle, on the emigration to Canada during the last season, and I am to request that you will communicate to me, for the information of Lord John Russell, any observations that may occur to you on the subject.

I have, &amp;c.

(Signed) J. STEPHEN.

The Commissioners of Colonial Lands  
and Emigration.

No. 23.  
Mr. J. Stephen to  
the Commissioners  
of Colonial Lands  
and Emigration.  
29th January, 1841.

26th December, No.  
210, p. 36.

(No. 248.)

No. 24.

COPY of a DESPATCH from Lord JOHN RUSSELL to Lord SYDENHAM.

MY LORD,

Downing Street, 27th October, 1840.

I PERCEIVE, by a Despatch from Sir G. Arthur, that a plan has been matured for granting lots of 50 acres of land to such emigrants as may be unable to procure employment on their arrival in Canada, with a view to prevent their transferring their labour to the United States.

Although I admit the sound policy of this measure, I cannot help thinking that the quantity of land proposed to be given is much too large. On referring to your Despatch No. 26, of the 18th January, I find a report from the emigrant agent, Mr. Hawke, in which it is stated that, on former occasions, grants of five acres each were found to offer a sufficient inducement to unemployed emigrants to remain in the province. At that time, too, the demand for labour in the neighbouring states was much greater than it is understood to be at present. I should wish, therefore, that these gratuitous grants of land should be limited to five acres each, unless there are local circumstances which, in your opinion, require and justify a more liberal appropriation of the Crown lands to the object in view.

I have, &amp;c.

(Signed) J. RUSSELL.

The Right Hon. Lord Sydenham,  
&c. &c. &c.

No. 24.  
Lord John Russell  
to Lord Sydenham.  
27th October, 1840.

Sir G. Arthur's  
Despatch, 28th  
July, 1840, p. 8.

For Despatch,  
18th January, *vide*  
Correspondence re-  
lative to the Affairs  
of Canada, pre-  
sented by command,  
1846. Part 4, p. 9.

(No. 244.)

No. 25.

COPY of a DESPATCH from Lord SYDENHAM to Lord JOHN RUSSELL.

MY LORD,

Government House, Montreal, 14th January, 1841.

I HAVE the honour to acknowledge the receipt of your Lordship's Despatch of the 27th October, No. 248, on the subject of the free grants of land which have been made in Upper Canada, and expressing a doubt whether the extent of those grants, viz., 50 acres, is not excessive.

I ought, perhaps, to have taken an opportunity when I sanctioned the plan, to which reference is now made, of informing you of the principles upon which it was founded, which would have obviated the misapprehension that has arisen from its being supposed that the recommendation contained in Mr. Hawke's report, and confirmed by myself in my Despatch, No. 26, of the 18th January last, was addressed to this plan of settlement, which it is not.

There are two modes in which the beneficial employment and settlement of emigrants, by gratuitous grants of land, may be effected.

One, that referred to by Mr. Hawke, in my Despatch above alluded to. This consists in allotting a very small portion of land, such as five acres, to an emigrant, with a view to fixing him, if possible, in the country, and to his becoming a labourer for hire. It is obvious that the possession of such a quantity of land as five acres in the bush will neither enable the emigrant to support himself, nor can tempt him to erect a house. Such a plan, therefore, can only be adopted first in the neighbour-

No. 25.  
Lord Sydenham to  
Lord John Russell.  
14th January, 1841.

For Despatch,  
18th January, *vide*  
Correspondence re-  
lative to the Affairs  
of Canada, pre-  
sented by command,  
1840. Part 4, p. 9.



No. 25.

Lord Sydenham to  
Lord John Russell.  
14th January, 1841.

hood of some settled spots, where a demand for labour already exists, and next must be accompanied with an outlay for the purpose of aiding in establishing the family.

This plan was followed to a considerable extent some years ago, and has answered tolerably well, although it has been attended with expense. It was my intention to pursue it, if I had found opportunities; but in the course of this year I have not, and therefore no settlement of the kind has been made.

The other, which is that referred to in my Despatch of the 26th May last, consists in the establishment of settlers on waste lands in parts of the country where the Crown possesses large tracts which it is extremely desirable to open, such as is the case in the instance in question of the Garafraxa road.

It is clear that to promote this object, it is necessary to assign such a portion of land to each family as will suffice for their support as permanent settlers, induce them to undertake the expense of erecting the necessary buildings, and maintaining themselves for the first few months until the land is productive, and to conform to the conditions of the grant, by which the penalty of forfeiture is imposed.

Having been in correspondence with Sir George Arthur on this subject during last summer, and having, in the course of my tour through Upper Canada, obtained considerable information respecting it, I had satisfied myself that no quantity of land less than 50 acres, would suffice for this purpose; an opinion which has been since amply confirmed by the fact that many private proprietors of land even within tolerably settled districts, have lately undertaken to offer a similar quantity gratuitously to settlers who would comply with the same conditions; and therefore, acting upon this conviction, I sanctioned the amount of 50 acres in the concessions on the Garafraxa road.

I have deferred replying immediately to your Lordship's Despatch, with a view, however, of obtaining further opinions from Upper Canada upon the point, and I requested Sir George Arthur to furnish me with a report on the subject.

I now transmit to your Lordship a copy of Sir George Arthur's Despatch, and of its enclosures, and in doing so, I would beg to call your particular attention to the memorandum drawn up by Mr. Harrison, the Civil Secretary of Upper Canada. Mr. Harrison has had personal experience of the wants of a settler in the forest, and every credit is due to any statement proceeding from him; his memorandum is an unanswerable argument against any reduction of the free lots below 50 acres, and it at the same time contains practical information as to the clearing of land, which cannot fail to be generally useful.

I have, &amp;c.,

(Signed) SYDENHAM.

The Right Hon. Lord John Russell,  
&c. &c. &c.

Enclosure 1, in No. 25.

MY LORD,

Government House, Toronto, 26th December, 1840.

Encl. 1, in No. 25.

I HAD the honour to receive, on the 14th instant, your Lordship's communication of the 4th of this month, enclosing copy of a Despatch from the Secretary of State, respecting the free grants of 50 acre lots.

It will afford me pleasure to state to your Lordship, as you request, my opinion on this matter; and I submit it with the greater confidence, as it is one with which I have had long experience, and upon which I have bestowed great consideration since the receipt of your letter.

The Secretary of State, I am much gratified to perceive, admits the policy of the measure, but considers the extent of 50 acres to be too great.

Your Lordship will, perhaps, recollect that, on his first arrival in Canada, Captain Pringle investigated this question on the spot with great perseverance. He set out upon the inquiry under the impression, which he brought with him from England, that lots of 10 acres would be sufficiently extensive; but he ended his laborious research with the conviction that nothing less than 50 acres could be made to answer the purposes of an emigrant who accepted land with an honest intention to settle upon it, and draw a living from it for his family.

The Secretary of State adverts to some report formerly made by Mr. Hawke, in which it is stated that grants of five acres each had been found a sufficient inducement to unemployed immigrants to remain in the province; but the cases are essentially different.

The five acre allotments, to which Mr. Hawke in that report referred, were lots in the immediate vicinity of towns or villages in which Government erected huts, and afforded other valuable assistance.

The grantees thus had the means of obtaining a very constant demand for their labour;

whilst they also had the opportunity of devoting any spare time to clearing and cultivating their own lots.

That plan answered very well so long as situations were to be found adapted to the end, and so long as Government would afford the expense of such assistance as was rendered; but, in a general scheme for settling a large body of immigrants on the wild lands of this province, such very limited grants would be altogether inapplicable.

Your Lordship is aware that the extensive country proposed to be settled was ceded about four years ago by the Sangiac Indians; there are the strongest political considerations against allowing this noble tract of nearly 2,000,000 acres to remain a wilderness; whilst every argument of sound policy points to the beneficial ends to be gained by peopling it with immigrants fresh from the mother country.

The free cession of 500,000 acres to actual settlers would, even in a pecuniary point of view, be a productive disposal of part of this land, for it would fivefold increase the value of the remainder; but it has not been in a pecuniary light that I have regarded the settlement of the country in question.

It is of importance that the fixed resident British population in Canada should, at as early a period as possible, not only equal, but exceed in numbers, the French population. It is of no less importance that we should possess such a general total of population as would rather render Her Majesty's Canadian possessions a position of national strength, which an enemy of Great Britain might at all times respect, than one of comparative numerical weakness, ever looking, in times of danger, to the mother country for support.

The tract of country in question is capable of carrying a large population; and any plan that would tend to settle even 20,000 industrious families upon it, would be of importance to the security of the country as well as to its general prosperity.

The first settlers who enter upon this wilderness have the advantage of being employed upon the road which the Government have undertaken to open, through one part of it, connecting Lake Huron with Lake Ontario. This is of great assistance to them; but their successors will have nothing to depend upon beyond their own means; and therefore, under the terms proposed for settlement, none are permitted to receive a location who cannot show that they can maintain themselves for 12 months. To place mere pauper emigrants upon the land, would be to defeat the whole project. These, indeed, may, by-and-bye, be admitted on the limited location of five acres, if the first enterprise proves successful, and a demand for labour be thereby created.

Your Lordship will bear in mind that Garafraxa, the station at which the first huts have been erected for the new settlement, is 40 miles from the lake shore; the price of flour and meat, therefore, after being carted that distance, must cost the consumer nearly double its price in the settled districts on the frontier; and clothing, with all the implements for farming, will, in like manner, come into their hands at a very great increased charge.

The terms also on which the lots are granted, are exceedingly strict, and no immigrant is likely, under them, to accept an allotment, who does not determine to become a *bona fide* settler.

There is one other circumstance to which I cannot avoid calling your Lordship's attention. In the associations which have recently been formed throughout every district of this province to promote immigration, whatever may in other respects be the defects of their scheme, all have agreed in this one particular that it is the interest of every landowner of a lot of 200 acres, to give 50 to an industrious immigrant, who will, with his family, settle upon the land, and upon this conviction, many thousand acres have been subscribed, and immigrants invited to come out and accept them.

These locations, for the most part, are offered in districts less remote than the new Government settlement, and where land does already possess some value, and if it could have been made to appear that lots containing a less quantity than 50 acres, would have answered the purpose, there can be no doubt that a smaller proportion would have been decided upon by general convention of the land proprietors in their several associations.

The course pursued by private individuals in such cases is, generally speaking a fair guide for a public measure, and hence, independent of other considerations, I infer that 50 acres is the least quantity that can afford adequate encouragement for a new settlement, and with all its hardships and privations, together with the important fact that, by the labour of the settlers themselves, a real value is given to the land which otherwise is merely nominal, I do not consider that, in fairness, or even in prudence, a less quantity ought to be offered.

Colonel Talbot who has had more experience in settling emigrants than any person in Canada, and has for more than 35 years devoted himself to the cause, is of opinion that a free allotment granted to an emigrant family, ought not to be less than 100 acres.

I have called upon the Commissioner of Crown Lands, and upon the emigrant agent for reports which are enclosed.

I also enclose a copy of the terms on which the 50 acre lots are granted, with a "Memorandum," prepared by Mr. Harrison, who has had practical experience in the matter, and can well estimate what are the prospects, and what the discouragements of an emigrant who sets himself down with his family in the woods, chiefly dependent upon his own resources, showing the calculation upon which 50 acres are regarded as the proper quantity to be granted in the wilds of Canada.

The circumstances and situation of Canada are peculiar. It is not possible, therefore, with a prospect of coming to a just conclusion, to estimate such a measure as that under consideration by any general rule applicable to other countries; and for many reasons, I should regard it to be very untoward, if the extent of the allotments were to be curtailed. At the same time, I

No. 25.

Lord Sydenham to  
Lord John Russell,  
14th January, 1841.

Encl. 1, in No. 25.

No. 25.  
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14th January, 1841.

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am well aware, although I have thus unreservedly expressed my opinion, that there are considerations which necessarily influence a minister of state in his decisions which others can by no means justly appreciate.

The Right Hon. Lord Sydenham,  
&c. &c. &c.

I have, &c.,

(Signed) GEORGE ARTHUR.

Enclosure 2, in No. 25.

Encl. 2, in No. 25.

SIR,

Council Chambers, 17th December, 1840.

I RECEIVED this day your letter enclosing copies of Despatches from Her Majesty's Secretary of State for the Colonies, and from his Excellency the Governor-General, on the subject of the proposed plan of placing settlers on free grants of land on the road now opening between Garafraxa and Owen's Sound, upon Lake Huron.

I am commanded to make my observations on the extent of the grants, 50 acres to each settler appearing to Lord John Russell much too large a grant, and his Lordship suggesting that grants of five acres to each settler, might be found sufficient for the intended purpose.

The Owen's Sound road was originally projected for the purpose of opening the country between Lakes Ontario and Huron, through the finest part of Canada. The road was surveyed some years since in accordance with an address from the House of Assembly, and Sir Francis Head procured from the Saugiac tribe of Indians, a cession of the new territory, for which an annuity has been since granted to the Indian tribe. The principal object in view was the peopling the Canadian Eastern shore of Lake Huron, which was almost without population and lying perfectly waste; and this object became one of the greater necessity from the rapidity of the American settlements in the state of Michigan and to the westward.

Nothing, however, could be more evident than that making the road, would be a useless expenditure without a population were placed on the route, which would keep the road open and in repair, and in consequence of the quantity of *unsettled* but *granted* land, and of reserves lying between the southern terminus of the road, and the frontier which placed the projected settlement at a great distance from any close population, the numbers of purchasers were not expected to be at first sufficiently great to make it prudent for any to commence the settlement. In short it appeared, that to make the valuable lands acquired by the Government, saleable or available in any way, both the opening the road, and the placing settlers on each side of it immediately, was absolutely necessary, and as an operation purely financial, as well as for the purpose of opening a country for the reception of immigrants, free from vacant, but located lands, both the road and the settlement were indispensable.

The increase of immigration this season, and the probability of its continued future increase, with the necessity for offering some inducements to keep the new comers in the province after their arrival, offered the strongest inducements for commencing without delay, the road and settlement, and an address from the House of Assembly, presented in consequence of the expected immigration, placed the power of carrying out the plan in the hands of the Executive Government; by obviating the strong objection to free grants of land created by the "Act for regulating the disposal of public lands."

In advising the Government to commence the road and settlement this season, I had in view more the making a nucleus of inhabited land in the new cession; and by that means making the land saleable, than the no less important object of providing for the immigrants. I was glad, however, to see both objects combined, and the work was undertaken with a view to both.

In settling the quantity of land to be given to each settler, I contended against an almost universal opinion or prejudice in the country in favour of large lots of land. None but the poorest of the Upper Canadians, whether native or immigrant, are satisfied with so small a possession as 100 acres. I however thought, and still think, that the quantities of land attempted to be brought into cultivation by individuals, were much too large for their means of improvement, that if there were more farms of 50, the country would be much more prosperous, have more surplus produce, better roads, and moreover, the inhabitants would have the proximity to church, school, and market, which they now want, in consequence of the scattered state of the population. Nothing, however, but actual experience, will convince the people of the province of the soundness of this opinion, and a man who is content with 50 acres of land will be considered as having no enterprize, spirit, or industry, until a prosperous neighbourhood of moderately small land-holders shall exhibit the advantages of the system of limited lots of land.

But, on the other hand, when grants of 50 acres each were recommended, the calculation was very closely made, as to the minimum quantity upon which an industrious man could maintain a family in comfort, and with a proper prospect of bettering his condition. It is very true that near a large town five acres of land would be amply sufficient for this purpose, because the land can there be cultivated as a garden, and the heavy produce of the soil will sell for money at an immediate market, and give the occupant the means of purchasing necessaries which his own land does not produce. But then it is to be remembered that the country settlements must always long precede the erection of towns, and that when these are once established, the land in the vicinity becomes much too valuable to be within the reach of the poor settler, or even of the immigrant of moderate means, who must therefore always be



placed, in the first instance, at a considerable distance from towns, and look to the advance of the country, through his and his neighbours' exertions to bring them into existence in his vicinity. The produce which can be raised by a distant settler for the market must therefore consist of articles which require for their production a large quantity of land. These are wheat and cattle, with the product of the dairy; and when the quantity of land necessary to supply the farmer with fire wood in the severe winters of this country, and with fencing timber, is taken into account, and deducted from the extent of his farm land; and when the length of time is considered before the stumps will come out of the ground and leave the land open to cultivation; I do not think that settlers would be right or prudent in accepting a smaller quantity than 50 acres of land. It is to the future state of the land as a cleared farm, that the settler looks for his reward for great exertions, and for many privations; deprive him of this prospect, and I believe he will neither be an industrious man nor a contented subject of the Crown.

Indeed, so far from the opinion that farms of less than 50 acres being taken up by settlers being approved in this country, I may, with the greatest truth, assert, that the most probable course of industrious settlers upon the 50 acre grants will be (although in my opinion to their own disadvantage) the sale of their first clearings and farms, for the purpose of acquiring a larger quantity of wild land. Amongst those who propose going to the new settlement, the most common inquiry is, how much land will be reserved for us to purchase? and when I have answered, that any such reservation would defeat the purpose of the Government, of placing inhabitants thickly on the line of road, hundreds have turned away, saying that they would prefer buying a farm upon credit, to taking for nothing so limited a quantity as 50 acres.

I cannot quote a stronger authority than the proceedings of the Emigration Association, which propose to make free grants of land from private property to the extent of 50 acres, in each 200 acre lot. Surely, if five acres were a sufficient inducement to a settler, they would not give to one what would be sufficient for 10 families. But they well know that the location of a farmer upon 50 acres of their land will have the effect of doubling, or quadrupling the market value of the remainder. The calculation is a good one, provided the plan can be generally carried out, but whether successful or not, it shows most decidedly the opinion of those who, acting for their own pecuniary interests, cannot be supposed to be more liberal in the disposition of their private property than obvious necessity requires.

Whether the Government shall think fit to extend the granting system further than the settlement of the road or not, the country must be benefited. In the latter case, the government territory will become saleable, and fit for individual settlement by purchasers, which it otherwise could not be; and, if the granting system should be continued, hundreds of emigrants may be easily provided for; whose means will be used far more for the public good if left in their own hands than if paid into the public exchequer in the shape of purchase-money for land.

I offer, with great diffidence, one more subject for consideration. The Government has thought it right to offer to the provincial Parliament the land revenue, and, as a necessary consequence, it would seem to me the right of efficient control in the disposition of the land itself. It is, therefore, worthy of examination whether, supposing the colonists all wrong in their ideas of settlement and of the extent of farms, it would be wise to insist upon true theories, to which all their former experience and the course of settlement in America are totally opposed. If the lands of the Crown were, as heretofore, to be held as the places of future habitation of the emigrant population, and with a view to English politics, theoretical experiments might be tried, as to the greatest number of destitute labourers who might be brought to subsist upon the least quantity of land; but, as the matter stands, it appears to me that the opinions and even the prejudices of the colonists must have weight, and when the project comes to be discussed in the provincial Parliament, the question will be, which course opens the most tangible and immediate benefit to the country; and in the discussion, the preconceived opinions, justly formed, or the prejudices of men who have settled the country, and prospered under even a wrong system, will prevail against the soundest and best argued theory that can be proposed.

Sir G. Arthur,  
&c. &c.

I have, &c.  
(Signed) R. B. SULLIVAN.

Enclosure 3 in No. 25.

NOTICE to Persons desirous of Settling at the OWEN'S SOUND SETTLEMENT.

Crown Land's Office, 1st November, 1840.

NOTICE is hereby given, that a road through the Crown land, from the north-west angle of the township of Garafraxa to Owen's Sound, upon Lake Huron, is opening at the expense of Government,

Lots of 50 acres of land each, will be laid out on each side of the road.

Settlers, of 21 years of age and upwards, who have never obtained a grant of land from Government, may obtain a lot of 50 acres on the following conditions:—

1st. They are to make application to the Commissioner of Crown Lands, or to the agent on the ground, whenever they shall be ready to become resident, on the tract to be granted,

2nd. Upon giving a satisfactory account of their means of providing for themselves, until a crop can be raised from the ground, they will receive a ticket from the Commissioner at the Crown Land's Office, entitling them to locate the land.

No. 25.

Lord Sydenham to  
Lord John Russell,  
14th January, 1841.

Encl. 3 in No. 25.

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 Lord John Russell  
 14th January, 1841.  
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3rdly. Upon application to the agent in the first place, he will forward a statement to the Crown Land's Office, of the applicant's age, family, and means of settlement, upon which, if approved, authority for location will issue.

4thly. The tickets issued will be useless to any but the applicants, and unless presented to the agent within one month, from the date, they will not be received by him. Any person who shall receive a ticket, and who shall not proceed to the settlement within one month; or who having been placed upon land there, shall abandon it, will be considered as having lost all claim to receive land.

5thly. Settlers will be required to clear, and place once under crop, one-third of the land located; and to reside on the land until this settlement duty is performed; and, after one-third of the grant shall have been cleared and under crop, the settler shall be entitled to his patent, free of expense.

6thly. The settlement duty is required to be done within four years from the date of the ticket.

7thly. Settlers who are under the necessity of being temporarily absent from their locations, will apply to the resident agent, stating the length of their intended absence, and the reason for it, which will be entered on the agent's book; if the reason for absence seems sufficient; and any person who shall absent himself, without being permitted to do so by the agent, or who shall remain away from the settlement for a longer time than such permission shall authorise, will be considered as having forfeited his location.

8thly. An assignment, or attempt to assign any ticket, or location, will also be considered as a forfeiture of all right in the locatee or the assignee; or, if it shall appear that the locatee has previously obtained a grant of land from Government, his new location shall be forfeited.

9thly. In all cases of abandonment of location, the located land will be considered immediately open for new location or sale.

10thly. As it is not the intention of the Government to offer the settlers any assistance, further than the free grant of land, and the opening of the road, applicants are specially desired to consider for themselves, whether or not they have the means of maintaining themselves and their families, until crops can be raised from the ground.

Government agents have been appointed at the Northern and Southern extremities of the settlement, and further information may be obtained on application to Mr. John Telfer, Owen's Sound, and Mr. James McNabb, Garafraxa.

R. B. SULLIVAN, Commissioner Crown Lands,

Enclosure 4; in No. 25.

SIR,

Emigration Office, Toronto, December 17, 1840.

Encl. 4, in No. 25.

I HAVE the honour to acknowledge the receipt of your letter of the 15th instant, and the accompanying extract of a Despatch from the Secretary of State, on the subject of the proposed arrangements for making grants of land to emigrants on their arrival in the province, and stating his wish to have these grants limited to five acres each, unless circumstances should, in the opinion of the Executive, justify a more liberal appropriation of the Crown lands to the object in view.

I beg to transmit to you herewith copies of all my communications on the subject referred to in the Despatch above mentioned, and in obedience to the commands of the Lieutenant-Governor, I shall proceed to make such remarks on these communications, and the subject of free grants generally, as will place his Excellency in possession of all the information I am able to impart.

The documents marked Nos. 1 and 2 state, 1st, the causes which induced the Government to locate indigent emigrants on five acre lots in the vicinity of towns and villages, and 2dly, the reasons why similar locations were made in the townships of Sunnidale and Nottawasaga. The advantages resulting from the location of labouring emigrants in the vicinity of towns, are thus enumerated: "It gives the emigrants an immediate home, and as the demand for labour is irregular, he can always find employment in cultivating his lot when he cannot get work elsewhere. It is an advantage to the neighbourhood, because it opens a market for labour to which any person may have recourse whenever he is in want of a labourer." The farmers of Upper Canada do not like to hire labourers who have families. They have seldom houses to accommodate them, and it is at variance with the system generally adopted by them, which is, to engage single men, and to pay them a part of the consideration for their services, by boarding them in their families.

The experiment in Sunnidale and Nottawasaga was successful in the latter township, because the Government furnished employment in making roads and clearing lands. But the expense could not be continued. About the time, however, that notice was given to the agent in Nottawasaga, to close his accounts, a considerable number of Upper Canadian Loyalists from the Bay of Quinte were located in that township, and an enterprising gentleman of large capital, the Honourable John McDonald, of Gannanogue, made a large purchase, and furnished money to build a grist and saw-mill. The Government was consequently enabled to withdraw its support without much injury to the settlement. I have also stated in No. 2 my objection to the extension of this system, unless the Government is prepared to employ the settlers until emigrants with capital settle in sufficient numbers to afford labourers employment. In No. 3 it is stated, that the character of the emigration to these Colonies since 1834, has undergone a great change. Few emigrants of capital have settled in the new townships since

that date; on the contrary, many emigrants of that class have either sold or let their farms, and taken up their residence in the older settlements. I would beg to observe, that these five-acre locations have very little in common with the plan of granting 50 acres of land upon the conditions stated in the Commissioner of Crown Lands "Circular," No. 4. In the first place, it was never intended that deeds should be given for the five-acre lots; the settlers were told that they should continue in possession during good behaviour, or until the party could better his condition. His hut was built, and he was placed on the lot, and sustained there at the expense of the Government, until there was a demand for his labour elsewhere. Without work, his five-acre lot would not sustain him. If the influx of settlers with capital in new townships had continued as in 1832, 1833, and 1834, five-acre locations might still be resorted to with advantage, but unless there is a certainty that the settlement of the township will be sufficiently rapid to furnish labourers with work within a reasonable period, the system would be found impracticable.

Before a settler can obtain a location ticket for 50 acres under the new system, he must show that he can sustain himself and family until a crop can be raised from the ground. He cannot leave the settlement without the permission of the agent, and he must clear and place once under crop one-third of the lot before he obtains a patent. Under these restrictions, 50 acres are, in my opinion, the smallest quantity that could be granted. At least, 20 acres of his lot must remain in a state of nature to supply him with fuel, fencing, and building timber, &c., and if we deduct the space occupied by the stumps and roots of the trees, and occasionally swampy and barren spots, unfit for tillage, there will be but barely sufficient land left for cultivation to support him in even tolerable comfort.

If the plan for settling the waste lands in the colony under consideration, should fail, I know of no other which would be likely to succeed. The temptation to go west, where the climate is milder, and the land unincumbered with timber, is much greater than is generally supposed. It has existed to such an extent as to be familiarly known as the "Prairie Fever."

The value of the 50 acres even at the Government upset price is only 20% currency; but thousands of acres of land of equal quality, and in much better situations, have been, to my knowledge, recently sold by private individuals at 2s. 6d. per acre. I do not apprehend that any considerable quantity of land will be absorbed by these grants.

The remoteness of the settlement, the almost impassable state of the roads leading to it, added to the obstacles to be overcome in clearing the land, induce a great many persons who have received location tickets, to abandon their claims.

Of the 12,000 emigrants who have entered this province this year, 5,508 visited Toronto, and of this number not more than 150 heads of families could be selected whom I could recommend to the Commissioner of Crown Lands for location on 50-acre grants. A few had sufficient capital to purchase partially cleared farms, but the mass of them was poor labourers who required such daily labour as they had all their lives been accustomed to at home, to enable them to earn a subsistence.

If the system of granting 50 acres to settlers, under the conditions mentioned, is continued for a few years, and if a sufficient number of settlers can be found who have means to bring their grants into cultivation, it will, in my opinion, do more to increase the value of property in the colony, and to improve it politically, than any plan which has hitherto been adopted.

I have, &c.

(Signed) A. B. HAWKE,

Chief Emigrant Agent for Upper Canada.

S. B. Harrison, Esq. Private Secretary,  
&c. &c. &c.

No. 1.

MEMORANDUM on the Subject of locating Indigent Emigrant Families on Five Acre Lots.

Emigration Office, Toronto, 9th July, 1839.

In 1833 frequent complaints were made by gentlemen residing in the neighbourhoods of Brantford, Oxford, and Cayuga, of the scarcity of labourers; and, in order to remedy the evil, I obtained the sanction of the Lieutenant-Governor to locate indigent emigrant families on portions of the Government reserve in the vicinity of the towns above mentioned. Lots of five acres each were laid out, and huts erected thereon, at the Government expense, and the parties were put in possession, with the assurance that if the land were not required for the purposes for which it was originally set apart, and if they conducted themselves in a proper manner, they should not be disturbed. Upwards of 60 families were thus provided for; and I believe they have invariably done well, and have been of great benefit to their respective neighbourhoods. This system must of course be acted upon to a limited extent in the settled parts of the province. It possesses many advantages. It gives the emigrant an immediate home; and, as the demand for labour is irregular, he can always find employment in cultivating his lot when he cannot get work elsewhere. It is an advantage to the neighbourhood, because it opens a market for labour to which any person may have recourse whenever he is in want of a labourer. The farmers in Upper Canada do not like to hire labourers who have families. They have seldom houses to accommodate them, and it is at variance with the system generally adapted by them, which is to engage single men, and to pay them a part of the consideration for their services by boarding them in their families.

In 1834 and 1835, between 50 and 60 families of the same class, who arrived late in the season, and for whom labour could not be obtained, were located in similar lots in Sunnidale

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No. 25.  
Lord Sydenham to  
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No. 25.  
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 14th January, 1841.  
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and Nottawasaga; and as there were no settlers in those townships who could afford to hire labourers, they were employed, at the expense of the Government, in opening roads and clearing land during the autumn and winter. These persons have also invariably done well. All of them have cattle, and many have saved enough to purchase 100 acres of land of the Government, which they are now improving. I am of opinion that these townships would have remained unoccupied to this hour, if the Government had not commenced settling them in the manner stated.

Nottawasaga, from its superior fertility, has made greater advances, in point of settlement, than Sunnidale; but both townships have continued to advance steadily, and have, more than once, furnished, in the hour of need, a hardy, loyal set of men, for the defence of the country. From the present appearance of the crops, there is a fair prospect that these townships will have a large quantity of surplus produce to dispose of next winter. A portion of this prosperity is to be attributed to the liberal conduct of a gentleman who owns a large tract in Nottawasaga, the Honourable J. McDonald, of Gannanogue, to whose public spirit the settlement is indebted for a grist and saw mill, as well as for occasional advances of seed to sow their cleared land.

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

S. B. Harrison, Esq., Private Secretary,  
 &c. &c. &c.

No. 2.

PLAN for carrying into Effect the System of locating Indigent Emigrants, under the Conditions mentioned in a "Memorandum" on the Subject of locating Persons of that Class on Five Acre Lots, submitted to the Consideration of the Lieutenant-Governor 9th July, 1839.

Emigrant Office, Toronto, 13th September, 1839.

SINCE the "Memorandum" above mentioned was written, I have seen several intelligent persons who have lately visited the five acre settlements in Sunnidale and Nottawasaga, and they assert that three-fourths of the Sunnidale settlers have abandoned that township, and taken up their residence in Nottawasaga. In my first "Memorandum" on the subject it is stated "that Nottawasaga, from its superior fertility, has made greater advances, in point of settlement, than Sunnidale," but I was not aware that any settlers had recently left the township.

I attribute the abandonment of Sunnidale to the inferior quality of the land, and to the difficulty (and at certain seasons of the year the impossibility) of getting their grain to a grist mill. With reference to a plan for the extension of the system, I would beg to observe that there is scarcely a town or village in the province, in the vicinity of which from 5 to 25 families might not be located to advantage, if the Government had funds and land at its disposal for such an object. The expense per family of five persons would be from 7*l.* 10*s.* to 10*l.* currency, viz., 5*l.* for a hut, and from 2*l.* 10*s.* to 5*l.* for transport and provisions. The selection of suitable families has been hitherto left to the emigrant agent.

If it should be found desirable to extend the system to the new townships, as in Nottawasaga, suitable lots of 200 acres each should be selected and laid out in parcels of five acres each, and log huts erected in readiness for the emigrants; but as the Government would have to supply these settlers with employment, the expense would greatly exceed similar locations near towns and villages, for the Government could not withdraw its assistance from settlers of this class until settlers of a better order became sufficiently numerous to afford them work. The indigent settlers in Sunnidale and Nottawasaga were employed in opening roads, so as to afford settlers with capital access to the lands.

If the settlement prospered, the Government would be repaid, in part, at least, by the increased value which would be given to the Crown lands. The settlements should be confined to townships in which the greater part of the land belonged to Government, so that it might reap the advantages which would result from the improvements; but unless there is every probability of a better class of emigrants settling in the township as soon as the roads are opened, the experiment should not be tried on new lands, as it would be impossible for the Government to afford the indigent settlers constant employment.

In the present circumstances of the province, I am of opinion it would be better to confine the settlement of indigent emigrants on five acre lots to the vicinity of towns, in the neighbourhoods of many of which the Government has still park lots at their disposal.

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

S. B. Harrison, Esq.  
 &c. &c.

No. 3.

SIR,

Emigrant Office, Toronto, 21st December, 1839.

I HAVE the honour to acknowledge the receipt of your letter of the 17th instant, and the accompanying copy of a Despatch from Lord John Russell on the subject of the emigration which was set on foot during the last year, by Colonel Wyndham, as well as the copy of the

report made by Mr. Rubidge, who accompanied the emigrants from Europe, and who superintended their location after their arrival in this colony.

As the information required by his Excellency the Governor-General can only be obtained from gentlemen residing in the Newcastle district, I have addressed letters to Mr. Rubidge, superintendent, to Mr. Brown, of Port Hope—who, I am informed, employed the greater part of the settlers in question,—and to Mr. Macdonald, the Crown lands agent for the district above mentioned; and all the information I may obtain from these and other sources, shall be submitted for his Excellency's consideration as soon as it reaches this office.

With reference to the means which exist of profitably employing any others who, under a similar arrangement, may be induced to emigrate to this colony, I would beg to observe that various places have been allotted to furnish emigrants of this class with labour.

The best resource is undoubtedly employment on public works. Every labourer can use his spade and pickaxe; but whatever may have been his previous calling, he has everything to learn if he undertakes to clear land. Hence in the neighbouring states almost all the pioneers of their forests are native-born Americans, while the mass of labourers, servants, soldiers, and sailors, are Europeans.

I have the honour to transmit herewith a memorandum on the subject of locating indigent emigrants on five acre lots. This system has been tried and found to answer a good purpose, and I am of opinion that three or four hundred families might be disposed of in a similar manner, if funds could be obtained. The demand for labour in the old settled parts of the country is very limited, and, as stated, there is a very general objection felt towards hiring labourers who have families.

Previous to the year 1834 a considerable proportion of the emigrants to the Canadas were persons of capital, army and navy officers, who very generally purchased land, or settled on their grants from the Crown, on which, with very few exceptions, they made large improvements, thus creating a demand for labour in the new townships, which was extremely beneficial to indigent settlers and labourers; but since 1834 the character of our emigrants has undergone a rapid change. We have had few settlers of capital, and, generally speaking, the voluntary emigrants have been persons in very narrow circumstances, requiring free passages and food in many instances to enable them to reach their destination.

I have the honour to submit a statement, showing the number of emigrants landed at Quebec, from 1831 to 1839 inclusive, and also the expense incurred by this department in transporting, locating, and employing settlers during the same period.

I have, &c.

(Signed) A. B. HAWKE,

Chief Emigrant Agent for Upper Canada.

T. W. C. Murdoch, Esq., Chief Secretary,

&c. &c. &c.

Enclosure 5, in No. 25.

MEMORANDUM.

I ASSUME that the object in making free grants of land is, to create a class of agriculturists having an interest in the soil, by being made owners of a portion of it, and whose surplus labour, beyond what may be necessary for the subsistence of themselves and families, may be made advantageous to the community at large. In a new settlement, so far at least as regards agriculture merely, the relation of employer and employed, and capitalists and labourer, cannot exist. Experience has furnished many lamentable examples in Canada of the failure of capitalists to render the clearing of heavy timbered land, and raising grain from it, a profitable speculation in a commercial point of view, whilst on the other hand, the mere labourer has, when industrious, invariably succeeded in reaching the object of his ambition, the procurement of subsistence, and the realization of a competency relatively great for him.

This observation is confined to employment of capital in improvements of an agricultural character, and does not extend to such improvements as benefit the community by the erection of mills, or buildings for manufacturing purposes. The first object of the settler is to acquire the means of subsistence. It is not until he has done that, and his neighbourhood has assumed somewhat the character of an old settlement, that he is solicitous about the disposal of his surplus produce. To bring a settlement to such a state, it appears to be most advantageous to admit settlers who are equal, or nearly so, in point of capital; they assist each other by their mutual exertions, and their efforts are sufficient to advance the settlement to the position of having surplus produce to dispose of. Whilst accomplishing this object, they are satisfied if their subsistence is provided; and when it is attained, they are in a situation to avail themselves of the increased facilities arising from the improvement of the country.

It may be necessary to review the course adopted upon a settlement in the bush. The land generally is thickly covered with trees, its surface matted with living roots, and its substance of an exceedingly light and porous character. The only mode in which a crop can be got into newly cleared forest land, thus thickly covered with stumps and undecayed roots, is by sowing the seed on the surface of the land, after the vegetable matter is destroyed by fire; and then scratching it in the best manner possible with a very strong rough harrow. Even when this is done with the greatest care, it often happens that the seed is barely covered with soil.

With the grain crop, grass seed is sown, upon which the settler relies, after his crop of grain is harvested, for hay and pasture. Until these are obtained he has to contend with great difficulties in supporting the yoke of oxen which he requires to do his work, and the

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Lord John Russell,  
14th January, 1841.

Encl. 4, in No. 25.

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cow to afford milk to his family. In a new settlement hay cannot be obtained, and if it could it would not be worth carriage over such bad roads as necessarily exist; consequently until the settler can raise it for himself, he is driven to other expedients to support his cattle. He usually relies upon the forest herbage in the summer, and upon what is called browsing in the winter; the latter is obtained from the buds and young twigs of hard wood trees, which he successively cuts down in his clearing as may be required. The land newly cleared, having yielded its first crop of grain, must lie in grass for a period of time long enough to allow of the roots of all the stumps, and the smaller stumps themselves to decay, for until that has taken place, it is impossible to work it with any implement of husbandry, either plough or spade. The shortest period that must thus necessarily be allowed to elapse, is six years, and that will be sufficient only under favourable circumstances, and where the land was altogether covered with hard wood. Where the circumstances are unfavourable, or a considerable portion of pine stumps exist, a much longer period of time must elapse before the land can be broken up in tillage for a second crop of grain. No advantage would accrue from a departure from this course, by endeavouring to expedite the preparation of the land for a second crop. In that case the whole work of getting rid of the roots, would have to be performed by the axe and handspike, at an expense altogether inconsistent with profitable expenditure; experience shows that the former system is the best, for it is invariably adopted.

Another material circumstance must be borne in mind. It is essential that on each farm a considerable quantity of woodland should be retained to supply firewood, building and fencing materials, and farm implements. With respect to fuel, the cold winters of Canada, imperfectly provided against by the badly constructed residences of new settlers, obviously requires a great consumption. It is considered that 20 acres of woodland is not more than enough to furnish the supplies here indicated.

Two circumstances of general application seem therefore necessary to be considered in the allotment of any portion of wild land to a settler. First, he must have a sufficient quantity to afford employment in clearing, for a period not less than six years; and secondly, beyond that quantity he must be enabled to reserve a sufficient quantity for fuel and other essential purposes.

With respect to the first point, an industrious settler by his own exertions can by the employment of about half his time, chop, log, burn, fence, and put in crop five acres in one season. The average produce will be 15 bushels per acre. This may appear a small average, but it must be recollected that the stumps will occupy from one-fifth to one-third of the land cleared, and consequently, that the land so occupied will be totally unproductive. The produce of the five acres at this average would be 75 bushels of wheat; but allowing for contingencies, which somehow or other always happen, it cannot be put down at more than 52 bushels. This gives the settler a weekly subsistence of one bushel of wheat to maintain himself and family during the time he is occupied upon his own land, and in working for his neighbours, upon a principle of reciprocity which must always exist in a new settlement. Supposing a settler to go at once into the bush, this quantity of wheat would be all he could reckon upon for his subsistence; whatever other produce he might obtain in the shape of potatoes, Indian corn, or other vegetables, could only be reckoned auxiliary to his wheat crop, and not his main dependence.

The second year the settler would clear five acres more. He would then have the same crop of wheat, and in addition a crop of hay and grass, and would now, for the first time, be in a situation to provide adequately for his oxen and cow. These would be objects of primary solicitude to him, and he would procure them in payment for his work performed for farmers in the more settled parts of the country during harvests.

In the third year he would have the like quantity of wheat, with the produce of 10 acres of grass, and of course with increased facilities for keeping stock.

The fourth, fifth, and sixth years would be proportionably the same.

A settler would accordingly in six years have cleared 30 acres of land; and then, and not before, he would be in a situation to break up the land cleared the first year, and take from it a second crop of grain. The roots would have become rotten, so as to allow of the passage of a plough, and many of the smaller stumps would have come out of the ground. Were a similar rotation over the 30 acres to be observed by again sowing with grass seed, to allow time for further decay, the settler, by the time he had gone through the whole 30 acres a second time, would possess a farm of that extent tolerably free from stumps.

From this reasoning, it would appear that 30 acres of tillage land and 20 acres of wood land, making together 50 acres, constitute such an allotment as would subsist an industrious settler and his family by the produce of one-half of his labour, leaving the other portion of his time available to the community, and affording him the means of advancing his position in society.

The object of the Government in the plan now in operation at the Owen's Sound settlement, being to give such a quantity of land, and no more, as will best carry into effect the objects in view: it would seem that in giving 50 acres, under the restrictions imposed, that plan has been adopted which gives the greatest amount of benefit to the settler at the least expenditure of the public land.

The employment upon the proposed road, in connexion with the free grants, will not only enable the settler to bear up against the hardships and difficulties of his first settlement, but will enable his exertions to be beneficially employed for the improvement of the other lands of the Crown.

(Signed) S. B. HARRISON.

22d December, 1840.



(No. 224)

No. 26.

No. 26.

Lord Sydenham to  
Lord John Russell,  
26th January, 1841.

COPY of a DESPATCH from Lord SYDENHAM to Lord JOHN RUSSELL.

MY LORD,

Government-House, Montreal, January 26, 1841.

I HAVE the honour to transmit to your Lordship herewith, copies of the Annual Report of the Agent for Emigrants at Quebec, and of a Report from the Agent at Toronto, on the subject of the emigration to these provinces during the year 1840. Appended to these Reports are communications from the sub-agents, and other documents, containing the most detailed information which it has been possible to collect in regard to the numbers and description of the emigrants, their conduct, the capital which they brought out, and the places in which they have settled.

The general result of these reports I consider as highly satisfactory. The emigration during the past season, as I had anticipated, has greatly exceeded that of the last few years; the emigrants appear to have been universally well conducted, and several of them are possessed of considerable property. The great bulk have settled in these provinces, and there is every reason to expect that they will do well.

I avail myself also of the present opportunity to put your Lordship in possession of the views which I have been led to form upon the question of emigration to these provinces.

Very erroneous ideas appear to prevail in England on the subject. It seems to be supposed that every individual in the station of a day-labourer, who can succeed in reaching the shores of North America, is at once amply provided for, and that every person, who with a few hundred pounds comes out and purchases land, whether he have any previous knowledge of agriculture or not, becomes at once a wealthy farmer.

These extravagant ideas are of course disappointed, and great distress and misery have followed. It appears to me, therefore, of the first importance that all visionary expectations of this nature should be discouraged.

Emigration to America holds out none of these brilliant prospects of rapid affluence; but at the same time it is secure, under proper management, from the risk of equally rapid failure. It is no lottery, with a few exorbitant prizes, and a large majority of blanks, but a secure and certain investment in which a prudent and reasonable man may safely embark. It may be affirmed, without fear of contradiction, that no industrious well-behaved man ever failed on this continent to make an easy livelihood by his labour;—that no capitalist who, with a fair share of agricultural knowledge, or with the disposition to profit by the experience of others, has chosen to invest his money in the purchase of land has ever had reason to complain of the insufficiency of his return. Almost any labourer with good conduct and perseverance may in a few years become a land-holder. Almost any farmer possessed of moderate capital may, by the same means, become eventually possessed of valuable landed property, and be enabled to place his family in a state of independence. But these results are not to be snatched as the prize of a fortunate speculation, they are to be attained as the reward of a course of perseverance, industry, and steadiness. This picture may appear to some discouraging, to my mind it is quite the reverse. By showing that every man's fortune is in his own hands, that to good conduct success is certain, and that scarcely anything is left to chance, it holds out, I think, the strongest inducements to all the better description of emigrants. I have no fear that its general publication will have any other than a good effect.

I shall now proceed to notice the direct means by which emigration should be encouraged, and in doing so I shall take occasion to advert to the reports made to your Lordship by the Colonial Land and Emigration Commissioners, of the general tenor of which I have already had the satisfaction of expressing my approval.

In the Reports addressed to your Lordship on the 21st April and 5th August last, the Commissioners enter on the question of granting assistance from the imperial treasury, towards the passages of emigrants, and in the latter Report they throw out considerable doubts as to the expediency of applying in that way any sum that might be granted by Parliament for emigration. In these doubts I more than concur. I have no hesitation in pronouncing such a measure inexpedient. The sum that could be obtained from Parliament must, under any circumstances, be inconsiderable, and adequate, therefore to the transport of a very few; its application

For Reports 21st  
April and 5th Aug.  
*vide* Papers relative  
to Emigration. Or-  
dered to be printed  
by the House of  
Commons. 1840.  
No. 613, P. P. 55  
and 104.

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would be attended with great difficulty, and would become the object of every description of jobbing, and at last it would probably be impossible to secure its appropriation to its legitimate purpose. But if not so appropriated, it would in reality be a boon, not to the emigrant, but to the landlord or parish, which, but for the grant, must have borne the expense. It would, besides, have a most injurious effect, since, by raising extravagant expectations, as to the future intentions of Government, it would paralyze all individual exertion.

For these reasons I am of opinion that no attempt should be made by Parliamentary grant to pay the passages of emigrants. The inducements to parishes and landlords are sufficiently strong to make them undertake the burthen, and they know better how to apply their means than the Government could possibly do. But I am not the less of opinion that Parliament may very fairly be expected to contribute towards the expenses of emigration, and I shall now point out the several objects to which I think such a contribution should be principally directed.

From the weekly reports from time to time transmitted to your Lordship, from Mr. Buchanan's present report, and more than all, from the report of the medical superintendent at Grosse Isle, which accompanied my Despatch of the 26th ultimo, your Lordship will perceive the necessity of taking steps to ensure to emigrants more ample protection and assistance, both before and during their passage. This may, to a certain extent, be accomplished by amending the present Passengers' Act, and making more effectual provision for its future enforcement; but other measures will likewise be necessary, to which I shall presently call your attention.

You will observe, that of the emigrants who proceed to Canada, a large proportion, even when they embark, are insufficiently provided with clothes, with bedding or provisions; that in many cases they have about them the seeds of disease, arising from the destitution and misery in which they have been living previous to embarkation, and that as a necessary consequence great sickness and mortality occur on the voyage, and immediately after their arrival in Canada.

Against destitution and, to a certain extent, disease, on the part of the poorer emigrants, it is impossible altogether to guard; but from the reports to which I have referred, it is evident that a great part of these evils are caused by the fraudulent practices on the part of passenger agents, by the rapacity of the ship-charterers, and by the misconduct of the officers during the voyage. Here, then, is the first object for which Government assistance is required; viz., to increase the efficiency of the Government agents at the outports, and to put down the system of kidnapping which is said to be practised by travelling passenger agents. If this be done, and if the emigrant agents and customs officers do their duty, scenes such as those described by Dr. Douglas cannot recur.

I take it for granted that the existing law would be sufficient to punish the frauds practised by passenger agents; but if not, a provision should be introduced in the Passenger Act to meet that case. Strict care should likewise be taken in every instance where an emigrant vessel is detained beyond the time appointed for her sailing to enforce the 14th clause of the existing Act against the master. The emigrant agents, by making it their practice to visit the places where emigrants are generally lodged when waiting for their passage, and by attentively observing the proceedings of the passenger vessels at their respective stations might, I conceive, easily perform this duty. I would further suggest to your Lordship whether some steps might not be taken, either by the Government or in communication with the municipal authorities at Liverpool, to provide accommodation for emigrants resorting to that port to embark for America.

For the protection of the emigrant during the passage Mr. Buchanan has, in the Appendix to his Report, suggested several alterations of the Passengers' Act; in which, so far as they regard the further limitation of the number of passengers in proportion to tonnage, the prohibition of the sale of ardent spirits, the enforcement of the penalties in a summary way before the local magistrates, and the extension of the Act to all vessels carrying steerage passengers, I entirely concur. Of the importance of the last of these provisions the Report before me affords full proof, it appearing that in the case of the "—————" the clearest evidence of misconduct on the part of the captain and unseaworthiness of the ship was of no avail, because the number of passengers was less by four than that allowed by the Passengers' Act. I must presume that it was from this circumstance only that the vessel was allowed by the emigrant agent at Glasgow to proceed to sea in so unseaworthy a state.

The third and fourth clauses of the Passengers' Act, if faithfully complied with, would appear sufficiently to regulate the provisioning of emigrant vessels.

The fifth clause imposes on the officers of customs the duty of seeing that the preceding clauses are obeyed, but I regret to state that this duty is notoriously neglected; and I am not aware that any censure has ever followed that neglect. In order, however, to ensure greater vigilance in future, I would suggest that at all ports where an emigrant agent is stationed the customs' officers should be directed not to give a clearance to any vessel coming within the purview of the Passengers' Act, without having previously received from the agent a certificate that the provisions of that Act have been complied with.

I would further propose that besides the amount of food specified in the Act, emigrants should be required to bring on board with them clean bedding and sufficient clothes, and that the master of the vessel should be responsible for keeping the decks clean and healthy during the voyage.

But no law will be effectual to protect the emigrant during the voyage, unless some person clothed with sufficient authority to enforce it, be placed by Her Majesty's Government on board the emigrant vessels, or at least on board of those which carry the larger number of emigrants. Once at sea, the emigrants are necessarily in the hands of the captain. Whatever extortion or oppression he may exercise towards them they have no power to resist, and from the difficulty of enforcing the penalties when they arrive at their destination, from the indisposition of the emigrants to be detained to prosecute him, and from their ignorance of their own rights, he may be tolerably confident of escaping with impunity. A Government agent on board, who might very properly combine in his person the duties of medical attendant, would prevent these evils, and he might also be charged with the custody of the emigrants' own provisions, so as to prevent the waste which is said now to prevail; and be armed with authority to enforce personal cleanliness among them. I would earnestly request that whatever sum may be granted by Parliament towards emigration, a portion of it may be devoted to this important object.

The next object to which I would propose to devote a portion of any Parliamentary grant, would be to aid the funds of these provinces in providing relief and medical attendance for those who arrive destitute or in sickness on their shores, and in assisting the able-bodied to proceed to the districts where their labour may be available.

I had expected before this time to have informed your Lordship of the exact amount expended in this service during the year 1840, but difficulties have occurred in the settlement of some of the accounts which have made this impossible. I trust, however, that the sum will not much exceed the amount placed by your Lordship at my disposal.

The number who have been assisted to proceed to the Upper Province will appear to your Lordship very large, and no doubt many persons obtained such assistance, who were well able to pay for their passage. But in the height of the season, when perhaps several thousand emigrants arrive in the course of a few days, it is impossible for the emigrant agent to ascertain accurately the circumstances of each individual; and it is most important that emigrants should not be allowed to remain unemployed in the towns. The public works at Montreal when once commenced, afforded the means of testing the applications for relief of those who reached this city; and I trust that before next spring some similar works may be in progress in the vicinity of Quebec. Still much expense must be incurred to forward the stream of emigrants to those places where their labour may be most useful and productive, and where they may become permanent settlers. Its amount will probably be much reduced in future years by the competition on the St. Lawrence of the new steam-boats, which are now building for the Government, and the conveyance of the mails, and by the formation of new forwarding companies on the Ottawa and Rideau. Heretofore the forwarding on those rivers and their canals has been a monopoly, the lock at St. Anne's Rapids being in the hands of a private company; but before the opening of the navigation in the spring, another lock will be completed at the public expense, and the forwarding business will be thus thrown open to general enterprize. The same cause will also, I trust, put an end to the inconvenience and suffering to which the emigrants are now exposed in their passage from Montreal to Bytown and Kingston, and will in so far diminish the causes of sickness among them.

My Despatch of the 14th inst., No. 214, and the documents which accompany

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it, will have fully explained to your Lordship the nature of the arrangements which I propose to make for settling on wild lands, either in connexion with some public works or otherwise, emigrants for whom employment cannot be found. This is another object to which I would propose to apply a portion of any grant from the imperial treasury, more especially in localities where, from political reasons, it may be important to encourage settlement, and to which in ordinary circumstances settlers would not resort. In Lower Canada, from the peculiarity of its original settlement, and from its subsequent political history, there are many such localities, exclusive of those great lines of communication between Quebec and the seaboard provinces, and between the St. Lawrence and the townships, in which the expediency of encouraging settlement requires no argument. But this is an object which must be regarded as pertaining to imperial as much as to local interests, and there would be an evident inconvenience in applying to the local Legislature for assistance towards it.

Lastly, I would propose to apply such a grant towards the promotion of public works, in which must eventually be found the great means of employing those emigrants who are not absorbed by the existing demand for labour. Some of these works, such, for instance, as the establishment of a communication between Lakes Huron and Ontario, the improvement of the road between Quebec and Fredericton, and the opening a water communication between Missiskoui Bay and the Richelieu, thus giving us a better communication with Lake Champlain, are of national importance, as being necessary to the military defence of the country in the event of a war. The establishment of one or more harbours on the shores of Lake Erie is another work of the most pressing necessity, and one which the province cannot be expected of itself to undertake. There are others, such as the Welland Canal, in which the Crown already possesses a large stake, and the completion of which is no less essential in a political than a commercial point of view. I more especially advert to the Welland Canal, because it is at this moment one of the most important works in Canada. During the last season the revenue derived from it was one-third greater than in any preceding year; and there is every prospect of our obtaining the passage through it of all the western trade. But if this canal were allowed to fall into decay, the Americans would renew their favourite project of a canal on their side of the river, and would be encouraged to proceed in the works which they have already commenced for the enlargement of the Erie Canal.

The settlement of emigrants on wild lands, taken in connexion with the exertions which individual landowners are now prepared to make for the same purpose, and the prosecution of the great public works to which I have alluded, will absorb a very considerable number of emigrants. The municipal bodies also which, under the ordinance recently passed by the Special Council, will at an early date be called into existence in Lower Canada, may reasonably be expected, by undertaking public works, to create a considerable demand for labourers in this province; and I trust that those improvements which, in Upper Canada, have been commenced by individual enterprise, or from provincial resources, may to a great extent be resumed in the spring.

There is, moreover, a spirit of renewed activity and enterprise among the whole British population in both provinces, which affords ample security that no difficulty will arise in finding employment for well-conducted emigrants; and it will be my endeavour to turn these fortunate circumstances to the best advantage. With this view I shall take all the means in my power, through the land agents distributed in the different sections of the province, and through other channels, to ascertain the wants and capabilities of each, the inducements which they hold out to the emigrant, and the facilities which they may afford for his permanent settlement. All the information which I can collect on these points will be communicated to the emigrant agents at Quebec and Montreal, so that the emigrant on his arrival may at once be enabled to decide to what point it will be most advantageous to him to proceed.

I have already directed that, to prevent the delay and expense to which purchasers of land have heretofore been exposed, every land agent in the province should for the future be furnished by the Commissioners of Crown Lands with diagrams and specifications of all Crown lands for sale within his district.

To guard against double sales, the land agent must of course communicate with the central office before concluding a sale; but the delay thus caused will be comparatively unimportant.

I am convinced that this alteration will be received as a great boon by the inhabitants of these provinces.

With a view, also, to facilitate the settlement of the provinces, I further propose to invite individual proprietors who may desire to sell their lands, to send in descriptions of them, with all necessary particulars, to the offices of the several Crown lands agents. Those officers will not, however, act in any way as private agents, or undertake to sell private lands; they will merely afford the means of informing the public of the extent of lands to be sold in each district, the name of the owner, and the price demanded. Proprietors taking advantage of this arrangement would be required to pay a small fee for the custody of their charts and papers, the amount of which I shall settle with the Commissioners of Crown Lands.

It may be objected that such an arrangement will, for the present at least, tend to diminish the sales of land the property of the Crown, and to some extent this will probably be the case; but the settlement of the country in the most advantageous manner is so much more important for the public interests than the present amount of the land revenue, that I look upon this objection as of no importance.

Your Lordship will allow me to suggest, that every means should be taken to urge on intending emigrants the necessity of arriving in this country as early as possible after the opening of the navigation. The season is so short, that unless a settler is on his land by the beginning of June, there is no chance of his being able to make any provision for his subsistence before the ensuing winter; while during the winter the severity of the weather precludes almost all out of door labour. It is likewise important to the health of the emigrants that they should arrive before the great heat of the summer commences.

I shall take an early opportunity of transmitting to your Lordship the answers to the questions prepared by the Colonial Land and Emigration Commissioners. I have caused them to be distributed very generally throughout all the provinces, and some delay has occurred in my receiving the answers;—several, however, have now reached me, and as delay cannot but be inconvenient, I shall prefer sending the information I have already obtained to waiting till it shall be more perfect.

You will observe that in the preceding pages I have not referred to that part of the report of the Commissioners of the 21st April last which relates to the assistance of emigrants out of funds raised in the colony. As the whole revenues of the United Province, whether arising from the sale of land or any other source, are, after certain deductions, placed by the Union Act at the disposal of the Legislature, and as those revenues will probably for some years be not more than sufficient to defray the burthens now imposed on them and to provide for the public works, which must be continued, it has appeared to me unnecessary to enter on a subject which could lead to no practical result. But I must observe, in respect to the Canada and the British North American Companies, that the bargain which they originally made with the Crown would, under proper management, have been so advantageous that they appear to me to have no claim to any peculiar indulgence in the matter of emigration. In respect to the North American Colonial Association of Ireland, I can only state that their operations have been very much kept out of view in this country; but, as far as they are known, I should be sorry to see the Government in any way connected with or countenancing them. If the shareholders were to be alone the sufferers, it would be of little moment, but I anticipate serious consequences whenever the unfortunate persons who may have made purchases of land of this Company shall arrive to take possession of their property, if it has been acquired on the terms set forth in the prospectus, which has been published.

I have, &c.

(Signed) SYDENHAM.

The Right Hon. Lord John Russell,  
&c. &c. &c.

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Enclosure 1, in No. 26.

## REPORT ON EMIGRATION. 1840.

Office of Her Majesty's Chief Agent for the Superintendence of Emigration in Upper and Lower Canada, Quebec, 20th December, 1840.

MY LORD,

The navigation of the St. Lawrence being now closed, I have the honour to lay before your Excellency, for the information of Her Majesty's Government, my Report of the Emigration to the Provinces during the past season.

I am happy to be able to inform your Lordship that a very great increase has taken place in the number of emigrants from the United Kingdom, this season, over that of last year. On reference to Paper No. 1, p. 81, of the Appendix, it will be seen that the total number recorded at this office, for the year 1840, is 22,234 souls, being an increase over the year 1839 of 14,795.

Paper No. 2, p. 81, shows a detailed statement of the ports whence the emigrants sailed, with the particular number from each port and country; viz., from England, 4,567, of whom



3,308 were from the single port of Liverpool, and over four-fifths of whom were natives of Ireland; from Ireland, 16,291; from Scotland, 1,144; and from the lower ports, 232.

Paper No. 3, p. 83, exhibits a comparative statement of the emigration to these provinces since the year 1829, a period of 12 years, amounting to 293,721 souls.

One case of shipwreck occurred to emigrant vessels this season. The barque "Atlantic," with 27 passengers, from Dundee, was lost on the 5th of May, on Cape St. Francis, Newfoundland. The passengers, with the exception of one boy drowned, succeeded in reaching the shore. They afterwards made their way to St. John's, where they arrived in great distress, with scarcely an article of clothing. A subscription having been opened for their relief, 18 were enabled, by charitable aid, to reach this port; while the others, from choice, remained at St. John's.

I regret to have to report to your Lordship that much sickness has prevailed among the emigrants of the past season. Many of them landed here in great wretchedness and distress, occasioned by unusually long passages, and by the crowded state of the ships; and to these causes, conjoined with the more immediate one of bad and scanty food, may be attributed the prevalence of disease. Paper No. 4, p. 84 of the Appendix, exhibits a copy of the return received from the medical superintendent, of the admissions and deaths at the quarantine station; and also a copy of the return received from the medical officer in charge of the Marine Hospital in this city. It will appear that in the former were 561 admissions, and 41 deaths; and in the latter, 382 admissions, and 34 deaths; making the whole number of cases during the season 943, with 65 deaths. It would have been my duty to have obtained and laid before your Lordship the result of medical investigation into the causes of so great an increase of disease and mortality; but that I am informed by Dr. G. M. Douglas, the medical superintendent at Grasse Isle, the subject has been treated by that gentleman in a detailed report to your Lordship. I have been in constant communication with Dr. Douglas, and I beg leave to state that his opinions are entirely confirmed by my own observations and experience since I have been connected with this office.

The average length of the passage of 237 vessels, which arrived this year with emigrants, has been over 48 days: 101 were at sea over 40 days, 43 over 50 days, 23 over 60 days, 13 over 70 days, 3 over 80 days, and 2 over 90 days. The average passage of ships which arrived during the month of August was 70 days.

Upwards of 30 vessels arrived this year, after tedious passages, during which the emigrants on board had fallen short of provisions. Cases of painful want came under my notice; and, in accordance with instructions received from the chief secretary, relief was extended to a large number of sufferers. The particulars of such cases will be found in Paper No. 8, pp. 85—91 of the Appendix, which contains extracts from my weekly reports to your Lordship, and to which I have the honour respectfully to refer. Paper No. 5, p. 84, of the Appendix, is a statement of the number of destitute who received assistance during the season. It will appear that 2,736 persons were relieved at an outlay of 609*l.* 18*s.* 9*d.* The expenditure would have been much greater had not a very considerable reduction of the price of passage, between this port and Montreal, been effected by the competition of opposing steam-boat proprietors. In consequence of such competition, the fare became reduced from 7*s.* 6*d.* to 2*s.* 6*d.* for each adult, and enabled many, who could not otherwise have done so, to proceed at their own expense.

To provide an adequate remedy for the various hardships to which emigrants are exposed by the want of provisions, and the extortions and impositions of ship-masters and brokers, has been to me an object of the utmost solicitude; and I trust that your Lordship will not deem it foreign from my duty, if I take the liberty most respectfully to draw your Lordship's attention to the suggested amendments and additions to the present Passenger Act, which I have the honour to submit to your Lordship's consideration. Paper No. 10, p. 96 of the Appendix, contains my proposed amendments and additions to the clauses of the Act.

In the amendment which I propose to the third clause of the present Act, I assume that, by obliging the ship to furnish five pounds of bread per week for each passenger during the voyage, it would secure poor people from the horrors of starvation, and also protect them from the heavy contributions which ship-masters so frequently exact from them for supplies furnished to their craving wants. In my weekly reports to your Lordship, I have had frequent occasion to mention the extortions practised by ship-masters for supplies of food; and I have sufficient reason for believing that they are deliberately contemplated by the authors as a source of pecuniary profit. An extra charge of 7*s.* 6*d.* for each passenger would fully cover the additional expense to which the ship would be put; and the emigrant would not object to the charge, aware as he would be of how it was to be applied, and that he would receive an equivalent for it.

In connexion with this subject, it becomes my duty to advert to the impositions practised by ship-brokers and agents, in the ports of the United Kingdom. The information I am in possession of, derived partly from verbal communications, and partly from sworn depositions, applies more particularly to the port of Liverpool. Although instances of culpable deception occur elsewhere, they are, compared with Liverpool, much fewer in number, and of a less aggravated character.

The course pursued by the parties alluded to, and which I had the honour of bringing under your Lordship's notice, in my report of last year, may be thus briefly described:—Travelling agents are dispersed over the United Kingdom, who enter into engagements with intending emigrants for their passage across the Atlantic, and the emigrants are directed to assemble at the port of departure on some certain day fixed by contract for the sailing of the ship. The agreement is not observed by the agent or ship-broker, and the emigrant is frequently, by

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various excuses, detained from three to four weeks. During the delay, he is put to a heavy expense for lodging; and before it expires, his means becoming exhausted, he is obliged from necessity to break in on the provisions laid up for the voyage.

In support of this statement, I beg to refer your Lordship to the affidavits made by two of the passengers in the ship ———, from Liverpool, the originals of which I had the honour to forward to your Lordship, with my weekly report of the 25th of July last, and copies of which are exhibited in Paper No. 9, p. 93 of the Appendix. By the affidavit of Patrick Leary, it appears that the deponent was wrongfully detained at the port of Liverpool, for a period of 25 days after the appointed day of sailing; and by the affidavit of Peter Scott, it appears that the deponent with his family, 13 in number, was detained at the same port for a period of 21 days. I can assure your Lordship that the cases set forth in those affidavits are not of rare occurrence, and that it would be difficult for language to exaggerate the amount of suffering caused by similar practices.

The additional clauses, Nos. 1 and 2, which will be found at p. 98 of the Appendix, are intended to provide against the recurrence of these complaints. My experience and observation will justify me in representing to your Lordship, that the proposed additions are of vital importance to the just interests of the emigrant. On his arrival here he has no redress for infractions of contracts which have been to him the occasion of intense misery, and which from the present defective state of the law, are committed with impunity. My interference is frequently called for, but it is seldom used with any success; the answer on such occasions almost invariably is, that the ship being chartered, she is not responsible, and that reference must be had to the charterer residing in the United Kingdom.

I may mention what occurred here during the past season in relation to the emigrant tax, as illustrative of the evils arising from the want of authority to enforce the observance of contracts entered into by shipbrokers and masters, and from the want of power to inflict punishment for their violation. The law imposing the tax on emigrants expired on the 1st November, 1838, but nevertheless the tax has been this year levied by the passenger agents in the United Kingdom, and the money obtained from it confided to the ship-masters for payment into the hands of the proper authority in this province; of course, as no authority existed here to receive it, the right of the emigrant to its repayment became distinct and undeniable in justice; but I regret to have to report that a great disinclination was manifested by ship-masters and consigners to refund the tax. My efforts on behalf of the emigrants in this matter were only very partially successful; and in almost every instance ship-masters excused themselves from doing an act of simple justice by restoring property to the rightful owner, by alleging their responsibility to their owners and charterers in the United Kingdom. The few instances in which the tax was refunded were confined to vessels from Scotland and England, exclusive of Liverpool. Paper No. 9 p. 91 of the Appendix, contains a copy of a letter addressed by me to the Chief Secretary in June last, enclosing the opinion of counsel taken in two of the cases under consideration, and to which I have the honour to refer. Those opinions being unfavourable to the pursuit of a legal remedy, my efforts were in consequence limited to urgent personal representations, which in no instance were neglected, and, as I have already remarked, in very few instances were successful.

In submitting my proposed amendment to the 20th clause of the Passenger Act, which will be found at p. 97 of the Appendix, I beg leave to bring under your Lordship's consideration a case which fully proves how completely the Act in its present state defeats the intention of the Legislature. I allude to the case of the passengers in the barque ———, ———, master, from Liverpool, the particulars of which I had the honour of laying before your Excellency in my weekly report of the 18th of July last. At p. 88 of the Appendix will be found an extract from the report, and at pp. 92 and 93 copies of affidavits made and sworn to by the first mate of the ship, and by eight of the passengers, intelligent and respectable farmers. I caused information to be lodged against Captain ——— for the infringement of the 6th clause of the Passenger Act. The charge was, in the first instance, brought before the bench of magistrates, but on its having been ascertained that under the Act they had no jurisdiction, it was taken to the Vice-Admiralty Court. The complaint was fully proved by several witnesses, who also testified to the exaction of most exorbitant prices for provisions furnished to them during the voyage; but it having been established for the defence, that the ship had not carried more than one person to every five tons, she became exempt from the operation of the Act by the provisions of the 20th clause, and the suit was dismissed, with the remark, however, from the judge, that were it not for the existence of that clause, he would have been disposed to decree the full amount of the penalty, viz. 20% sterling. The burthen of the ship was 377 tons, while the number of passengers was only 72, being four less than were required to bring her within the Act.

I have added to the several amendments to the other clauses a few brief notes explanatory of the reasons by which I consider they may be supported. To them I beg leave most respectfully to refer your Lordship, and more particularly to the suggestion for the prohibition of the sale of spirituous liquors, which I am sorry to say is very general in that part of our commercial marine employed in the transport of emigrants to these colonies. To the immoderate use of ardent spirits may be attributed the greater number of accidents which occur to emigrant vessels.

It is my duty to inform your Lordship that the various oppressive acts complained of have been, during the past year, the indirect cause of great expense to Her Majesty's Government. Had the means of the emigrant not been subjected to the impositions I have described, on his arrival here he would not have been so likely to require relief; indeed such relief would rarely

have been found necessary, except in cases of sickness, consequent detention in this port, and deprivation of employment.

The majority of the emigrants this year were common labourers, very poor, in the possession of mere physical strength, without much capacity for using it even in their humble vocation. In the early part of the season, no public works were in progress in the province, and it was found extremely difficult to procure employment. Fully one-half were of this class; unacquainted with the ordinary duties of a farm-servant, and unfit for any work beyond the use of spade and pick-axe. They came chiefly from the west and south of Ireland, viz. from Sligo, Westport, Killala, and Limerick, and landed generally in good health, but in a state of great destitution, occasioned by long and tedious passages, and the consequent exhaustion of their small pecuniary means, in the manner I have before mentioned. They entertained very exaggerated ideas on the subject of wages in Canada, and many, though in great distress, refused to work for the ordinary wages of the country.

The extravagant expectations of poor emigrants in regard to wages, no doubt, induce numbers of them to proceed to the United States, where wages are nominally higher than in Canada, but where the expense of living is also so much higher that 3s. and 3s. 6d., which have been this year the ordinary day wages in the Lower Province, affords a much better remuneration than the dollar which is offered on the public works in the United States. On trial, the error is speedily discovered, but the emigrant is generally compelled, from want of means, to submit to his lot. Emigrants of moderate pretensions, who are satisfied with the adequate remuneration for labour which they may receive in Canada, are soon placed in a comfortable position, with a fair promise of becoming themselves, at no very distant day, the employers of emigrant labour.

Wages have been unusually high during the past season, and towards the close of it labourers were in great request in almost every section of the provinces, indeed in many places improvements and farming operations have been retarded from the want of them.

Paper No. 9, p. 96, of the Appendix, contains a copy of a letter received from Mr. Roy, emigrant agent at Kingston, from which it appears that up to the 21st November only 10,978 emigrants have reached that port this season; and on reference to the copy of a letter received from A. B. Hawke, Esq., emigrant agent at Toronto, it appears that very few of the emigrants of this year have reached the London and Western districts.

In paper No. 6, p. 84, of the Appendix, I have set forth the distribution of the emigrants of the past season, as nearly as I could ascertain it from the returns which I have received. The proportion of those who have remained in Lower Canada is much greater than in preceding years; this is to be attributed partly to the demand which existed for labourers on the public works in and about the city of Montreal, and in some degree to the poverty of the emigrant, which prevented his proceeding farther up.

Although, as I have represented to your Lordship, the great mass of the emigrants of this year arrived in Canada poor, indigent, and ignorant, there have been numbers whose intelligence and proportionate wealth will render them valuable additions to the colonial population. These latter were chiefly from England and Scotland, and from the Irish ports of Belfast, Londonderry, Waterford, and Cork. Among them were the passengers in the British King, from Cromarty, a fine and healthy body of settlers, who brought with them capital to the amount of 7000*l.* or 8000*l.* sterling. They all proceeded to the Upper Province, and have located themselves in the London and Gore districts. The emigrants from Hull and Padstow were also in good circumstances; those from the former place are scattered over different parts of Upper Canada, those from the latter have nearly all fixed themselves in the townships of Whitby and Darlington. A few wealthy English families proceeded to the states of Ohio and Indiana, where they had relatives residing for a number of years.

I estimate the capital imported by emigrants into the colony during the past season at near 100,000*l.* The emigrant agent at Kingston informs me that, from a memorandum kept by him, the amount brought in money to that port was over 61,000*l.* among 241 individuals.

The number of persons this year, the expense of whose emigration to Canada was defrayed by landed proprietors and parochial appropriation, is 564; of this number 250 were from England, viz. from London, and the Union workhouse, Isle of Wight. These English emigrants were well provided for, and were forwarded to Montreal, where the majority were paid, under the superintendance of this office, their allowance of 20*s.* sterling for each adult. The emigrants by the ship *Fives*, from Newport, were not so paid, the allowance having been entrusted to the captain, he in the first instance only paid 20*s.* currency, and it was only after repeated applications made by the emigrant agent at Montreal that he was induced to refund the difference; this fact proves the propriety of forwarding the money so appropriated to this office, or at least giving to the agent some control over its distribution.

The remainder of the pauper emigrants, 220, were from Limerick, and 94 from Sligo. Those from Limerick were sent by Colonel Wyndham, and were well provided for during the voyage, but landed here quite destitute of means; many of them, widows with large and helpless families, were incapable of earning a support by their own exertions. In accordance with your Lordship's commands, 194 of these people were forwarded to Kingston, and 139 of them as far as Coburg, where they had friends who had emigrated the preceding year under similar circumstances; others, principally young men, remained here at work for a short time, and afterwards paid their own expenses up. By a report made to Mr. Hawke by Mr. Chatterton, emigrant agent at Coburg, a copy of which will be found at p. 95 of the Appendix, it would appear that 25 of these people have gone to the United States, that 12 families are residing in the vicinity of Coburg, and that the remainder are scattered about the district as

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farm servants and labourers. Those sent out from Sligo were chiefly ejected tenants, who were assisted to emigrate by their landlords; they received free passage; and many of whom landed were in great distress.

I beg to remark that the practice which prevails in regard to the pauper emigrants from Ireland of merely granting them a free passage out, and allowing them to disembark in Canada literally penniless, is much to be deprecated. Although the assistance thus extended may in some measure be considered a boon, and reflects great credit on the munificence of the landlord who removes the emigrant from a state of beggary and starvation to a country where in a short time, by steadiness of conduct and common industry, he may be placed beyond the reach of want and on the road to independence, still the good effected falls far short of the good intended, in consequence of the fatal omission to provide for his immediate necessities after disembarkation. By the constant influx of emigrants during the summer months, the demand for labour in the cities of Quebec and Montreal, and their vicinities, is soon satisfied, and the destitute emigrant who follows, unable to proceed elsewhere, has recourse to mendicancy, and becomes a burthen to society. If the English practice where parochial assistance is granted, viz., that of allowing 20s. sterling to each adult, and to children in proportion, were adopted, similar beneficial results might be expected; there would be no want or begging, no detention in our crowded ports.

The number of emigrants who have this year passed from these provinces to the United States has been reported to be very great, I have endeavoured to ascertain how far the report is correct, and I am of opinion that much exaggeration prevails on the subject. At page 94 of the Appendix will be found the copy of a letter received from Mr. Hawke, in answer to my inquiries on this head; this gentleman states that the agents in the Upper Province are assured by the captains of the steamers, that they have brought as many deck passengers to the province as they have taken from it: Mr. Hawke, however, is of opinion that the balance is much against us.

Mr. Roy, emigrant agent at Kingston, writes me that 1,200 emigrants left that port direct for the United States, but that they were more than replaced by the arrival of 1,300, some of them native Americans, but at least seven-eighths of them natives of the British isles, who had been residents of the Republic for many years. These latter, I consider, become the best settlers. The accounts which I received from New York during the summer also stated that the provinces would receive a considerable increase of population by that route. In addition to the above I may mention that my own observation and acquaintance with the intentions of emigrants induce me to believe, that this year fewer in proportion to former years contemplated going to the United States.

Large numbers of the poorer class of emigrants annually come out by this route to join their friends and relations who have settled in the United States; the route by the St. Lawrence is much cheaper than that by New York, and the emigrants are also aware that by disguising the truth as to their ultimate destination, they will receive assistance from public and private charity. I estimate that about 3,000 emigrants landed in Quebec during the past season, with the fixed determination of joining their friends in the Republic. Many who had means proceeded direct on their journey, while others, on being refused relief, worked for a short time until they earned enough to defray their expenses. The most obvious means that suggests itself of preventing the yearly emigration which takes place from the colonies, and of saving to Government and society the expense of supporting and assisting a transit population without the prospect of any return, is to cause correct and faithful information to be widely circulated throughout the emigration districts of the British isles. The glittering and deceptive promises of public companies in the United States too frequently succeed in exciting the eager desires of a poor yet laborious population. I have for example seen it stated in a Limerick paper that 2,000 labourers were wanted on the Pennsylvania canal, where the nominal daily wages promised were 9s., or 4s. 6d. sterling. It is not stated that the labourers are paid generally in what is called "store pay," that is to say, they are found in provisions, clothing, and indeed any article they may require, for which they are charged prices regulated by the avarice of the contractor.

Paper No. 7, page 85, of the Appendix, is a return of the emigration to the port of New York, for the last 12 years; from which it appears that during the present year about 58,000 emigrants had landed in that city, of whom three-fourths were, as I estimate, from the United Kingdom, but the exact return has not been received.

The emigration of the year 1841 will, in all probability, greatly surpass that of the present year. The animating exertions of the people of Upper Canada and the inducements held out to the industrious poor of the mother country, by the resumption of the public works in both provinces, will, doubtless, produce important results. In Dr. Rolph the friends of emigration to the Canadas have secured the offices of an able and eloquent advocate, who has already successfully drawn the attention of the great landed proprietors of the United Kingdom to the unbounded field which these provinces presents for promoting the prosperity and happiness of the unemployed and destitute population of the mother country.

By a Report recently published of the Montreal Emigrant Committee, it appears that early in June last a large fund was raised in that city for the relief and assistance of emigrants. The principal statements in the Report are borne out by facts which have come under my own observation. I fully concur in the opinion expressed of the propriety of pressing upon the attention of emigrants the importance of early departure, so as to arrive here not later than the month of June, the season for remunerating employment, and also of selecting good and sound vessels for their conveyance across the Atlantic.

I beg to state to your Lordship, that in drawing up this Report I have made it my study

to adhere closely to matters of fact, the details of which will be found in the Appendix. I also take the liberty most respectfully to assure your Lordship, that your Lordship may rely on my anxious and unremitting zeal in the cause of emigration, and in the successful issue of the plans devised by Her Majesty's Government, and by benevolent associations for the colonization of these fine provinces.

Submitting the whole to your Lordship's favourable consideration, I have the honour to request that you will be pleased to transmit the same to Her Majesty's Principal Secretary of State for the Colonies for the information of Her Majesty's Government.

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

The Right Hon. Lord Sydenham,  
&c. &c. &c.

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APPENDIX No. 1.

The following Statement shows the weekly arrivals of EMIGRANTS at Quebec and Montreal during the Year 1840; specifying the Number of Males and Females, and Children under 14 Years; also the Number of Voluntary Emigrants, and those that received Parochial Aid.

Weeks ending	Males.	Females.	Children under 14 Years.	Parochial Aid.	Voluntary.	Total each Week.
May 9	332	188	131	..	654	654
16	105	55	84	..	244	244
23	1,373	855	611	..	2,839	2,839
30	1,239	994	856	50	3,039	3,089
June 6	1,398	977	688	311	2,752	3,063
13	924	577	497	..	1,998	1,998
20	804	593	450	..	1,847	1,847
27	420	294	241	30	925	955
July 4	299	204	229	..	732	732
11	420	300	221	..	941	941
18	484	367	379	1	1,229	1,230
25	294	222	172	..	688	688
August 8	390	260	144	60	734	794
15	184	156	93	..	433	433
22	364	302	258	9	915	924
29	59	52	57	8	160	165
September 5	163	129	175	90	377	467
12	60	35	56	..	151	151
19	257	202	238	5	692	697
26	31	30	25	..	86	86
October 3	23	21	21	..	65	65
31	115	35	19	..	169	169
Total	9,738	6,848	5,648	564	21,670	22,234

A. C. BUCHANAN, Chief Agent.

Emigrant Department,  
Quebec, 20th December, 1840.

No. 2.

NAMES of Ports from which EMIGRANTS came during the Year 1840; with comparative Statement of the Number arrived at Quebec and Montreal during the nine preceding Years.

ENGLAND.

Names of Ports.	1840.	1839.	1838.	1837.	1836.	1835.	1834.	1833.	1832.	1831.
Aberystwith	..	..	..	..	..	2	37	42	27	..
Bideford	26	..	8	..	16	..	..	..	60	51
Bridgewater	15	..	..	6	..	2	37	16	306	280
Bristol	37	23	4	159	283	129	64	107	1,836	764
Berwick and Newcastle	9	19	7	91	16	210	459	208	340	230
Brant	..	..	..	8	..	..	..	..	..	..
Chatham	..	..	..	..	..	..	22	17	..	..
Carried forward	87	42	19	267	315	343	619	390	2,569	1,334

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Names of Ports from which Emigrants came, during the Year 1840, &amp;c.—continued.

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Names of Ports.	1840.	1839.	1838.	1837.	1836.	1835.	1834.	1833.	1832.	1831.
Brought forward	87.	42	19	267	315	343	619	390	2,569	1,334
Caermarthen	..	..	..	..	..	6	..	22	..	45
Colchester	..	..	..	..	..	..	..	..	145	..
Dartmouth	..	12	..	14	76	30	82	81	196	9
Exeter	..	..	..	9	..	1	..	..	6	..
Falmouth	3	..	17	3	11	..	59	31	107	77
Forquay	..	..	..	..	..	10	..	..	48	..
Gloucester	4	..	..	..	22	3	10	7	..	6
Hull	316	90	86	367	463	462	1,171	655	1,238	2,780
Ipswich	..	..	..	..	555	..	..	..	..	..
Jersey	..	..	..	..	27	2	17	2	..	..
London	293	83	194	987	1,666	762	1,051	1,287	4,156	1,135
Llanelly	..	..	..	..	..	..	..	..	21	..
Liverpool	3,308	1,220	367	2,247	3,748	388	1,060	551	2,217	2,261
Lancaster	..	..	..	..	..	..	..	61	45	43
Lowestoff	..	..	..	..	119	..	..	..	..	..
Lynn	..	..	12	1,546	810	86	..	7	86	..
Milford	..	16	3	3	7	1	5	35	138	15
Mary Port	60	..	..	39	15	182	538	315	884	421
Newport	64	..	..	..	..	4	20	2	156	1
Portsmouth	21	..	123	201	778	247	163	251	932	..
Poole	..	14	52	73	74	6	1	84	150	106
Plymouth	119	58	35	403	88	211	850	440	1,398	474
Penzance	1	..	..	1	..	13	12	..	28	19
Padstow	242	9	1	1	8	13	29	53	335	5
Portaferry	..	..	..	12	..	..	..	..	..	..
Shoreham	..	..	..	..	..	..	62	..	99	..
Southampton	..	..	..	..	..	..	1	20	..	4
Swansea	..	..	18	..	..	..	32	..	63	..
Sunderland	10	41	7	36	155	16	57	40	206	86
Scarbro' and Shields	..	..	..	21	14	1	49	1	12	..
Stockton	..	..	..	..	..	16	192	233	132	..
Stornaway	..	..	1	62	..	..	..	..	..	..
Tynmouth and Wig- ton	..	..	6	..	21	..	..	..	..	..
Whitehaven	..	..	..	..	110	..	72	413	795	138
Workington	2	1	..	..	..	..	20	..	246	399
Whitby	..	..	..	71	71	59	273	46	236	471
Yarmouth	37	..	49	617	3,025	203	345	171	793	514
Total	4,567	1,586	990	6,980	12,180	3,067	6,799	5,198	17,481	10,343

## IRELAND.

Names of Ports.	1840	1839.	1838.	1837.	1836.	1835.	1834.	1833.	1832.	1831.
Belfast	3,315	1,072	548	1,999	1,209	1,350	3,021	2,637	6,851	7,943
Bally Shannon	..	128	..	122	..	..	15	71	86	200
Balldubhne	196	..	..	..	..	..	..	..	..	..
Baltimore	..	..	..	360	166	99	..	..	164	..
Cork and Bantry	1,860	481	149	2,699	2,588	861	2,261	925	1,987	2,735
Clare	..	..	..	..	..	..	..	19	..	..
Dublin	1,565	523	135	2,535	2,435	912	5,879	3,571	6,595	7,157
Downgal	281	70	73	113	66	..	2	..	113	..
Drogheda	..	..	..	..	..	..	..	60	90	..
Galway	..	48	4	..	83	..	79	190	425	452
Killalo	478	91	..	223	288	..	..	..	..	514
Kinsale	23	..	..	86	118	3	2	..	..	..
Kilrush	..	..	..	..	..	..	4	..	..	..
Limerick	2,055	616	96	1,055	906	641	1,097	602	1,689	2,759
Londonderry	610	254	204	1,424	1,427	1,041	1,580	1,852	2,582	2,888
Larne	..	26	..	..	..	..	..	..	137	..
Newry	365	204	17	282	144	537	945	725	1,374	1,591
Newport	..	..	..	378	..	..	..	..	..	..
Ross	229	44	12	180	208	259	278	325	926	1,159
Sligo	3,407	1,378	187	1,913	1,687	893	2,144	657	2,961	4,079
Strangford	..	3	..	..	..	..	117	41	349	169
Tralee	123	100	17	286	250	42	217	67	133	114
Waterford	874	105	14	859	629	205	1,008	197	877	1,216
Wexford	..	..	..	..	18	6	23	21	157	229
Westport	733	..	..	..	..	194	221	..	529	720
Youghall	147	..	..	246	249	65	203	53	159	210
Total	16,291	5,113	1,456	14,538	12,596	7,108	19,208	12,013	28,204	34,135



SCOTLAND.

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Names of Ports.	1840.	1839.	1838.	1837.	1836.	1835.	1834.	1833.	1832.	1831.
Alloa	..	15	1	9	..	13	87	..	231	..
Ayr	..	..	..	11	..	..	221	24	..	40
Annan	..	..	..	..	..	30	391	..	175	..
Aberdeen	194	157	147	252	696	545	647	116	478	158
Cromarty	217	..	..	215	545	181	276	298	638	460
Campbelltown	..	..	..	..	..	..	..	192	110	..
Dumfries	64	..	..	..	..	26	..	137	..	..
Dundee	59	10	1	20	11	37	99	194	439	249
Greenock	221	239	145	698	519	597	1,140	1,458	1,716	2,988
Grangemouth	..	..	..	..	6	1	..	..	..	196
Glasgow	148	63	12	45	32	80	462	168	160	176
Irven	..	..	..	..	..	6	..	6	37	..
Isla	..	..	..	..	..	123	358	601	181	..
Inverness	..	..	..	..	..	183	..	138	..	361
Kirkwall and Thurso	89	..	..	..	149	..	..	..	..	..
Kirkcaldy	..	..	..	4	..	..	33	47	..	..
Leith	140	..	41	253	45	247	661	622	1,145	664
Lochendoe	..	..	..	..	174	..	..	..	..	..
Lochinbar	..	..	..	..	28	..	..	..	..	..
Leven	..	..	..	..	..	..	..	39	112	..
Peterhead	..	..	..	..	..	42	29	41	18	13
Stranraer and Montrose	12	1	..	2	19	16	87	75	60	..
Stornaway	..	..	200	..	..	..	..	..	..	..
Tobarmony	..	..	..	..	..	..	99	40	..	..
Troom	..	..	..	..	..	..	1	..	..	..
Total	1,144	485	547	1,509	2,224	2,127	4,591	4,196	5,500	5,305

LOWER PORTS.

Places of Departure.	1840.	1839.	1838.	1837.	1836.	1835.	1834.	1833.	1832.	1831.
Newfoundland	232	258	273	274	235	225	339	359	561	424
Nova Scotia										
Cape Breton										
West Indies, &c. &c.										
CONTINENT.										
Havre de Grace	..	..	..	..	485	..	..	..	..	..

Emigrant Department, Quebec, 20th December, 1840.

A. C. BUCHANAN, Chief Agent.

No. 3.

COMPARATIVE STATEMENT of the Number of Emigrants arrived at Quebec since the Year 1829, inclusive.

Places of Departure.	1829.	1830.	1831.	1832.	1833.	1834.	1835.	1836.	1837.	1838.	1839.	1840.
England and Wales	3,565	6,799	10,343	17,481	5,198	6,799	3,067	12,188	5,580	990	1,586	4,567
Ireland	9,614	18,300	34,133	28,204	12,019	19,206	7,108	12,590	14,538	1,456	5,113	16,291
Scotland	2,443	2,450	5,354	5,500	4,196	4,591	2,127	2,224	1,509	547	485	1,144
Hamburgh and Gibraltar	..	..	..	15	..	..	..	..	..	..	..	..
Nova Scotia	123	451	424	546	345	389	225	235	274	273	255	232
Newfoundland												
West Indies, &c.												
Havre de Grace	..	..	..	..	..	..	..	485	..	..	..	..
Total	15,945	28,000	50,254	51,746	21,752	30,935	12,527	27,722	21,901	3,266	7,439	22,234
Grand Total	293,721											

Emigrant Department, Quebec, 20th December, 1840.

A. C. BUCHANAN, Chief Agent.

## CORRESPONDENCE RELATIVE TO

No. 26.

No. 4.

Lord Sydenham to  
Lord John Russell.  
26th January, 1841.

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RETURN of the Number of Emigrants admitted at the Quarantine Hospital, from the 4th May to the close of the Navigation, 1st November, 1840.

	Admitted.	Discharged.	Died.
Men . . . . .	239	222	17
Women . . . . .	157	149	8
Children . . . . .	165	149	16
Total . . . . .	561	520	41

EMIGRANTS admitted at the Marine Hospital, at Quebec, during the same period.

	Admitted.	Discharged.	Died.	Remaining.
Men, women and children . . . . .	382	343	24	15

A. C. BUCHANAN, Chief Agent.

Emigrant Department,  
Quebec, 20th December, 1840.

No. 5.

RETURN of the Number of Adults, Males, Females, and Children, under 14 and 7 years, who have been aided with Provisions and the means of Transport to Port St. Francis, Montreal, and to New Brunswick.

Destination.	Ages:				Relief afforded.	
	Men.	Women.	Under 14 Years.	Under 7 Years.	Provisions.	Transport.
Port St. Francis . . . . .	33	36	14	7	£. s. d. 56 3 2	£. s. d. 553 15 7
Montreal . . . . .	584	1,078	552	405		
New Brunswick . . . . .	3	10	4			
Total . . . . .	620	1,124	570	422		
Total relieved, 2,736 . . . . . £609. 18s. 9d. Currency.						

A. C. BUCHANAN, Chief Agent.

Emigrant Department,  
Quebec, 20th December, 1840.

No. 6.

DISTRIBUTION of Emigrants arrived in Quebec in 1840.

## LOWER CANADA.

City and district of Quebec . . . . .	500
District of Three Rivers and St. Francis, including the Eastern Townships . . . . .	200
City and district of Montreal, and employed as labourers, mechanics, and house servants, as by return received from the Emigrant Agent in that city, 5,880; of whom 1,000 to 1,200 have gone to the United States . . . . .	4,800
	5,500

EMIGRATION TO CANADA.

Brought forward . . . . .	5,500
UPPER CANADA.	
Ottawa and Bathurst Districts, and along the line of the Rideau Canal . . . . .	1,400
The Eastern and Johnston Districts, and along the route of the St. Lawrence . . . . .	1,000
The Midland, Victoria, and Prince Edward's Island Districts, and up the Bay of Quinte, and in the vicinity of Kingston . . . . .	2,500
Landed at Cobourg and Port Hope, and settled in the Newcastle District . . . . .	800
Landed at Toronto, and settled in the Home and Gore District . . . . .	5,500
Niagara District, including St. Catherine, Oakoda, and along the Welland Canal . . . . .	1,000
The Huron tract, and in the London and Western District . . . . .	700
Went to New Brunswick and Prince Edward's Island, and to ports in the Gulf of the St. Lawrence . . . . .	200
Died in Grösse Isle, and at Quebec and Montreal . . . . .	80
Went to the United States . . . . .	3,500
	22,180

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 Quebec, 20th December, 1840.

No. 7.

RETURN of the Number of Emigrants arrived at New York from the United Kingdom, for the last Twelve Years.

	Number each Year.
In the year 1829 . . . . .	11,500
1830 . . . . .	21,433
1831 . . . . .	22,607
1832 . . . . .	28,283
1833 . . . . .	16,100
1834 . . . . .	26,540
1835 . . . . .	16,749
1836 . . . . .	59,075
1837 . . . . .	34,000
1838 . . . . .	13,059
1839 . . . . .	24,376
1840 . . . . .	41,500
Total . . . . .	315,223

A. C. BUCHANAN, Chief Agent.

Emigrant Department,  
 Quebec, 20th December, 1840.

No. 8.

EXTRACTS from the several WEEKLY REPORTS made to the Governor-General by the Chief Agent for Emigration at Quebec.

Week ending 9th May, 1840.

THE emigrants who have arrived since the opening of the navigation are a fine healthy body of settlers. Those by the Borneo from Limerick, are mostly provided with sufficient means to enable them to reach their destination; they consist of small farmers, labourers, and a few tradesmen, and I am happy to say they are nearly all members of the Temperance Society, and have taken Father Mathews's pledge previous to embarkation. A large number of them were going to the United States, but I have succeeded in directing them to the advantages of these provinces, and they have almost all proceeded upwards.

Those whose destination is the United States, have been sent for by their friends who are residing there, and to whom naturally they are most anxious to proceed.

The passengers who have arrived this day in the Despatch, from Waterford, and in the Energy, from Limerick, are the same class of people as those per Borneo; about one-half will proceed to Montreal, per steamer, to night, and the remainder on Monday. There has not been a single case of distress among these emigrants; and for all who were desirous of employment I obtained it. I can find work for a large number more.

Week ending 16th May.

The emigrants who arrived during the past week appeared all in good circumstances. Some of the families in the ship John Bell, from New Ross, possessed considerable property, and



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Captain Black paid over to three families upwards of 250*l.* in gold, which they had deposited with him for safe keeping during the passage.

The Scotch emigrants in the *Brilliant*, from Aberdeen, are all in easy circumstances, and have proceeded to Upper Canada for settlement. The demand for all classes of farm labourers, mechanics, house servants, &c. is very good; wages for common labourers 30*s.* to 35*s.* per month, with board, and by the day, without board, 3*s.* Several hundred able-bodied labourers would find immediate employment in Quebec at the above rates. I have received a letter from Upper Canada, river Trent, stating that a number of farmers in that neighbourhood wish to engage from 15 to 20 good agricultural labourers who would be willing to engage by the year; wages from 80 to 100 dollars per annum, with board. I have also received equally favourable accounts from the eastern townships.

Mr. Bowen, who writes the above account from Upper Canada, also states that there is no doubt, in the opinion of Mr. Crome and himself, that from three to four times that number would find employment in their neighbourhood, and that the demand is always greater than the supply; wages by the month, in summer, will range from 10 to 14 dollars.

#### Week ending 23rd May.

The emigrants arrived this week are in general in good circumstances, and nearly all from Ireland: they consist chiefly of labourers, small farmers, and mechanics; those who do not possess sufficient means to proceed up the country have obtained employment about the coves and shipping. I am happy in being able to state that among those emigrants there are comparatively few going to the United States. I have seen several passengers who have been out in this country before, and have resided in different parts of New York and Pennsylvania; they are returning now with their friends to settle in Upper Canada. Instances of this kind will have great effect among their countrymen, and I can safely state that four-fifths of the emigrants arrived this week intend remaining in these provinces.

In the *Clio*, from Padstow, were 146 very respectable people, they are all going to settle in the township of Whitby, and near Port Hope in Upper Canada. Several families in the *Sarah*, from Aberdeen, have large capital; they are going to the Canada Company's lands. The office has been exceedingly crowded daily by emigrants soliciting aid to recover the capitation tax. I regret to say that owing to the want of a responsible person to represent the parties in the United Kingdom with whom the emigrants engaged their passage, I find it almost impossible to obtain any redress. I have, however, succeeded in getting it refunded in three cases. The passengers per the *Andrew Melvill* and *Llan Rummy*, from Hull, and to part of the passengers in the *Champlain*, from Youghal.

I continue to receive the most favourable accounts of the demand for farm labourers and mechanics in Upper Canada and eastern townships.

#### Week ending 30th May.

The office has been exceedingly crowded this week by emigrants soliciting aid to enable them to recover the capitation tax. I have succeeded in getting it refunded to over 300 passengers from Hull and Liverpool. The emigrants arrived this week consist of chiefly labourers and small farmers, many of whom are in possession of capital; their destination is principally Upper Canada.

I regret to state there has been much distress among the passengers in the *Nelson Village* and *Helén*, from Belfast, and in the *Industry*, from Sligo; upwards of 60 passengers from the former vessel were left in Grosse Isle sick, and were detained there for several days, in consequence of which their small means became exhausted. Taking, however, the large number of emigrants who have arrived this season, there are much fewer cases of actual distress among them than I have seen in former years.

A very fine body of emigrants arrived yesterday in the *Amazon*, from Hull; they are all, with the exception of one family, in good circumstances; several of them have resided in the townships of Markham, in the home district, and in the neighbourhood of Prescott, for several years; they are returning with their families, and have imported some very fine sheep, and a young Yorkshire colt. About 20 of them, three families, and the remainder young single men, are going to their relatives who are settled in the state of Ohio and Indiana. They bring out a large sum of money with them, as I understand, from 1,200*l.* to 1,500*l.* sterling. The young men have been engaged in the woollen trade in Yorkshire, and are going to Boston for employment in the factories there.

#### Week ending 6th June.

The emigrants sent out this week are principally of the labouring classes with a few mechanics; the latter class of people find no difficulty in getting employment: there is a constant demand here for carpenters, masons, and tailors, with good wages; carpenters 3*s.* 6*d.* to 5*s.*, and masons 4*s.* to 6*s.* per day; tailors get job-work at which they can earn from 4*s.* to 5*s.*; shoemakers are also in demand. Among the arrivals are 135 passengers in the *Urania*, from London and Cowes; these people have been sent out from the House of Industry at Newport, and are amply provided for; they get a free passage out to Montreal, and 20*s.* sterling each adult; children in proportion. I have furnished them with every advice, and also with directions to places where they will obtain employment. In the *James Cooke*, from Limerick, there were 28 families of 126 souls, assisted to emigrate by Colonel Wyndham, from his estates in the county Clare; these people received a free passage to this port, and were well supplied with provisions for the voyage; many of them, however, are widows with large families, and not likely to obtain employment here which will support them; they are all anxious

to proceed to the Newcastle district, where they state they have friends who were sent out last year, but cannot do so for want of means. Eleven families, numbering 50 passengers, arrived yesterday in the brig Balfour, sent out under similar circumstances; they do not appear altogether so destitute as the others. There are some very respectable and wealthy families in the G. Wilkinson, from Liverpool, and Thomas Gilson and Chieftain, from Belfast; their routes are chiefly to Upper Canada, where many have friends.

On board the brig Hero, from Newfoundland, were four families who were wrecked in the Atlantic, from Dundee, they are respectable farmers and mechanics, and were in good circumstances on leaving home; when they were wrecked they lost every thing, and with difficulty escaped with life. The inhabitants of St. John's subscribed sufficient to clothe and forward them here. A small subscription has also been made for them to enable them to proceed to their destination in Upper Canada.

#### Week ending 13th June.

The emigrants arrived during the past week are chiefly labourers and farmers; their destination is, with few exceptions, Upper Canada. From the Nicholson, from Sligo, a few families of about 30 persons have gone to their friends in the township of Rawdon. The passengers in the Quinton-Leitch, from Newry, were respectable farmers and labourers; several families were in great distress on their arrival here, owing to being short of provisions; they were 54 days at sea, and had to purchase from the captain at exorbitant prices. It appears that masters of vessels in many instances lay in a stock of provisions, which they dispose of at a large profit to those who may run short during the voyage.

The ship George, with 377 passengers, arrived this morning from Liverpool; she has been a week at Grosse Isle; the passengers are in great distress, having suffered from want of provisions; they have been 57 days on the voyage, and purchased from the captain and their fellow passengers so long as their funds lasted; the captain has been obliged to support some families during the last fortnight.

When I visited the ship this morning, I found several families in such distress that I have felt obliged to order an issue of provisions, to a limited extent to them. About 30 passengers sailed yesterday to Halifax and St. Johns, New Brunswick; they are from Sligo and Westport, and are going to join their friends; they came this route owing to their not being able to get a vessel direct.

#### Week ending 20th June.

Among the arrivals this week are many families possessing capital, and who are anxious to purchase lands in Upper Canada. I have furnished them with the necessary instructions how to proceed, and to whom they should apply for direction and advice.

The emigrants per Eliza, from Sligo, are going to their relations settled in the township of Cavan, Newcastle district. There has been several families in the Emerald, from Sligo; the Mary Coxon, from Cork; and Leander, from Liverpool, in great distress, for want of provisions during the voyage; they spent all the little stock of money they had left (after paying their passage) in purchasing provisions at exorbitant prices from the captain, and I was under the necessity of furnishing them with immediate assistance, by an allowance of bread and oatmeal; those by the Emerald were equally destitute as those in the George, from Liverpool, which arrived last week. Constant applications are made for assistance to enable families to proceed to their friends in different parts of the provinces, and I have felt myself obliged to extend relief to near 30 families during this week; they are chiefly from the George, Emerald, Mary Coxon, Ceres, and Leander, from Liverpool, Cork, and Sligo. Among them are a number who have been detained at Grosse Isle by sickness. There are now about 250 emigrants in port, most of whom go up in the steamer this evening.

#### Week ending 27th June.

The emigrants arrived this week are chiefly labourers and a few tradesmen. Those in the Lively, from Cork, Edwin, from Killalo, Doris and Thetis, from Limerick, were in great distress; many of the poor families ran short of provisions, and were obliged to purchase from the captain. Some of them landed here in great distress, were assisted with provisions, and forwarded to Port St. Francis and Montreal. About 20 families are gone to settle in Kildare, and about as many more to the eastern townships. Ten families, numbering 30 persons, were sent out by Colonel Wyndham in the Thetis, who assisted them with provisions and a free passage to Quebec. Mr. Bydon writes me that these people, he considers, have no further claim on Colonel Wyndham after their arrival here.

About 600 emigrants, who have been detained at the quarantine station, are on their way up, and may be expected to-morrow.

#### Week ending 11th July.

The emigrants arrived during the past week are chiefly labourers, and a few farmers with small capital; a large majority of them are desirous of going to Upper Canada, or where they will meet with employment.

A very respectable body of passengers came out in the Hercules, from Aberdeen, and Corinthian, from Hull; they are all in good circumstances, and are amply provided with means to proceed to their destination, which is Upper Canada, with the intention of purchasing lands in the London and Western districts. Two families are returning to Illinois, where they have resided for some years. There was, I regret to state, a good deal of distress among the passengers by the Edward and Mary and Carrick, from Westport, which was

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chiefly owing to their long voyage, being upwards of seven weeks at sea; their supply of provisions ran short, and many were supported by the charity of their fellow passengers, after they had spent all their money in purchasing food from the master.

The passengers in the Aisthorp, from Sligo, and Elizabeth, from Cork, were also similarly situated. I have been obliged to give assistance during the past week to about 40 families; many among these received assistance owing to their long detention in the hospital at quarantine.

I consider the city unusually free from emigrants at this season, owing to the opposition of the Hart steam-boat, as on the night she sails the fare is reduced from 7s. 6d. to 2s. 6d., whereby many are able to proceed up, who otherwise could not have done so unless assisted. A few families from Westport are proceeding to join their friends in Kildare and Rawdon.

Week ending 18th July.

The emigrants arrived during the past week are, with the exception of a few families, all in good circumstances, and in possession of ample means, particularly the Scotch and English, many of whom brought out a considerable amount of capital; they are, with a few exceptions, all proceeding to the Upper Province to join their friends. A large portion of the Scotch are going to settle in the Bathurst district; others to the Johnston, Newcastle, and London districts; and a few to the Huron tract.

I regret to have to report a case of gross misconduct and ill-treatment on the part of Captain \_\_\_\_\_, of the ship \_\_\_\_\_, from Glasgow, with 72 passengers. This vessel arrived here on the 13th inst.; after a passage of 77 days, nearly the whole of which time the passengers were obliged to work at the pumps night and day, the ship making, in heavy weather, 17 inches of water per hour. A few days after sailing the ship lost her fore and main top-masts in a gale of wind, which they were unable to replace, having no spare spars on board; and she continued to make so much water, that the crew was unable to keep her clear: 30 of the passengers then formed themselves into watches to pump, for which the captain promised to pay them 20s. each on arrival at the nearest port, and for which he promised to steer. He, however, kept on his course, notwithstanding the leaky state of the vessel, and her being otherwise unfit to continue the voyage for want of means to refit the spars she had lost. Their stock of provisions running short, the passengers were obliged to purchase from the captain at exorbitant prices, paying him for bread at the rate of 37s. 4d. per cwt., for what the captain acknowledged to me only cost him 17s. 6d. per cwt.; barley 3d., cost 1½d.; and other things in proportion. They had also to purchase provisions from vessels they spoke at sea; and some of them expended upwards of 7l. and 8l. extra for provisions over and above the stock they had originally laid in for the voyage.

On arrival of the vessel here, the passengers made their complaint to this office, and stated that the captain refused to allow those who worked at the pumps the remuneration he promised them, viz., 20s. each; and it was not until repeated applications had been made to Captain \_\_\_\_\_, both by letter and in person, that I could obtain a settlement from him, and also the refunding of 5s. a-head which he had charged them for tax. It is to be regretted that the law does not compel him to refund the over-charge on the provisions which he sold them.

I have caused information to be lodged against him for the infringement of the 6th clause of the Imperial Passengers' Act, for not having a list of the prices of his provisions open for the inspection of his passengers. A statement of the decision, with an affidavit sworn by eight of the passengers, as also one by the first mate of the vessel, I shall forward for the information of his Excellency the Governor-General in a few days.

I regret to report that, on board the Anne Leffy, from Liverpool, with 294 passengers, there has been a great deal of sickness, small-pox and typhus; they had 13 deaths at sea, and two on arrival at Grosse Isle; she has left 43 cases in hospital at quarantine.

I have been obliged to extend relief to upwards of 20 families during the past week, chiefly from this vessel and from the Independence from Belfast, and to a number of young men and women who have been discharged from the hospital here and at quarantine, numbering in all above 113 persons.

Week ending 25th July, 1840.

The emigrants arrived during this week are chiefly Irish, and consist of farm labourers and mechanics.

In the ship \_\_\_\_\_, from Liverpool, with 356 passengers, all Irish, there has been a number of families landed here in great distress, caused by long detention in Liverpool, some of them having been kept there waiting for a vessel upwards of a month after they had engaged and paid their passage. I beg to enclose you two affidavits, sworn to before a magistrate, in corroboration of this charge. Many more of the passengers made complaints of a similar nature. This vessel also brought out upwards of 30 passengers more than she is entitled to carry by law, for which she was fined by the collector in the sum of 20l. sterling. The master of the \_\_\_\_\_ stated that his passengers were shamefully treated by the passenger brokers in Liverpool, \_\_\_\_\_ and \_\_\_\_\_. These parties nearly forward all the emigrants from that port; and I regret to say that not a single vessel has arrived from there this season without bearing complaints of a similar nature. The \_\_\_\_\_ made her passage in 46 days, which is so far fortunate, as, on her arrival here, many of her passengers were out of provisions. The Captain acted in the kindest manner, and assisted those in distress from his own stock.

Some very respectable emigrants arrived this week from Hull, Plymouth, and Greenock,



all in good circumstances; they have all proceeded to Upper Canada, with the exception of two families, who are going to Fredericton, New Brunswick. In the Pomona, from Dublin, there were 226 passengers, generally in good circumstances; the greater part are going to the Upper Province. A number of them, young men, I have sent to the township of Leeds and Inverness, where there is abundance of employment to be had. In fact, there is no scarcity of employment anywhere at present, if the emigrants would only be content with the ordinary standard wages of the country. Several hundred labourers would meet with immediate employment in the Home and Western districts; wages during harvest 3s. 9d. to 5s. currency per day. The emigrant agent at Montreal writes me that there is abundance of employment in and about that city. A large number of additional hands will be required for to work on the roads.

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Week ending 8th August, 1840.

The emigrants arrived during the past week are chiefly of the labouring classes, and nearly all from Ireland. In the bark ———, from Derry, were 267 passengers; they landed here in good health, after a passage of 59 days. A few families were in poor circumstances, owing to their long passage, and previous detention at Derry after the day fixed for sailing; they had to purchase provisions from the master at double prices. Extended assistance to six families of 28 persons, by giving them a free passage to Montreal. Nearly all her passengers are going to Upper Canada, where they have friends. About 10 of them are going to Bathurst, in New Brunswick, where their relations have been settled for some years. The passengers in the Greenhow, from Newry, 21 in number, are in easy circumstances; they went to Upper Canada, intending to settle near Kingston.

In the Windscales, from Maryport, in Cumberland, were 45 passengers, very respectable people; they all proceed to settle in Upper Canada, about Toronto and Hamilton.

The passengers in the ——— from Cork, 93 in number, are chiefly labourers, and a few tradesmen; they had a long passage of 69 days. The passengers ran short of provisions, and had to purchase at exorbitant prices from the master. The water furnished to the passengers was frequently so bad as to be almost unfit for use, which was owing to its being put into bad casks. On inquiry, I found that the crew were using the same water, and they stated that neither water nor provisions were inspected before sailing. I extended assistance to 10 families of about 30 persons, who were in the most distress, in provisions and a passage to Montreal, where they will meet with employment.

There were a few cabin passengers, who bring out a good deal of capital, and are proceeding to settle in Upper Canada, where they intend to purchase lands.

Thirty-three passengers in the Mary Ann, from Miramichi, are very respectable; two families named Barkley, numbering 14 persons, have resided in Prince Edwards' Island since 1819, they have sold their property there, and are going to settle in the Home District, for the benefit of a milder climate; the remainder are emigrants of this season, who are going to their friends in Upper Canada.

In the brig St. James, from Killala, were 136 passengers, and in the Marquis of Normanby, from Sligo, were 174 passengers; the former was 96 days on her voyage, and the latter 63; the passengers suffered great privations, on account of their long and tedious passage, and many of them arrived here in great distress, quite destitute of money and provisions. About 60 of the passengers by the Marquis of Normanby, were sent by Sir Robert Gore from his estates near Sligo; they were supplied with a free passage and provisions to this port, but owing to their tedious passage they landed here totally destitute. I have had to give relief to upwards of 150 persons from these vessels. Their destination is chiefly Upper Canada, a few of the young men and women are going to the United States.

Week ending 15th August, 1840.

The emigrants arrived during the past week consist of farmers and labourers, and are all Irish; those by the brig Brown, 98 in number, had a long and tedious passage of 78 days, from Sligo; they landed here destitute of money or provisions, some families in her having spent from 3l. 10s. to 4l., for extra provisions. They are all going to the Upper Province for employment, and owing to the opposition between the steam-boats, many are able to proceed, who otherwise would become a burthen on the funds placed at the disposal of this office. The passage to Montreal on the nights the Charlevoix and Hart leave, is 2s. 6d., on other nights 5s.

The passengers per the Iraby, from same port, were 79 days out; she had 165 passengers; all arrived in good health. I was under the necessity of assisting 10 families, consisting of 38 persons from these vessels, with provisions and a passage to Montreal.

The bark Cumberland, from Liverpool, had 41 passengers, all Irish, who landed in good health, and have nearly all proceeded to Upper Canada; one family are going to their friends in Prince Edwards' Island. In the brig David Waters, from Waterford, were 50 passengers, and in the Henry Volant from Sligo, 56 passengers; all landed in good health, and were able to pay their own way; a few are going to their relations in the United States, the remainder to where they will meet with employment. I continue to receive most favourable accounts from different parts of the Upper Province of the increased demand for labourers, &c., from a letter received from Berlin, in the township of Waterloo, Wellington District, the following rates of wages are quoted, and prices of provisions:—labourers by the year, 25l. to 30l., and found; ditto by the day, 3s. 9d. to 5s.; board and lodging, 7s. 6d. to 10s. per week; flour per barrel, 20s.; beef, &c., 21d. to 3d. per pound; ham, bacon, &c., 3d. to 6d.

About 600 emigrants are at Grosse Isle, and may be expected up by to-morrow or Monday.

No. 26. The brig *Austrea*, with 150 passengers from Dublin, was out 70 days, and was short of provisions for a month; these poor people have suffered great hardship, and on arrival at Lord Sydenham to quarantine were in a state of starvation. There are also the brig *Trial* from Dublin and Lord John Russell. *British King*, from Cromarty, sailed the 9th June. 26th January, 1841.

Encl. 1, in No. 26.

Week ending 22d August, 1840.

The emigrants arrived during the past week are Irish and Scotch, and consist of farmers, labourers, and tradesmen; the majority of them are in good circumstances, more particularly the Scotch emigrants in the *British King*, from Cromarty, 157 in number; these people, notwithstanding the long passage of 71 days, landed in good health, and with the exception of about 20 of their number, have all proceeded to Upper Canada to settle in the London district; they bring out capital to the amount of from 7000*l.* to 8000*l.*; one family are going to their friends at Shubrook, Eastern Townships, and a few more are returning to Prince Edwards' Island. The brig \_\_\_\_\_, \_\_\_\_\_ master, with 142 passengers, from Dublin, arrived here after a passage of 73 days; they suffered great distress from the want of provisions. These poor people state that the agents, \_\_\_\_\_ in Dublin, told them that from three to four weeks supply would be ample; during the last month of the voyage they were depending entirely on the scanty supplies obtained from the vessels they spoke at sea, and on arrival at Grosse Isle, were in a state of starvation; the master states that the quantity of provisions laid in by the passengers was not inspected by any officer previous to sailing. The master appears to be intemperate, and on his arrival here he and several of his crew were taken up by the police, and his conduct was so bad that the magistrates sent him to the common gaol to hard labour for 10 days.

The passengers by the *Hibernia*, *Jane*, and *Viola*, from Sligo, 428 in number, landed here in good health, but owing to their long passage, the average of which was 74 days, they suffered much for want of provisions, and were obliged to purchase from the captain at high rates. The passengers per the *Hibernia* complain of exorbitant prices, and I am happy to say that on representing it to the master, he refunded part of his charge, which proved of great service to many of them.

In the \_\_\_\_\_, \_\_\_\_\_ master, were 76 very respectable Scotch and North of England passengers, all in good circumstances, and going to Upper Canada to settle; they had a very long and tedious passage of 84 days, owing to their having the misfortune of losing their first mate, after having been out about three weeks, (he fell over board and was drowned;) the charge of the vessel then devolved on the second mate; owing to the master having lost his mind from the effects of intemperance he was not able to appear on deck four times for three weeks, at a time. This officer, on whom the duty devolved of navigating the vessel, was not qualified for the task, being unable to keep a correct reckoning, and it appears most providential that the vessel ever arrived here. The passengers also report that the water furnished them was frequently so bad as to be sometimes unfit for use. The number of families assisted during this week were 14, numbering 80 persons; several of whom were convalescents from the hospital at quarantine.

Week ending 29th August, 1840.

The emigrants arrived during the past week are chiefly labourers and farmers; those by the *Jamaica* from Greenock, 58 in number, are in good circumstances; a few of the young men are going to settle in Montreal, the remainder to Upper Canada.

The passengers by the *Manico*, from Limerick, 90 in number, landed here in good health, after a passage of 79 days: they were obliged to put into St. John's, Newfoundland, for a supply of provisions.

Three families landed in a very destitute state, numbering 14 persons; they had no means of purchasing provisions, and were supported by the captain after their own supply was expended; a few of them obtained work here, and the rest proceeded to Montreal, on their route to Upper Canada. One family, eight in number, had their passage paid out by Mr. Bydone, Colonel Windham's agent. I have been under the necessity of extending relief to 10 families, in all 47 persons, who were destitute of food, and were proceeding to their friends in the Upper Province.

Week ending the 5th September, 1840.

The passengers arrived during this week consist of labourers and farmers. In the brig *Mariners' Hope*, from Londonderry, were 73, all in good circumstances, and a few families possessing small capital, from 60 to 150 sovereigns each; they proceeded immediately on their route to Toronto, furnished with every information necessary for their guidance, two families intend purchasing from the Canada Company in the Huron tract; and others in the Home and Gore districts. Among the emigrants this week were 90 persons, assisted to emigrate by their respective parishes, 30 of whom were from the Union House of Industry at Newport, they all landed here in good health, and proceeded immediately to Montreal.

In the barque *Sir George Prevost*, were 271 passengers from Liverpool; they had a long and tedious passage of 70 days, and many of them suffered from want of provisions. Captain Mackay supplied several families with provisions gratis, who had not the means of purchasing, and he was obliged to put into St. John's Newfoundland, for a fresh supply; where they were detained nine days. Owing to their long passage, 11 families landed here in great distress, numbering 59 persons; they were forwarded to Montreal, and furnished with two days' provisions; the young men, and those incumbered with families, obtained employment about the coes and shipping, wages 3*s.* per day.

Both this city and Montreal are unusually free of distressed or unemployed emigrants; all those who are anxious or willing to work, and who will accept the regular wages of the country, will meet with abundance of employment, viz. from 2s. 6d. to 3s. per day, without food.

Week ending 12th September, 1840.

The emigrants arrived this week are all in good circumstances, and have landed in excellent health; their destination is chiefly Upper Canada. In the brig Quebec packet, from Cromarthy, were sixty passengers, who bring out from 800l. to 1,000l. sterling in gold among them; they are all proceeding to settle in the Gore district, with the exception of one family who are returning to their friends in the state of New York.

The only pecuniary assistance I have been obliged to grant this week among the passengers, was to one poor woman with three children, who is going to her husband at Bytown.

The arrival of a large number of vessels, during these last few days, has furnished us with labourers and tradesmen, who will find abundance of employment during this and the ensuing month, with good wages,

Week ending 19th September, 1840.

The emigrants arrived this week are generally in good circumstances: their destination, with few exceptions, is Upper Canada. The passengers in the Clio, from Padstow, 58 in number, are chiefly mechanics and farmers; a few of the former remain in Montreal for employment, the remainder are going to the townships of Aspadel and Darlington, in the Newcastle district, and to Whitby in the home district; they all possess sufficient means to enable them to settle on their own lands, and have friends and relations already settled in that part of the country.

The passengers per the Josepha, from Belfast, 154 in number, landed in good health, and proceeded immediately on their route to Kingston, Port Hope, Toronto, and Hamilton; a number of the young men intend remaining in Montreal for employment. Among the arrivals this week were about 80 Scotch emigrants, from Grenock, Aberdeen, and Dundee, all in good circumstances; they intend settling in Upper Canada.

I regret to report several families arrived in distress on board the Cherub, from Londonderry; they were 91 days on the passage, and suffered much for want of provisions; they put into St. John's, Newfoundland, and obtained a supply, which was, however, all expended previous to reaching this port. I found on arrival here a large number of her passengers in great distress, and was under the necessity of sending a supply of oatmeal and bread immediately on board, and extended assistance to 11 families of 57 persons; they were, with the exception of two, all poor women with large families, coming out to their husbands who were settled in the Upper Province; the truth of their statement was fully substantiated by letters they had with them. There are a few families in the Spay, from Killala, which also had a long passage of 82 days, who were the only persons I found deserving or requiring assistance.

I continue to receive most favourable accounts from all quarters of the increasing demand for labourers. A letter received from the Hon. S. Hat, Chambly, states that a large number of labourers would find immediate employment on the canal, wages 3s. per day.

Week ending 31st October, 1840.

The arrival of emigrants from the United Kingdom may be considered closed for this season. I am happy to say there are few, if any, unemployed emigrants remaining about Quebec.

No. 9.

Office of Her Majesty's Chief Agent for Emigrants in the Canadas,  
Quebec, June 8, 1840.

SIR,

REFERRING to the instructions contained in your letter of 11th ultimo, to the effect that I should take such legal steps as might be within my competence to recover the tax paid by emigrants, wherever I could ascertain that a charge had been made upon them upon that account, — I have the honour to report, for the information of his Excellency the Governor-General, that, having ascertained that the emigrants who came out in the ship Robert Kerr, from Belfast, had paid sums equal to the tax, in addition to their passage-money, I caused one of them to make an affidavit to that effect, a copy of which I inclose, and having laid it before Messrs. G. H. Parke and Co., of this city, the consignees of the vessel, I made a demand upon them for restitution, which was refused. An application to the master of the vessel having been equally unsuccessful, I drew up and submitted to Mr. Black, Queen's Counsel, a statement of the case, a copy of which, with the opinion of that learned gentleman, I also enclose.

The emigrants by the ship Sarah Stuart, from Belfast, also consigned to Messrs. G. H. Parke and Co., were similarly situated; as were also those by the Thomas Worthington, from Liverpool, consigned to Thomas Frost and Co., and my exertions and applications on their behalf were, I regret to say, equally unsuccessful.

The case of the emigrants by the ship George Wilkinson, Brown, from Liverpool, which arrived here on the 4th instant, having appeared to me to present features distinguishing it favourably from that already submitted to counsel, I thought it my duty to take advice upon it, and in the absence of any Crown lawyer, (Mr. Black having in the mean time gone up to Montreal,) I consulted my own professional adviser, Mr. Montizambert, copy of whose opinion, with the case submitted to him, I also enclose.

The unfavourable nature of this opinion also is the more to be regretted, as Captain Brown seemed perfectly willing and even desirous to pay over the money to the poor emigrants, pro-



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vided he should be justified in doing so by the result of an amicable suit against him in the name of one of the passengers for that purpose, or any other expedient which could be devised to release him from the responsibility to the parties in England under which he was placed. The ship-masters and consignees, in every instance, now refuse to refund the tax, and the law gives me no power to compel them.

I am, Sir,

Your obedient servant,

(Signed)

A. C. BUCHANAN, Chief Agent.

T. W. S. Murdoch, Esq., Chief Secretary,  
 &c. &c. &c.

CASE.

The ship Robert Kerr is chartered in Belfast for freight and passengers to Quebec, and a sum equal to the tax imposed by the late provincial Statute is exacted from each head of a family among the passengers, over and above the passage-money, and expressly to cover such tax.

The above Act having expired; the consignee of the vessel at this port refuses to refund to the passengers the money so collected from them.

QUESTION.

Can any legal steps be taken by the passengers, or on behalf of the Crown, against any and what party here for the recovery of this money?

OPINION.

I am of opinion that in the case stated the passenger or emigrant would be entitled to recover back from the charterer a portion of the passage-money equivalent to the amount of the tax received in Belfast, the tax appearing to have been paid by the passenger or emigrant. The recovery would be against the charterer alone, by whom the money was received, and no action could be maintained either against the master, owner or consignee of the vessel here.

Quebec, 26th May, 1840.

(Signed)

H. BLACK.

CASE.

A ship is chartered in Liverpool to carry passengers to Quebec. A sum equivalent to the tax imposed by the provincial statute, 2 Wm. IV., c. 17, in addition to the passenger money, is exacted from each passenger by the charterer, who then hands a bag of money to the master of the vessel (taking his receipt), with instructions to pay the tax on his arrival here.

The above Act having expired, your opinion is requested as to whether any and what steps can be taken to compel the restriction by the master to the passengers of the amount exacted from them under colour of the tax, and handed to him as above stated?

OPINION.

I am of opinion that, in the case stated, no action would lie against the master, inasmuch as the expired Act, in contemplation of which the sums were exacted and paid, imposed a tax, not on the emigrants personally, but on the master or person in command of every vessel arriving in the port of Quebec with passengers or emigrants from the United Kingdom.

The money was, therefore, received by him to his own use, and not to that of the passengers; and the contingency for which it was given to him not having occurred, he is liable in the amount to the party from whom he received it, and to him only.

In like manner the remedy of the emigrants is against the party to whom, under an erroneous idea of legal liability, they paid sums of money which they were not otherwise, *ex ejus et bonis*, bound to pay, and against him only.

Quebec, 5th June, 1840.

(Signed)

E. L. MONTIZAMBERT.

PROVINCE OF LOWER CANADA, DISTRICT OF QUEBEC.

DANIEL BAILLE, George Black, Alexander Menzers, John Cleghorn, James Whinstech, Duncan M. Kinlay, John M. Kay, and Samuel Donaldson, all passengers on board the ship \_\_\_\_\_, being duly sworn upon the Holy Evangelists of Almighty God, do respectively and severally swear, depose, and say, that they, the deponents, were steerage passengers in the emigrant ship \_\_\_\_\_, commanded by Captain \_\_\_\_\_, and that they set sail from Glasgow, in Scotland, on or about the 27th day of April last, and arrived in Quebec on the 13th day of July instant, having had a passage of 11 weeks; that the vessel, at the period of her setting sail, was not sea-worthy, having a leak in her larboard bow, which was known to the captain before setting sail from Greenock, and in not having any spare spars on board; that the second evening after putting to sea the ship lost her fore-top-gallant mast, and on the 10th of May she lost her fore-top and jury-top-gallant mast and main-top-gallant mast, also her flying jibboom, and that, from the want of spars, it was not possible to remedy the loss; that although Captain \_\_\_\_\_ saw that it was not possible for his crew to work the pumps and keep the ship afloat, the ship making at times 17 inches of water an hour, that he disregarded the safety of the passengers, and risked the lives of all on board by keeping his course instead of putting into a port in Scotland or Ireland; that the passengers were obliged to work night and day at the pumps to keep the vessel afloat, and that many of them have seriously suffered in their health from the hardships and anxiety of this voyage; that, in addition

to the foregoing charges, the deponents have to complain of the general treatment of the passengers by Captain ———; that Captain ———, besides great cruelty of conduct towards many of the passengers, exhibited by striking some of them, sold the provisions of the ship to the passengers at an exorbitant rate, the rates of the provisions being double the usual retail rates in Scotland; that no list of the prices of such articles as he sold to the passengers was ever exhibited in any part of the ship to which the passengers had access; that Captain ———, in other respects, behaved with violence and cruelty to his passengers.

(Signed)

DANIEL BAILIE.

GEORGE BLACK.

ALEXANDER MENZERS.

JOHN CLEGHORN.

JAMES WHINSTECH.

DUNCAN M'KINLAY.

JOHN M'KAY.

SAMUEL DONALDSON.

No. 26.  
Lord Sydenham to  
Lord John Russell.  
26th January, 1841.  
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## PROVINCE OF LOWER CANADA, DISTRICT OF QUEBEC.

HENRY Fotheringham, now at the city of Quebec, mariner, mate of the ship ———, being duly sworn, doth depose and say that ———, captain of the ship ———, on his voyage from Glasgow to Quebec, had 70 steerage passengers on board; that his conduct to the passengers during the said voyage was arbitrary, mercenary, and cruel; that the ship, at the period of sailing from Glasgow, was making seven inches of water from a leak in the bow; and that she sailed without any spare spars on board; that before the ship had been two days out, she lost her fore-top-gallant mast, and afterwards her fore-top-mast, flying jibboom, and main-top-gallant mast; that there were no means on board of remedying the loss; that the ship was making so much water that the crew were not able to keep the pumps going without the aid of the passengers; that many of the passengers suffered in their health from the hardships imposed upon them; that the stock of provisions laid in was not sufficient, and that the passengers had to pay at an exorbitant rate for them; that there was no list of prices at which the provisions were to be sold for, put up in any part of the ship to which the passengers had access; and further, that the general conduct of the captain to the passengers was arbitrary in the extreme.

(Signed)

HENRY FOTHERINGHAM.

Sworn before me, this 15th day of July, 1840.

(Signed) EBENEZER BAIRD, J.P.

Two Affidavits of Peter Scott and Patrick Leary, vide page 18.

SIR,

Emigrant Office, Toronto, 25th June, 1840.

I HAVE the honour to state, in reply to your letter of the 9th instant, that I have written to Mr. Rubridge respecting Colonel Wyndham's emigrants; should Mr. Rubridge experience any difficulty in obtaining employment for them in the Newcastle district, I can furnish them with work in this vicinity.

The number of emigrants landed at this place since the opening of the navigation, exceeds 800; with very few exceptions these people become actual settlers in the Home, Gore, and London districts; a few families remain in town seeking employment, and I am happy to add, that there is every prospect of their obtaining it; up to this date little or no difficulty has been experienced in getting employment, for all who are willing to work for the current wages of the country; and as the harvest is close at hand, no apprehension need be entertained of a scarcity of labour for some time to come. Before the harvest is over, I hope we shall be able to obtain work on the Macadamised roads for all who may find difficulty in obtaining it elsewhere.

The last communication I received from Mr. Burke, emigrant agent at Bytown, was dated on the 9th instant; he computed the number of emigrants who have passed up the canal, and who landed at that port, at between 1,400 and 1,500.

About 200 remained at Bytown, and Mr. Burke says, "I have much pleasure in adding that the condition of the emigrants, with very few exceptions, appear to me to be rather comfortable than otherwise; only two cases of indigence came under my notice so far."

Sheds to shelter the destitute have been erected at Bytown and Toronto.

At Kingston a committee consisting of Dr. Sampson, Mr. Kirkpatrick, and Mr. Manahan, have been appointed by the Lieutenant-Governor, to superintend the preparation of one or two wards of the hospital for the reception of the sick indigent emigrants, and Dr. Robinson has been appointed to take charge of the patients.

Mr. Manahan informs me that the total number of emigrants landed at that port to the 18th instant is 1,940, of whom 37 were under medical treatment. None of their complaints were of a very serious character, and only one death has occurred. A considerable number of these emigrants found employment at Kingston and the Bay of Quinte. Mr. Manahan says, "very few remain unemployed, for there has been a laudable anxiety manifested to secure them employment in every part of the country."

The number of settlers landing at Hamilton has been so considerable as to render the appointment of an assistant to this officer necessary, and Dr. A. C. Thomas has been appointed to act in the double capacity of physician and agent. Dr. Thomas filled the same situation in 1837, and is therefore well acquainted with its duties.

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Government have decided upon opening a road from Goderich to the township of Ashfield, a distance of nine miles. This road will open a fine district of country for settlement. It is also in contemplation to continue the road from Oakville to Owen's Sound; the road from Oakville to Garafraxa is already passable, but from that township to Owen's Sound, 60 miles, a new road is to be chopped 66 feet wide.

This communication will also throw open one of the finest and most extensive districts in the province, to the settler. It is impossible to speak in too high terms of the beauty of the country, the richness of its soil, or the salubrity of the climate. These undertakings do not promise much immediate advantage to the emigrant, but prospectively they promise to be of vast importance to the settler.

The Indians who occupied the land on the Cold Water Road have been removed to Rama, Government having purchased their lands, and they are now open for the settler at a very reasonable rate. There are considerable clearances on the road, and the huts, which were occupied by the Indians, are still standing. These lands are offered at the low rate of 10s. per acre to the actual settler, and hold out the greatest inducement, as he gets a small quantity of cleared land to cultivate at once, and a hut to shelter his family.

I have, &c.  
 (Signed) A. B. HAWKE,  
 Chief Agent for Upper Canada.

SIR,

Frankford, River Trent, 16th May, 1840.

I HAVE the honour to acknowledge the receipt of your letter, dated the 25th April, to which I should have replied sooner, but that Mr. Bowen, a neighbour of mine, had at my suggestion written to you on the subject of your inquiries a day or two previously. Since Mr. Bowen wrote to you, I have made it my business to make inquiries of several persons who I thought might be interested in procuring labourers, and on whose judgment as to the wants of the country I thought I could rely. The result of my inquiries is, that 500 or 600 agricultural labourers would have little difficulty in finding employment in the country on the Bay of Quinté, viz., in the Midland district above Bath, Prince Edwards and Victoria, and the Newcastle districts, from the mouth of the Trent. That class of buildings called cottages for labourers is not very numerous in this section of the country; yet I feel confident, if the men themselves are not too difficult to be pleased, accommodations of the kind could be found for a fair sprinkling of married men and their families. You mention that you directed a considerable number of emigrants to this section of the country last spring; I did not hear of a single individual reaching the Trent. If they came into the bay at all, it is a proof of the great demand there is for that class of people. For my own part, I cannot doubt but that double the number I have mentioned would find employment, if they would but seek it and endeavour to accommodate themselves to the labour of the country, but so far as my own observation extends, as there is no person in the different villages and landing-places along the bay who has either instructions or leisure to attend to the wants of his neighbour in the country, far less to those of strangers, the emigrant after making two or three fruitless inquiries, proceeds along the main road, on a line with the shore, where his services are the least likely to be in request, and avoids altogether the settlements in the rear, where employment and remuneration awaits him, and where, if he is steady, a fair prospect of a permanent settlement would be the result of his labour.

There seems to be a great demand for good servant girls in the village, and some few are required in the country; three and four dollars per month is the average of wages. Blacksmiths are wanted; wages 14, 15, and 16 dollars per month; a few carpenters and masons would find employment; in short, almost any mechanic, if he is industrious and be not over fastidious, may meet with employment, provided he seeks it; and, as Mr. Bowen observed to you, when he becomes acquainted with the work of the country, with a fair chance of successfully establishing himself in the end.

The wages for agricultural labourers would be, as Mr. Brown stated, from 80 to 100 dollars with board, by the year; a good number of farmers are now willing to hire by the year; at present, by the month, about 10 dollars.

I am, &c.  
 (Signed) J. BROOKS CROW.

MY DEAR SIR,

Emigrant Office, Toronto, 4th November, 1840.

I HAVE the honour to acknowledge the receipt of your letter of the 8th ultimo, and to state in reply thereto, that I immediately addressed letters to the agents of this department on the subject you referred to, the substance of which I beg to submit for your information.

The number of emigrants landed at Kingston is stated, in Mr. Roy's report to the 31st ultimo, at 10,602, of whom he is of opinion that 1,200 have gone to the United States. A large proportion of the remainder, 9,402, Mr. Roy says, were very poor, but, generally speaking, sober and well behaved. No complaint, he assures me, has been made to him during the season of any breach of the law by any emigrant. He has found it necessary, however, to grant free passages and provisions to 1,377 persons.

My steam-boat returns show that 5,172 landed at Toronto; and, from the best information



which I have been able to collect, the remainder of the 9,402 above mentioned were distributed as follows:—

Went to the Midland district, and districts bordering on the Bay of Quinte . . . . .	2,500
To the Newcastle district, landed at the ports of Cobourg, Port Hope, and Whitby . . . . .	7,500
To Niagara and Hamilton . . . . .	800
And the remainder to St. Catharine's and Oakville; say . . . . .	380
Landed at Toronto . . . . .	5,172
Total . . . . .	<u>9,602</u>

No. 26.

Lord Sydenham to  
Lord John Russell.  
26th January, 1841.  
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It is impossible to say how many of these emigrants have become permanent settlers at the ports and places above mentioned. Even emigrants of the better class generally move from place to place the first season, allured by expectations which are rarely realised; and the labouring part of the population, on both sides of the lines, are a very unsettled class, the mass of whom can scarcely be said ever to have a permanent home.

As the Quebec returns to the last of September show that 22,000 emigrants have landed this season, at that port, it follows that 11,398 remain unaccounted for. Of this number, upwards of 1,000, I am assured by Mr. Burke, emigrant agent at Bytown, have settled along the Ottawa and Rideau. I have no means of ascertaining how many have settled in Lower Canada, or what number are still on their way to this province; but, under the impression that we may expect a considerable number of emigrants from Lower Canada, before the season closes, I have obtained the authority of the Lieutenant-Governor to continue the services of the emigrant agents at Kingston, Bytown, and Hamilton, to the 21st instant, being 21 days later than usual, and to keep open the Kingston hospital, for the reception of sick indigent emigrants, until the 1st of December.

Two-thirds of the emigrants who have reached Toronto this season have been mere labourers, unaccustomed to farming. As I stated in my last report, their knowledge appears to be confined to the use of the spade and the pickaxe; and I have found it impossible to furnish so large a number with suitable employment. The agents at Kingston and Bytown have experienced the same difficulty, and I have been obliged to afford relief to an unusually large number. In my next report, I trust I shall be able to state the total expenditure for the season, as I have instructed the agents to send in their accounts as soon after the 21st instant as possible.

In reply to my inquiries as to the number of emigrants who have entered this province by the United States, the agents state that they have no means of ascertaining, but that they have been assured, by the captains of the steamers, that they have brought as many deck passengers to this province as they have taken from it. I am, however, of opinion that the balance is greatly against us; but I hope I shall be able to obtain some information upon this subject, which may be depended upon, in time for my final report for the season.

Upwards of 170 tickets have been already issued to settlers, for 50 acres free grants, on the Owen's Sound line of road. If this system is persevered in for a few years, and if we obtain from home a class of settlers who have sufficient means; say 25% or 30%, to sustain themselves and families until their first crop is harvested, it will, in my opinion, do more to enhance the value of property in the colony, and to improve it politically, than any other system which has been heretofore adopted.

I annex a copy of Mr. Chatterton's letter respecting the emigrants sent out by Colonel Wyndham.

I have, &amp;c.

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

DEAR SIR,

Cobourg, 24th October, 1840.

I SEND you as desired all the information in my power concerning the emigrants landed here during the past summer.

There are remaining in Cobourg and mostly employed:—Timothy McMahon and family, Patrick White and family, John Wallis and family (one son dead), Francis Curtin and family, Daniel McNamara and family, John Kean and family, Widow McMahon and family, T. Cunningham and sister, Widow Savery and family (her husband died on the voyage), Widow Joan McMahon and family, M. Kelly and brother, Catherine Molloy and family (her husband was left in Ireland), Widow Kelly and son, Widow Bridget, McNamara and family, Patrick Purcell and sister.

Gone to the States:—Patrick Maroney and sister, Patrick McDonald (single man), John Cory and mother, Stephen Kenly (single man), Patrick O'Callagher and family, and two other females' names not remembered.

All the others are scattered about the district in farm and other service.

Yours very faithfully,  
(Signed) RICHARD D. CHATTERTON.

No. 26.  
 Lord Sydenham to  
 Lord John Russell.  
 26th January, 1841.  
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Extract of a Letter received from J. Roy, Emigrant Agent at Kingston.

I beg to send you the following particulars, respecting the emigrants to this port, for your information:—

Total number of emigrants arrived by the St. Lawrence and Rideau Canal this season	10,978
From the State of New York, some of them are native Americans, but far the greatest proportion, at least seven-eighths, old countrymen, but who have been long settled in the Republic.	1,300
Total	<u>12,278</u>

Of this number 10,600 were from Ireland, 1,200 of them went direct to the United States, by the invitation of relatives, and in many instances they had promises of being provided for, which, if true, was far better than anything they could expect on this side.

Of the emigrants who have scattered over the province from this to the Gore district, not more than 300 have gone to Lake Erie, where they are much wanted and are doing well, especially those who went into the country either to settle on their own lands or work as farm-servants, while those who stop about the towns as day-labourers and went upon the public works have not done so well, notwithstanding they have from 3s. to 3s. 6d. per day. The expense of living in towns and the inducements to extravagance and idleness have left them but little for the winter. They are now nearly all discharged, and they have learnt nothing to make them any more useful than they were on their first landing. Yet no persuasion of mine could induce them to believe that cold weather and increased expenses would come, and that employment in the way they were getting it would cease.

I have kept a memorandum from the beginning of the season of the capital brought in cash by the emigrants, as far as I could get the information from them, and it amounts to 61,340l. sterling by 241 individuals, all agriculturists, and many of whom I have the satisfaction of knowing have settled upon land much to their advantage.

I am happy to inform you that emigration has attracted the attention of the people of all sections of this province, and emigrant societies are springing up in almost every district, from which great advantage to the emigrant may be anticipated.

I have, &c.,  
 (Signed) JOHN ROY, Emigrant Agent.

Bytown, 1st December, 1840.

DEAR SIR,

I HAVE to acknowledge the receipt of your letter of the 20th ultimo, and in reply beg to inform you, that I estimate the number of emigrants who arrived at this place during the present year to amount to about 12,000 souls, out of which number about 1,000 have remained in this place and neighbourhood; out of the number who went upwards from this, I think it probable that 500 have settled in the different districts on the route of the Rideau Canal.

From all that I could observe, 500 of those who passed here intended going to the United States.

A. C. Buchanan, Esq., Quebec.  
 & & &

I have, &c.  
 (Signed) GEORGE R. BURKE.

PAPER, No. 10.

SUGGESTED AMENDMENTS to the present PASSENGER ACT, with explanatory Notes, submitted for the consideration of his Excellency the Governor-General by Mr. Buchanan, Chief Agent for Emigration, &c. &c.

*Second Clause.*

Two passengers to every four tons; in no case should there be allowed more than one passenger to every twelve superficial feet of the 'twixt decks or platform, which may be appropriated exclusively to their accommodation; or say a number equal to two-thirds tonnage, and all children to count.

The space of 5½ feet should be counted from beam to beam, and not from the deck to the platform, as the two beams frequently occupy from 2½ to 3 feet of the space, in small vessels.

If the number of passengers in proportion to tonnage were so fixed, that instead of computing them by different ages every soul were counted as one passenger, much difficulty would be avoided, and if a penalty of five pounds per head was imposed for every one beyond the number allowed, the practice of carrying an excess would soon be checked. The manner of computing children, prescribed by the 13th clause of the present Act, is one which has always caused difficulty, and is the occasion of fraud by the falsification of ages.

The law in the United States allows only two passengers to every five tons actual measurement.

*Third Clause.*

Ships carrying passengers, to provide five lbs. of biscuit per week for each passenger.

NOTE.—This amendment, I conceive, will obviate and remove one of the great causes of the distress which is found so frequently to exist on board of emigrant ships, viz.: a deficiency of provisions. It is next to impossible for the agents at home to ascertain whether the provisions of the law, as it now stands, have been complied with. An extra charge of 7s. 6d. for each passenger would cover this expense, and the emigrant would not object to pay it on being made aware that he would receive an equivalent in return.

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*Sixth Clause.*

The master to be restricted, as to the prices which he may charge his passengers for any provision, which they may be under the necessity of purchasing from him; say, limit him to 10 per cent. advance on the first cost. The sale of spirituous liquors should be prohibited under a heavy penalty, unless ordered as medicine.

NOTE.—This or some other restriction should be adopted, in order to prevent a recurrence of the numerous complaints which have been made of late years against the exorbitant charges which masters exact from their passengers for any provisions they are obliged to purchase. If the Third Clause was altered, as proposed, this would not be of so much importance.

The present disgraceful practice of selling spirituous liquors to emigrant passengers is the frightful source of disease and want.

*Ninth Clause.*

Vessels with over 100 passengers to be obliged to carry a medical practitioner on the voyage to North America.

NOTE.—It appears to be the opinion of medical men that this number should be even smaller. The Medical Inspector-General, Dr. Skey, in his evidence before the Commission appointed by the late Earl of Durham, recommended that a medical practitioner should be provided for a smaller number. The adoption of this clause must of course be regulated by considerations of economy, but it is hoped that it can be carried into execution without seriously affecting ship's charges, and thereby increasing the price of passage. Emigrant ships from Liverpool appear more particularly to require the presence of a medical man.

*Eleventh Clause.*

The Government agent for emigrants at the ports of embarkation to certify on each passenger list as to its correctness, and that the conditions of this Act have been duly fulfilled. This should be done in duplicate, and one of the lists delivered to the Government emigrant agent at the port of landing, the other to the collector or chief officer of Her Majesty's Customs, as is at present provided for in the Act. The certificate of the Government agent at the port of landing, of the due fulfilment of contract on the part of the master to be required, to enable masters or owners of vessels to cancel bonds in the United Kingdom.

NOTE.—The certificate as to the correctness of the passenger lists is very necessary, as the lists furnished now are in many instances wholly incorrect as to names and ages. A duplicate list should be deposited with the Government agent, to enable him to make his return with accuracy: it should remain in his office as a public record for free inspection.

*Thirteenth Clause.*

If section 2d were altered as above, this clause might be struck out, as it is one which has always caused difficulty.

*Eighteenth Clause.*

Jurisdiction to be given to justices of the peace in the colonies, and the course of proceedings to be defined.

The object of the Eighteenth Clause is defeated in Canada by the want of jurisdiction of the local magistrates under any Acts of the Parliament now in force relating to smuggling, to the customs, to trade, or navigation. The court of Vice-Admiralty is the only tribunal before which the proceedings contemplated by this Act can be taken. If jurisdiction should be given to colonial magistrates, a general reference to a course of proceedings, of which they have no knowledge would not be sufficient.

*Twentieth Clause.*

All ships carrying steerage passengers to be subject to the general provisions of this Act, but if the number do not exceed 50 souls, the master not to be required to enter into any bond.

NOTE.—The necessity of amending this clause is evident from the result of the proceedings which were entered against the master of the ship alluded to in page 75 of this report.



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*Additional new Clauses.*

1st. Passenger broker not to be permitted to exercise their calling without a license from the land and emigration commissioners.

2nd. The master or person in command of vessels carrying passengers to be held liable to them for all contracts and bargains made by the charterer, broker, or ostensible agent.

## Enclosure 2, in No. 26.

SIR,

Emigrant Office, Toronto, 28th December, 1840.

Encl. 2, in No. 26.

THE navigation of the River St. Lawrence and the Rideau Canal having closed for the season, it becomes my duty to lay before you, for the information of the Lieutenant-Governor, the usual Report of the Emigration to Upper Canada during the year 1840.

In order to ascertain as fully as possible the number, condition, destination, and general character of the emigrants of the current season, I addressed a circular to the agents of this department stationed at Bytown, Kingston, and Hamilton, a copy of which, No. 1, is hereunto annexed.

The documents numbered 2, 3, and 4, are copies of the answers, transmitted to this office by the agents in reply to the questions put in my circular. It is my intention to give the substance of these communications, and to make such remarks on them as will, I trust, furnish his Excellency with a condensed view of the emigration of the past season.

Mr. G. R. Burke, emigrant agent, Bytown, states that the number of emigrants who passed through the Bytown Locks at 12,000, of whom 1,400 settled up the Ottawa and at Bytown and its neighbourhood. He states that more than one-half of the 12,000 were considered objects of charity by the emigrant agent at Montreal, and the Committee appointed by Government to investigate the applications of emigrants for assistance. Mr. Burke says that the emigrants were generally healthy, and their appearance indicated a greater degree of comfort than could reasonably be expected after such long passages and their exposure to so many hardships. The number of deaths at his agency was fourteen: four adults and ten children. From the circumstance of only eleven or twelve emigrants being cabin passengers, as well as from their general appearance, he is of opinion that very few could be considered as persons of property.

The number of mechanics was so limited, that Mr. Burke says he could not find enough to supply the demand in his neighbourhood. Mr. Burke granted assistance to 6,010 indigent emigrants, to enable them to reach Kingston. The only complaints which reached him were confined to the over-crowded state of the barges; an evil which I trust will not again occur, as extensive preparations are said to be making by the forwarding merchants to add to the number of tow-boats and barges next year. Employment was readily obtained for all the emigrants who landed at Bytown; and Mr. Burke speaks in high terms of the good conduct and sobriety of all the settlers who came under his notice.

All emigrants who pass Bytown proceed to Kingston, where the navigation of the Rideau ceases. The emigrants land at this port, and the agent has consequently a better opportunity of ascertaining their condition than is afforded to the agent at Bytown. Mr. John Roy's report, No. 3, states that 10,978 emigrants landed at Kingston, of whom 1,200 proceeded to the United States, "influenced by the desire to join friends already settled in that country, or by a discontented spirit that would not be satisfied anywhere." He agrees with the agent at Bytown, in stating that most of the emigrants were poor people; but from a list which he kept from the commencement of July he ascertained that emigrants landed at Kingston having capital, without including sums less than fifty sovereigns, to the amount of 61,340<sup>l</sup> sterling; and, from the aversion felt by the emigrants generally, and Scotch settlers in particular, to tell the amount of their capital, he thinks that the sum mentioned is less than the actual amount. A copy of the list is annexed to Mr. Roy's report. I was anxious to ascertain where these capitalists had settled; but, in answer to my letter making the inquiry, Mr. Roy informed me that he could give me no information on that subject, and expressed his regret "that he did not take notes of their destination."

Their conduct was decidedly good. Mr. Roy says that 167 patients were admitted into the hospital, and he thinks that the number of out-door patients exceeded that number; and he estimates the number of deaths at 90. Mr. Roy granted assistance to 4,919 indigent emigrants. Complaints similar to those mentioned by Mr. Burke reached Mr. Roy.

The parties mentioned in his report who sustained losses by the mismanagement on board the bark — applied to me for redress; and I am happy to say that the owners have paid the parties the amount of their claims.

Mr. Roy states that 3,140 emigrants have settled in the Bay of Quinte and in the Colborne, Newcastle, and Johnston districts; and that about 800 had been employed at Kingston and its vicinity, the greater part of whom had been recently discharged and sent to Toronto. The conditions of those who had families, he says, did not appear to have been improved. Mr. Roy speaks in high terms of the moral conduct of the emigrants generally, and their obedience to the laws, and concludes his report by observing that, "from present appearances, a greater interest appears to be taking in emigration than has been for some time; and the

societies now forming in every district, I have no doubt, will be productive of much good, and will put the different agencies in possession of much correct information, not only as to where labour may be found for emigrants, but where land may be purchased with less trouble and expense than at present. The captains of the American steamers think they have brought more settlers from the United States to this place, by about 100, than they have taken from this to the United States.

During the current year 5,508 emigrants landed at Toronto. I succeeded in obtaining work for all farm servants and mechanics who applied at my office, but I experienced much difficulty in obtaining suitable employment for labourers and their families. The expenditure of the amount authorized by the Governor-General on the Macadamized roads enabled the Commissioners to give employment to a great many persons of this description; but as soon as the expenditure, or the state of the weather, obliged the road-commissioners to dismiss them, they, in common with a great many others, who got temporary employment in the harvest, again became applicants to this office for assistance. Considerable parties belonging to the same class continued to find their way to Toronto from the Midland and Newcastle districts; and I was compelled to send such as had large families to Hamilton, Oakville, Niagara, and Queenston. Since the middle of November applicants for work have been few in number, and I trust that most of the emigrants have settled for the winter. Great difficulty has always been experienced when public works are at a stand in providing work for labourers having families. The only way in which considerable numbers of such persons can be absorbed is by giving them free grants of land, and affording them public employment until they can manage to sustain themselves and families from the produce of their farms; and I beg to repeat my conviction that if this system is followed up in the different districts by the Government and large landholders, the happiest effects will result from it.

The number of indigent emigrants sent to this province by the Montreal Emigrant Society, is stated in their Report at 7,390, and as the total number of emigrants who entered Upper Canada during the current year is given at 12,350, it follows that 4,960 paid their own passages.

The number of emigrants who received relief in Upper Canada is as follows:—at Bytown, 4,919; Toronto and Hamilton, 1,460; and the number of deaths at these stations is stated to be 114.

It is to be borne in mind that the emigrants who applied for help at Bytown, were merely assisted to reach Kingston, and that many of those who were relieved at Kingston, received further assistance at Toronto.

The expenditure on account of emigration up to the present period, amounts to 2,658*l.* 0*s.* 9*d.* currency, but as there are other claims in the course of examination, the total expenditure for the year may be stated at 2,800*l.* currency. This sum does not include, however, the passages of indigent emigrants from Bytown to Kingston. No demand has been made upon this office, for that service, and as it was not in the power of the agent at Bytown to investigate the correctness of claims for free passages, established at Montreal, and acted upon by the Emigrant Society at that place, I take it for granted that this expense will be paid in Lower Canada.

With reference to the distribution of the emigrants of the current year, it appears that 23,190 landed at Quebec, of whom only 12,350 reached Upper Canada, viz. 12,000 by the Rideau, and about 350 by the St. Lawrence. The difference between the number who landed at Quebec, and the number who entered this province, 10,840, will, I have no doubt, be accounted for by Mr. Buchanan.

The emigrants who reached this province were, as nearly as I can ascertain, disposed of as follows:—

Settled at Bytown and neighbourhood, as stated by Mr. Burke . . . . .	1,400
Settled along the Bay of Quinte, and the Colbourne, Johnstown, and Newcastle districts, as stated by Mr. Roy . . . . .	3,140
Gone to the United States, according to Mr. Roy's return . . . . .	1,200
Landed at Toronto, the majority of whom have settled in the Home, Gore, London, and Niagara districts . . . . .	5,508
	<hr/>
	11,248

The emigrants sent to Hamilton were chiefly labourers. Much of the difficulty complained of by Dr. Thomas in his Report, in obtaining suitable employment for them, may be attributed to the neglect of the Road Commissioners, to avail themselves of the appropriation by his Excellency the Governor-General, to be expended on the Waterloo and Dundas Road, at the proper period. Dr. Thomas says he could only get work for a small number, and that he recommended the others to disperse through the country, and he has reason to believe that many who had sufficient "money to do so, proceeded to the United States."

Although many applied to him for medical relief, he considers that the past season has been more healthy than some preceding ones, only three deaths came within his knowledge at his agency. As most of the emigrants sent to Hamilton were forwarded at the Government expense, I felt it my duty, except in two or three instances, to refuse all assistance at that port, beyond a limited supply of food, and medical help, and comforts in cases of sickness. No complaints were made to Dr. Thomas of ill treatment on the route within the

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Sent by the Montreal Emigrant Society—	
To Bytown . . . . .	6010
Kingston . . . . .	1116
Prescott . . . . .	30
Cornwall . . . . .	131
Glengary . . . . .	12
	<hr/>
Total . . . . .	7886
Deaths at Bytown . . . . . 14	
Kingston . . . . .	99
Toronto . . . . .	7
Hamilton . . . . .	3
	<hr/>
Total . . . . .	114

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province, and as Mr. Buchanan mentions that repeated complaints had reached him early in the season, of the nature adverted to by Dr. Thomas, ill treatment during the passage to Quebec, he will, I have no doubt, do all in his power to prevent a recurrence of the evils complained of. In reply to my request that he would suggest any improvements that might occur to him connected with emigration, he says: "The chief improvement may be comprised in the discouragement of pauper emigration until adequate means have been taken by the Government, or the public, for the immediate employment and complete superintendence of such persons. I anticipate no improvement in the present system of emigration by the transportation of emigrants by the Irish landholders, highland chieftains, or parish committees. Canada requires not only the increase of population, but increased means of employment, and without the latter the poor emigrant must remain a burthen upon the public, until they gradually find their way into the United States, where capital has been hitherto more abundant. It is not sufficient that Canadian farms might be improved by an increase of labour expended thereon; the required capital for such increased labour is wanting, and before immigration can become really useful to the community, means must be found by the Government for the employment of paupers upon the waste lands, or upon public works, or by the attendant immigration of agricultural capitalists."

These opinions are in the main just. The most valuable class of settlers to this country are persons accustomed to work, who have industrious families, and who have money enough to stock a farm, or purchase one that is partially improved. Settlers of this class invariably prosper.

From various causes an unusual number of farms have been thrown into the market since 1837. Many of them are situated in the oldest and best settled parts of the province, in the neighbourhood of churches, mills, post offices, and markets. The prices demanded are so moderate, as to place them within the reach of small capitalists. They principally consist of 200 acres each, with from 50 to 75 cleared, and a tolerably good dwelling house and out-offices. A few years ago, farms of this description would have sold at from 600*l.* to 800*l.* sterling; now, owing to the number offered for sale, they may be purchased, and an unimpeachable title obtained, at prices varying from 300*l.* to 400*l.* sterling.

The amount of taxation in Upper Canada is incredibly small, and scarcely deserves the name. The annual assessment in a farm of 200 acres, say 75 under cultivation, with dwelling-house and out-buildings, is less than 10*s.* sterling per annum. In fact, no civilized community in the world are better protected in person and property, or enjoy a greater degree of liberty than the inhabitants of the Canadas, and I know of no people who are called upon to make fewer sacrifices, to secure those blessings.

Our social condition cannot of course boast of the refinement and luxury of an older country. But the man who is satisfied with a plentiful supply of the comforts and necessaries of life, and the means of bringing up a family without anxiety, and of afterwards establishing them as farmers or tradesmen, in which, with common industry, they cannot fail of success, is sure to become a useful and happy member of society. The opportunities of education have been hitherto of a limited character, and the system has not been suited to the wants of the people generally; but as this subject is now occupying the attention of the executive, we may, with confidence, expect that such measures will be adapted, as will remedy the defects which have hitherto existed.

These are the prospects which may be fairly held out as within the reach of every settler of moderate means. I do not say that those who emigrate to this country will be likely to acquire fortunes, or even a competency, without a concomitant share of perseverance and industry, or that they will meet with nothing to regret in their new position. But with a well contented mind and industrious habits, they will find their condition substantially ameliorated, and all uneasiness, as to a provision for their families dispelled.

I have, &c.,

(Signed)

A. B. HAWKE,

Chief Emigration Agent for Upper Canada.

S. B. Harrison, Esq.,  
 &c. &c. &c.

No. 1.

SIR,

Emigrant Office, Toronto, 13th November, 1840.

THE Lieutenant-Governor, being desirous of obtaining the fullest information respecting the emigration of this year, I am directed by his Excellency to call upon you to report to me on the subject.

I beg to direct your attention to the following heads, and as I am called upon to send in my general report, I hope you will answer my questions with as little delay as possible.

1st. The number of emigrants arrived at your Agency this year, and their destination stating, as nearly as possible, the number who have gone to the United States.

2nd. The general condition of the emigrants as to property, appearance, health, &c.

3rd. Number of deaths at your Agency.

4th. What proportion appeared to be persons of capital, stating whether agriculturists or mechanics.

5th. Number of applicants for free passages, or other charitable assistance.

6th. Complaints from emigrants as to treatment on the route, sufferings from exposure, &c.



- 7th. Number of emigrants settled in your neighbourhood; state the progress they are making in their agricultural or mechanical pursuits.
- 8th. Number of destitute emigrants in your vicinity who cannot obtain work; state also the number, if any, receiving assistance from public or private charity.
- 9th. General remarks as to their moral deportment; suggestions for the removal of any abuses which they may be subject to on the route, and also any improvement in the present mode of conducting the business with the emigration at your Agency.
- 10th. State the total amount of the expenditure at your Agency this season, including your own salary, free passages, food, &c.

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I have, &c.  
 (Signed) A. B. HAWKE,  
 Chief Emigrant Agent for Upper Canada.

Addressed to Mr. John Roy, Emigrant Agent, Kingston,  
 Mr. G. R. Burke, Emigrant Agent, Bytown, and  
 Mr. E. C. Thomas, Hamilton.

No. 2.

SIR, Bytown, 1st December, 1840.

For your information in reply to your letter of the 13th ultimo, I beg to make the following statement:—

1st. The total number of emigrants arrived at this Agency, during the past season, I estimate at 9,870, counting, generally, two children under 12 years of age as one adult, thus making the number of souls, as nearly as possible, 12,000. Of this number I consider that about 1,400 souls have stopped in this town and neighbourhood, including such as have gone up the Ottawa river. As regards the destination of those who passed this place (excepting such free passengers as stopped on the line of the Rideau canal), I cannot speak with any degree of certainty, the shortness of the time they remained here having limited my inquiries and observations nearly altogether to the passengers who were sent up free from Montreal, the provisioning and forwarding of whom took up my time most busily, while they were passing through the locks. Of the whole number passed through here, I suppose that about 500 intended going to the United States.

2d. For the reason stated above, the information I can give as regards the property possessed by the emigrants is very limited. Of the number arrived here, more than half of them were considered as objects of charity by the Government agent at Montreal, and a committee, composed of gentlemen of the first respectability in that city, by whom they were strictly examined as to their means before they received the assistance they applied for. I must, therefore, conclude that a large portion of that number were destitute persons. With respect to their appearance and health, generally, from the length of time they had been at sea, and the sufferings they endured from scarceness of food, &c. previous to their landing in Canada, together with their crowded state and long passage in the boats between Montreal and this place (six days being about the average time), it is only to be wondered that they looked so well and were in such good health. A good deal of sickness, no doubt, occurred, and I believe that it increased as they went on to Kingston; but there were fewer cases in this quarter than might have been expected.

3rd. Four adults (two of them aged persons) and 10 young children, were all I could perceive had died here.

4th. From the circumstance of there being not more than about a dozen persons (emigrants) passing through by this route as cabin passengers on board the steamers, I am of opinion that very few of the emigrants arrived here this season could properly be persons of capital. Of the passengers by the barges, a few, having the appearance of being the wealthiest, could not have been better than small farmers in the country they left. I had good opportunities for knowing that the number of mechanics among them was small indeed, having occasion constantly to be on the look out for different descriptions of this class of emigrants.

5th. The following is the number of passengers sent on free by my orders, viz:—

To Kingston . . . . .	4,452
To parts on Rideau Canal . . . . .	224
To Fitzroy Harbour . . . . .	99½
To Montreal . . . . .	4
To Longeuil . . . . .	1
	4,780½

By returns which I have lately received from Mr. Allison, it appears that he sent up 995½ full passengers (making 1,230 souls), who arrived at and passed this place previous to the 10th June last, none of whom are included in the above statement. Nearly the whole of these passengers called for and received a small supply of bread or biscuit from me, having previously received a supply of oatmeal in Montreal to carry them as far as this place.

6th. Complaints were made to me, occasionally, by the passengers of their being too much crowded in the boats, and from the obvious effect it had on their health, and also it is to be supposed on their morals, I must say that their complaints were not without foundation.

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7th. About 100 families have settled themselves on lands in this section of the country, but being chiefly at a distance from me, and their location very much scattered, I have no opportunity of knowing what progress they are making.

8th. I have great pleasure in stating that there are no emigrants out of employment here: neither are there any under the necessity of applying for charitable assistance.

9th. It gives me great satisfaction to bear testimony to the general good conduct of the emigrants who arrived here this year. Cases of intoxication were very rare indeed, as was also any tendency to quarrelling or rioting. I consider the crowding into small boats, of so many persons of both sexes to have a very bad effect on their morals, particularly, as it sometimes, though seldom happened that persons of loose character would unavoidably introduce themselves; upwards of 200 souls have frequently been huddled together along with their baggage, and at times, a quantity of merchandize.

If the agency is to be continued at this place, I would suggest that on the arrival of barges having emigrants on board, the forwarders ought to be obliged at once to pass them through the locks, and allow them to remain at some convenient place above the locks to enable such passengers as intend landing here to get themselves and their baggage easily ashore, and to facilitate the transaction of any other business with them that may be found necessary. It frequently happened that boats loaded with passengers have been for hours at the foot of the locks without a possibility of communicating with them, except at the risk of personal injury.

An arrangement ought to be entered into with the proprietors of the "Lady Colborne" steamer, for the transport of emigrants from Aylmer, up the Ottawa to Fitzroy Harbour, a distance of about 25 miles, the present charge of 3s. 9d. per head, being, in my opinion, too high.

10th. The expenditure at this Agency, exclusive of the charge for transport of emigrants is as follows:—

	£.	s.	d.	
Emigrant agent	89	10	0	Currency.
Ditto physician	50	0	0	"
Building shed	30	3	4	"
Provisions, including necessaries for sick	98	16	9	"
Board, lodging, nursing, and attendance for sick, including some small items for necessaries	26	9	9	"
Making coffins	1	10	0	"
Ferrying	1	3	9	"
Postage	2	4	8	"
	£299	18	3	"

The account for transport of emigrants to Fitzroy Harbour (not yet received) will amount to about 16l. 10s.

I transmit herewith the account with which I have been furnished by the agent of the Ottawa and Rideau Forwarding Company at this place. I have examined it carefully, and find it to agree perfectly with my book. The moment I receive the account from Aylmer, I will transmit it to you.

Any other information that you may require I shall at all times feel much pleasure in giving.

A. B. Hawke, Esq.  
&c. &c. &c.

I have, &c.  
(Signed) G. R. BURKE.

No. 3.

SIR,

Emigrant Office, Kingston, November 19, 1840.

I HAVE the honour to acknowledge the receipt of your letter of the 13th instant, which came to hand yesterday. I now proceed to reply to the queries therein contained.

1st. "The number of emigrants arrived at your Agency this year, and their destination, stating as nearly as possible the number that have gone to the United States."

The number of emigrants arrived at this Agency this year are 10,978, the greater part of them no doubt left their home expressly to settle in this country. The number gone to the United States from this part is 1,200. A large proportion of them went upon the invitation of relations, and friends, living in that country; some from a love of change, and others from a discontented spirit, that would not be satisfied anywhere.

2d. "The general condition of the emigrants as to property, appearance, health, &c." The general part of the emigrants were poor; I kept a memorandum from the commencement of July, of the sums brought by them, taking no notice of any amount less than 50 sovereigns in the possession of one individual, and it amounts to 61,340l. sterling. I am inclined to think this is less than the actual amount, as emigrants (especially the Scotch) do not like to tell how much money they have; they were, with few exceptions, sober and orderly, and it is not within my knowledge, that a complaint has been made against any of them for a violation of the law of the land. At the commencement of the season, measles, small-pox, and whooping-cough, were very prevalent, and there were a good many cases of fever: 167 patients have been admitted into the hospital, and I think that more than that number were

sick about town, that would not go to the hospital. Amongst this class, who were lodged in miserable hovels amongst the poor, most of the deaths occurred.

3d. "The number of deaths at your Agency."

I cannot answer this question accurately, as there were a great many children, and also several adults that died without being reported to me. I know of 61 deaths, and should suppose there were at least 30 more.

4th. "What proportion appeared to be persons of capital, stating whether agriculturalists or mechanics."

The amount of capital stated in answer to Query 2, was possessed by 241 persons, who were all agriculturalists. Some few of them had added to that occupation the trade of corn merchant on a small scale. The mechanics were journeymen, and not possessed of any capital.

5th. "Number of applicants for free passages or charitable assistance."

There have been 2,499 free passages granted from this office, and the number of those who have received assistance in provisions amounts to 2,420 to this day, making together 4,919.

6th. "Complaints from emigrants as to treatment on the route, sufferings from exposure."

Complaints have been very general against the delay upon the Rideau Canal, and Dr. Robinson, the surgeon of the Emigrant Hospital, is of opinion, that much of the sickness of the season is attributable to the exposure and privations of that route. In the month of October some shameful instances of neglect on the part of the forwarders took place, by crowding the emigrants into the barges. The barge Derwent is one remarkable instance, the particulars of which I have forwarded to you, sworn to by the passengers, and there were afterwards some glaring instances of the same kind, and I am afraid that more than one unfortunate emigrant has for ever lost his health by exposure on this route. The crews of the barges are generally French Canadians, and they have no sympathy for the emigrants; but, on the contrary, a rooted dislike to them, and rather rejoice at their sufferings than attempt to alleviate them.

7th. "Number of emigrants settled in your neighbourhood; state the progress they are making in their agricultural or mechanical pursuits."

Including the bay of Quinte and Colborne, in the Newcastle district, to Prescott, in the Johnstown district, 3140 have been sent, most of whom I am informed have remained; a few have purchased land, and others have taken farms in shares. All who have gone into the country, either as settlers or farm-servants, are doing well, and with their families comfortably situated for the winter. About 800 remained as labourers in this town, and upon the Macadamized road, and other public works. The season is now nearly over, and the greater part of them have been discharged: those who have families are no better off than they were at the commencement of the season, nor have they learnt anything to make them more useful as settlers in this country. There was amongst this number about 150 mechanics, principally carpenters and masons, who had had constant employment at good wages.

8th. "Number of destitute emigrants in your vicinity who cannot obtain work; state also the number, if any, receiving assistance from public or private charity."

I think there are about 80 destitute in this vicinity; not so much from want of work as by the death or sickness of the head of the family. The St. George's and St. Patrick's Societies, and the Ladies' Benevolent Society, afford some relief to these people. I do not think they get much from private charity.

9th. "General remarks, as to their moral deportment; suggestions as to the removal of any abuses which they may be subject to on the route; and also any improvement in the present mode of conducting the business connected with the Agency."

Their moral conduct has been very good under all the circumstances; they have been, in many instances, grossly deceived by unlicensed tavern-keepers, steamboat runners, intelligence office-keepers, &c. They have never attempted to redress their own wrongs, but have come to this office with their complaint; and when it was not possible to punish the offender, or get them redress, they were not discontented, but appeared perfectly satisfied if their complaint was attended to; and an attempt made to have their rights respected. Drunkenness was of rare occurrence this year, and that circumstance, I am of opinion, may be attributed to the improved appearance and conduct of the emigrant. I have already stated to you in my letter of the 3rd instant that I considered the deception practised on the emigrants by agents and captains of the vessels they take their passage in to this country, in the first place, in giving them erroneous information as to the length of the passage, and afterwards selling them provisions on the voyage at high prices, as well as holding out to them a rate of wages at least double what has been given in this country; and the delay and expense on the Rideau canal, as the two great causes of the emigrant's difficulties. The abuses on the canal might be remedied by entering into a contract with some one of the forwarding companies, binding them, as to time and the number, to be carried by a barge, of the first class. I would also suggest to contract for all the supplies wanted at this Agency; it would, I think, save money to the Government, and time to the agent.

10th. "State the total amount of expenditure at your Agency, including your own salary, free passages, food, &c."

From the present appearances, a greater interest appears to be taken on emigration, than has been for some time; and the societies now forming in every district, I have no doubt will be productive of much good, and will put the different agencies in possession of much correct information, not only as to where labour may be found for emigrants, but where land for sale may be purchased with less trouble and expense than at present. Settlers still continue to arrive from the United States; latterly, a number of slaves have come from Oswego. A few days ago 13 arrived in one steamer. About 50 of these people have arrived during the season.

No. 26.

Lord Sydenham to  
Lord John Russell.

26th January, 1841.

Encl. 2; in No. 26.



No. 26.  
 Lord Sydenham to  
 Lord John Russell,  
 26th January, 1841.  
 Encl. 2, in No. 26.

The captains of the American steamers think they have brought more settlers from the United States to this place by about 100 than they have taken from this to the United States. I have not been able to obtain and examine all the accounts of this Agency, and, consequently, cannot answer query No. 10 until next mail.

I have, &c.  
 (Signed) JOHN ROY, Emigrant Agent.

List of Emigrants arrived at this Agency who had capital.

Emigrant Office, Kingston, 28th December, 1840.

Two hundred and thirty-nine Emigrant families—Capital £59,320.

(Signed) JOHN ROY, Emigrant Agent.

Kingston, December 28th, 1840.

No. 4

SIR,

Hamilton Gore District, Upper Canada, 23rd November, 1840.

In answer to the queries which you have done me the honour to forward to me, by direction of his Excellency the Lieutenant-Governor, I submit the following, viz,—

1st. I have had no means of forming an estimate of the number of persons arrived at this place during the past season, or of their destination, not having been charged with the expense of the transport of the emigrants to this place, by the steam-boats, captains, or by any other party not authorized to forward them, except in one or two instances, to any given place. Some of the emigrants have come with cards of introduction from Mr. Hawke. Many others have applied for assistance, with no other recommendation than their evident claim upon the Government bounty as emigrants of the present year. I have not been able to procure employment for them, except in a few instances, and have been compelled, therefore, to recommend their dispersion through the country, without having any means of knowing their ultimate destination. I have reason to believe, however, that many who have had sufficient money to enable them to do so, have proceeded into the United States.

2nd. Emigrants have rarely applied to me, except when requiring pecuniary or gratuitous medical relief; I am unable, therefore, to speak of the number of persons arriving at this Agency with property. From such observation, however, as my position would naturally induce me to make, I should say that the emigrants have generally consisted of Irish paupers, with little or no property, whose appearance has betrayed that squalid destitution incidental to their station. On the subject of health, my experience enables me to state that few emigrants, of whatever class, arrive in this country during the summer months, without suffering from the effects of climate; and this liability is greatly aggravated in the lower classes by their exposure in the Durham boats, on the wharves, or in open sheds, in their progress westward from Quebec or New York, as well as by their subsequent privations,—privations which it is out of the power of the agents to overcome by the present system of relief. Under these circumstances, it follows, as a matter of course, that medical relief, to a greater or lesser extent, has been sought by almost every family requiring pecuniary relief, though the sickness has not been uniformly severe, and perhaps, upon the whole, the season past has been more healthy than some preceding ones.

3rd. There have been three emigrant deaths at this Agency, coming within my knowledge, during the past season.

4th. I have already stated that the emigrants of the past season have, with few exceptions, consisted of Irish labourers of the lowest class.

5th. Many of the emigrants have applied for a free passage to their relatives residing further westward, and most of them have desired to be conveyed hence in consequence of their inability to procure work in the immediate neighbourhood; I am not authorized, however, to afford such assistance, except upon specific authority from Mr. Hawke;—the only instances of which have been a team to Goderich at an expense of 6*l.* 5*s.*, and a part conveyance to Lobo for the sum of 15*s.*

6th. I have heard occasional complaints, on the part of emigrants, of the conduct of the captains and mates of the ships in which they were conveyed across the Atlantic. It has been stated by the emigrants that they were not permitted to lay in more than a certain quantity of provisions, under the plea that too much room in the vessel would otherwise be occupied. Such quantity has been found insufficient, and the emigrants have been compelled to buy oatmeal, potatoes, flour, &c., of the captains, at an exorbitant price. Several instances of unfeeling conduct, on the part of the officers of the ship, in the event of deaths on board, have also been enumerated to me; thus, no prayers have been read, or permitted to be read, over the deceased; and, in one instance, it was stated, that a mate of a ship snatched up the body of a child and threw it overboard, without warning to the parents, and without preparation of any kind. This statement was made to me by a very respectable emigrant, but I have no opportunity, of course, of substantiating it.

7th. I am quite unable to afford a satisfactory reply to this query.

8th. There are perhaps twelve families in this neighbourhood, emigrants of the present year, who are in great poverty, from inability to procure sufficient employment. They obtain occasional assistance from private charity. This number would have been greatly increased

but for my increasing exertions to induce the emigrants to proceed westward; firstly, because I conceived that they would there find a greater demand for their labour; and secondly, with a view of lessening the burthen of their maintenance by the Government or the public.

No. 26.  
Lord Sydenham to  
Lord John Russell.  
26th January, 1841.  
Encl. 2. in No. 26.

9th. The moral department of the emigrants is such as may be naturally expected from persons of the lower class of society. They have generally exhibited great civility, particularly while in expectation of relief. The latter portion of the present query embraces a wide field of inquiry, for which I have not had such means at my disposal as would qualify me to enter upon. The whole subject of emigration is involved therein, and I should fear to suggest "any improvement in the present mode of conducting the business of emigration" without having had an opportunity of adding to my practical knowledge the information to be gained from the report of Parliamentary Committees, and the suggestions of eminent writers on this interesting and important subject. The chief improvement, however, may be comprised in the discouragement of pauper emigration until adequate means have been taken by the Government or the public for the *immediate* employment and complete surveillance of such persons. I anticipate no improvement in the present system of emigration by the transportation of emigrants by the Irish land-holders, Highland chieftains, or parish committees. Canada requires not only the increase of population, but increased means of employment; and without the latter, poor emigrants must remain a burthen upon the public until they gradually find their way into the United States, where capital has been hitherto more abundant. It is not sufficient that Canadian farms might be improved by an increase of labour expended thereon—the required capital for such increased labour is wanting, and before emigration can really become useful to the community, means must be found by the Government for the employment of paupers on waste lands, or upon public works, or by the attendant emigration of agricultural capitalists.

10th. The total amount of expenditure at my agency has been 85*l.* 6*s.* 8*d.* currency, the items of which consist of—

	£.	s.	d.
Food and lodging . . . . .	16	17	5
Free passages . . . . .	7	0	0
Funeral expenses, pecuniary relief, and sundries . . . . .	3	6	9
	27	4	2
Salary as agent and medical attendant from June 20th to November 21st inclusive, at 7 <i>s.</i> 6 <i>d.</i> per day . . . . .	58	2	6
	85	6	8

I have, &c.  
(Signed) E. CARTWRIGHT THOMAS.