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REPORT
OF THE
SELECT COMMITTEE
TO WHOM WAS REFERRED THE
ANNUAL REPORT
OF THE
CHIEF EMIGRATION AGENT,
AND SUPPLEMENTARY REPORT OF THE
GERMAN ASSISTANT AT QUEBEC.

PRINTED BY ORDER OF THE LEGISLATIVE ASSEMBLY.

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SELECT COMMITTEE ON EMIGRATION.

ORDER OF REFERENCE.

LEGISLATIVE ASSEMBLY,

Friday, 2nd March, 1860.

Resolved,—That a Select Committee composed of

Mr. MCGEE,
Honorable SIDNEY SMITH,
“ Mr. ALLEYN,
“ HEATH,
“ BUREAU and
“ BELL,

be appointed to take into consideration the Annual Report of the Chief Emigration Agent at Quebec, for the year 1859, with the supplementary Report of the German Assistant at Quebec, and the general subject of the progressive decrease of late years of the European Emigration into this Province, with power to send for persons, papers and records.

Attest

W. B. LINDSAY,
Clerk of Assembly.

Tuesday, 20th March, 1860.

Ordered, That Mr. *Wilson* and Mr. *John Cameron* be added to the said Committee.

R E P O R T .

COMMITTEE ROOM, April 23, 1860.

The Select Committee appointed to take into consideration the Annual Report of the Chief Emigration Agent at Quebec, for the year 1859, with the Supplementary Report of the German Assistant at Quebec, and the general subject of the progressive decrease of late years of the European Emigration into this Province, beg leave—

TO REPORT :

That they have had sittings on seventeen days ; That they have sought information by correspondence with every Section of the Province, and that they have examined—some of them at considerable length—several witnesses, the Minutes of whose evidence are herewith submitted to the House.

Before bringing before the House the practical results of their enquiry, or suggesting remedies for the present unsatisfactory state of things, your Committee beg leave to offer some preliminary considerations on the natural Laws which govern the European Emigration, and the modification of these laws, whether arising out of the circumstances of Canada, or the defects of the system hitherto adopted towards Emigrants into this Province.

I. NATURAL LAWS WHICH GOVERN EUROPEAN EMIGRATION.

Besides the British Islands, a portion of Europe only can be said to send forth a steady Annual Emigration to North America. The Countries alluded to are—Norway, Sweden, Denmark, Germany, Switzerland, Belgium and Holland. The present Stock of Population in those Countries taken in the aggregate will afford a precise idea of that fund of living wealth, on which America and Australia are drawing so largely year after year.

STATISTICS of Population in the Chief Emigrant Countries of Europe.

| | Date of Census. | Population. | Square Miles. | Population to Square Mile. |
|-----------------------|-----------------|-------------|---------------|----------------------------|
| England - - - - - | 1857 | 28416508 | 116700 | 332 |
| Scotland - - - - - | | | | 136 |
| Ireland - - - - - | | | | 192 |
| Sweden - - - - - | " | 3639332 | 170715 | 21 $\frac{1}{2}$ |
| Denmark - - - - - | 1859 | 2915000 | 21856 | 133 $\frac{2}{3}$ |
| Norway - - - - - | 1855 | 1490047 | 121725 | 10 $\frac{1}{15}$ |
| Holland - - - - - | 1859 | 3543775 | 13890 | 196 $\frac{2}{3}$ |
| Belgium - - - - - | " | 4623089 | 11313 | 382 $\frac{2}{15}$ |
| Switzerland - - - - - | 1850 | 2391478 | 15261 | 156 $\frac{2}{3}$ |
| Prussia - - - - - | 1858 | 17739913 | 107300 | 159 $\frac{7}{15}$ |
| Austria - - - - - | 1354 | 39411309 | 255226 | 141 $\frac{1}{15}$ |
| Hanover - - - - - | 1859 | 1843978 | 14600 | 126 $\frac{2}{3}$ |
| Saxony - - - - - | 1858 | 2122148 | 5705 | 372 |
| Wirttemberg - - - - - | " | 1690898 | 7568 | 223 $\frac{2}{3}$ |

Adding to these figures the population of France, the minor German States, and the free cities of Frankfort, Hamburg and Bremen, we have a population of 157,000,000, averaging on the territory they occupy 150 persons to the square mile. If we had to proceed by conjecture, and were to assume of this total, that three per cent per annum, through the operation of all causes combined, were destined to seek their fortunes beyond the bounds of Europe, we would arrive at the sum of 471,000 as the natural annual efflux from these 157,000,000. And this estimate, when we come to average the emigration of the ten years last past, upon the best statistical data, will be found to be very near the truth.

The arrivals of all nationalities at the Port of New York from 1850 to 1860—the largest

accurately ascertained body of statistics within our reach—amounted in the ten years to 2,225,000 persons. The population of the six Australian Colonies from 1850 to 1860 rose from 560,500 to 1,100,000—two-thirds of which increase, or about 370,000, were drawn from Europe.

The emigration into Canada by the St. Lawrence from 1849 to 1859 inclusive, amounted to 338,000; and if the European arrivals at all North American ports, other than New York, in California, Brazil, all the South American States, the Cape Colony &c., reached a million in the aggregate, we would have a total for the decade of 4,000,000, or 400,000 emigrants per annum.

This unprecedented peaceful movement of the human race has not within the period specified been stimulated by exceptional causes arising within the parent States—such as famine or civil war. So far as it has been so affected, the tendency of events was to diminish rather than increase the total. The Crimean and Italian wars, by taking many thousands of hands out of the labor market, by exciting the spirit of martial adventure among certain orders of men, and by suggesting restrictions on the free egress of emigrants to some of the German Governments, partially diminished the volume of the exodus. It is not, perhaps, too much to assert, that the newer countries of the world lost a productive force of at least 500,000 men by those two wars.

The decade on which we have just entered, so far as we may presume to speak of the future, will be marked by the same general state of facts, both in the Countries which yield, and the Countries which invite Emigration. Notwithstanding the casualties of war, and the decennial Exodus, the stock of inhabitants remaining in the countries quoted, their proportion to the square mile, and their facilities for transportation, are all greater in 1860 than they were in 1850. The condition of the poorer classes, in some of those countries, may have recently improved, as contrasted with their own previous lot, but those best improved are yet far below that assured competency, which the Emigrant-inviting countries can all in a greater or less degree hold out, as the reward of persevering, honest, industry.

Having given the Population of what may be called the Emigrant-yielding Countries, we append a similar one of the principal countries competing for the supply of labour, which Europe affords and must long continue to afford them.

STATISTICS of Population, and Area in square miles, of Countries to which European Emigration is chiefly directed.

| Country. | Date of Statistics. | Population. | Square Miles. | Average Pop. to Sq. Mile. |
|--------------------------------------|---------------------|-------------|---------------|---------------------------|
| Canada West | 1860 | 1409428 | 147832 | 9½ |
| “ East | “ | 1130781 | 201980 | 5½ |
| New Brunswick | “ | 200000 | 27700 | 7¼ |
| Nova Scotia | “ | 300000 | 18746 | 16 |
| Prince Edward | “ | 62348 | 2134 | 29 |
| Newfoundland | “ | 120000 | 57000 | 2½ |
| North West . . . . . | “ | ..... | 1800000 | ..... |
| Vancouver's Island | “ | 11463 | 16000 | ¾ |
| British Columbia . . . . . | “ | ..... | 213500 | ..... |
| Cape Colony | “ | 285279 | 118256 | 2½ |
| Australia: | | | | |
| N. S. Wales | Estimate, 1860 | 310000 | 536000 | ¾ |
| S. Australia | “ | 110000 | 520000 | ½ |
| W. “ | “ | 15000 | 1040000 | ¼ |
| Victoria | “ | 500000 | 162000 | 3 |
| Tasmania | “ | 84000 | 28600 | 3 |
| N. Zealand | “ | 50000 | 97000 | 2 |
| S. American States, including Brazil | 1860 | 19846000 | 5863000 | 3½ |
| United States | “ | 23191876 | 3306834 | 7½ |

By comparing this table with the former one, it will be seen that the most barren of the old countries has more inhabitants to the square mile than the most fertile of the new; that the poorest of the former contains more labor than the richest of the latter; that the least free States in the one category are twenty, thirty, and fifty times more populous than the most free in the other. Much must be allowed for patriotism, and much for ignorance of the earth's surface; but unless we suppose the laws which have hitherto governed the diffusion of the race, to be arrested or abolished, some redistribution of this enormously unequal division of the human family must take place, under the joint action of commerce and intelligence.

The natural attractions or laws under which such a distribution has been steadily going forward of late years, may be classed under these eight heads:—

- I. The attraction of a Kindred Race.
- II. " of Gold
- III. " of Cheap or Free Land.
- IV. " of Higher Wages.
- V. " of Climate.
- VI. " of Cheap and Convenient Access.
- VII. " of a Familiar Language.
- VIII. " of Free Institutions.

In the proportion in which any new country possesses, or is believed to possess, any or many of these attractions, acting in their greatest force, to that extent it is inevitable that it should draw to itself a commensurate emigration. No legislative invention—no expenditure however lavish—can supply the absence of such powerful natural agents. This truth your Committee recognize at once, while at the same time they feel bound to add, that the great natural advantages of Canada are but very imperfectly known on the other side of the Atlantic; that her complete religious and civil freedom is not generally understood even in the British Islands; and they feel it to be their duty, while allowing that the Government cannot do everything in this matter, to proceed to show that more may be done than has hitherto been attempted.

II. CIRCUMSTANCES WHICH CONTROL THE EUROPEAN EMIGRATION TO CANADA.

I. The circumstance which primarily controls the Emigration to this Province, may be said to be, the ignorance of its extent, institutions and resources, which prevails in the Emigrant Countries. The first shocks were given to that ignorance at the London and Paris Exhibitions of 1851 and 1855, when the products of our fields, forests and workshops came under the notice of intelligent men from every part of Europe. The advantage then obtained was not however promptly followed up; for although several useful pamphlets have been issued by the Bureau of Agriculture and Statistics, and an extensive correspondence has been maintained by its efficient Secretary, Mr. Hutton, the fact still remains patent to every traveller, that the vast majority of Europeans are only familiar with one North American Country—the United States—and one North American Seaport—New York.

The Board of Emigration Commissioners established at New York in 1847, by many judicious and far-seeing arrangements have strengthened and deepened this impression, so favorable to their commerce and country; and to that end they have had the invaluable assistance of the Federal Government, exercised through its wide-spread Consular System.

New competitors for skilled and unskilled labor have also entered the labor market against us, within the period of this retrospect. In 1837, New South Wales ceased to be a penal Colony, and in 1853, Van Dieman's Land, an Island larger than Ireland and exceedingly fertile, ceased to be a penal Settlement. In that year the Gibbon-Wakefield system of Colonization by great Companies was abandoned by the Colonial Office, the Revenues of their Public Lands were relinquished to the Local Governments, and the gold discoveries becoming known about the same time, a powerful impetus was given to Australian Emigration. In 1857, there were estimated to be 100,000 laborers in the mines alone; and since then Agriculture has so far advanced, that Australian Wheat has been shipped for the London Market. The leading Political question in the principal Colony—Victoria, has been the settlement of the Public Lands. Upon this fundamental interest parties and Ministries have been mainly formed, while very large sums amounting in the aggregate to

many hundreds of thousands of pounds per annum, have been voted by the Legislatures of "the six Colonies" to attract Emigration, especially from the British Islands. As an evidence of the success which attended their efforts, we may remark, that 2000 Agriculturists sailed last year from the Port of Liverpool, for New Zealand, where they are assured free grants of a few acres of land each.

During the season of 1859, there arrived in Canada, by the Saint Lawrence, not more than 6,000 English speaking persons. In the same season, New York received 45,000, natives of the United Kingdom—or 7 to 1 of our arrivals. This fact attentively considered, must lead the observer to one of two conclusions—either that the present industrial population of this Province, is nearly, if not quite equal to its productive capacity; or else, that its advantages as a field of Emigration have not been efficiently brought home to the popular mind in Europe. Every Canadian will reject the former supposition; there remains then but the other alternative.

It must be admitted that the fluctuations of our foreign trade, have regulated to a great extent, the cost and quantity of our Emigration.

To take two leading instances, the Repeal of the British Corn laws, by securing to the New York Packet Lines outward freights, enabled them to lower their rates of passage on the return voyage, and concentrated the passenger business in Liverpool and New York; while the Repeal of the Navigation Act, by opening the St. Lawrence to Norwegian and North German Shipping, brought to the Quebec route a new description of Emigrants. Over 40,000 natives of the North of Europe arrived at this Port in ships of their own countries, during the six years ending with 1859.

In speaking of the Passenger carrying trade, your Committee cannot omit the subject of Steerage accommodation and prices on board our Ocean Steamers. The Canadian Line, secured as it now is for a term of years of a large annual subsidy from the Provincial Chest, could not in any way better prove itself worthy of that subsidy, than by putting down its steerage rates to the same figure with the New York Lines. It is in evidence that the Inman Line and the Galway Line charge but five guineas for a steerage passage—though nominally they may advertise it higher—while our Line charges seven guineas. This difference of ten dollars and-a-half per head, to a man of family with small means, must operate injuriously against our route. When it is recollected that the Canadian Line carried in 1859 a full fourth of all the Steerage passengers who entered the Saint Lawrence, the necessity of reduction will be still more apparent.

It ought also be made by this Government, in the opinion of Your Committee, an additional ground of objection, to the unfair competition imposed on our Lines by the Imperial Subsidy to the Cunard and Galway Lines running to New York,—that these subsidies enable them to diminish their rates of steerage passage, thus enhancing the cost, and diminishing the number of British Emigrants into these British Provinces.

Your Committee have also had their attention directed to the operations of what is called "the through ticket system," as adopted by the Grand Trunk Railway, since the opening of their road to Point Levi, and attempted by the Royal Mail Line of Steamers, on our Inland Waters. That system may be for the best interests of the Grand Trunk Company—at least for its immediate interests—but we are not convinced, that it is for the advantage either of the Emigrant, or of this Province. A "through ticket" from any part of Europe, to Quebec, might and would be of service; but at Quebec, it would be better that the European ticket should expire. Emigrants must necessarily arrive during the season of Inland Navigation, when the competition between the Railroad and the Steamboats, cheapens travel—much below the rate allowed by the "through ticket." The Emigrant ought to have the benefit of that competition, and the choice of proceeding by water, if he so desired. To guard against the scramble which would be made for the stranger, thus left free to choose, an enclosed landing place ought to be provided by Government, (as at Castle Garden, New York,) where authorized Agents of Responsible Companies, should be allowed to dispose of tickets, and to check baggage.

The attraction of higher wages, so powerful with a certain class of Emigrants, does not exist in Canada, as compared with the United States. Nor is it probable that we will ever be in a position to hold out an equality of remuneration, with the Republic, until we become a manufacturing people. In the absence of extensive Public Works, there does not exist that demand for labor, other than Agricultural,—and that only to a limited extent,—

which would induce a large influx of persons, in search of immediate employment. Such labor must follow the call of capital—and capital must be secure of the domestic market, before it will venture far. A truly National policy in this respect, would be one of the most direct means of attracting industrious multitudes to our shores, ready to cast in their lot with a people who knew so well how to promote employment, and to foster their own interests. The prospect of indoor occupation, would overcome with many the apprehensions excited by exaggerated reports of the severity of our healthful Northern Climate.

In closing this division of their Report, your Committee have to observe, that they have paid considerable attention to the state and prospects of the German settlements in Upper Canada, and the Norwegian settlement in the Eastern Townships. They are convinced that these *nuclei* of future strength ought to be multiplied and encouraged from Gaspé to Lake Huron. The growth of such settlements through the attraction of kindred, is as inevitable, if once well established, as the natural increase of the race itself. Such a settlement, consisting of 1000 souls—if it has ample room to spread—will as certainly attract to itself 100 others in a season, as a settlement of 100 will attract 10. Whoever has observed the all-powerful action of kindred ties between the deposits of population made by English, Scotch and Irish neighborhoods in this Country, and the annual draft which the new Ireland and new Germany in the United States make on the parent stock, will be apt to conclude with us, that the best method of recruiting fresh numbers from any given origin, is to be just and even generous to those of that origin already settled among us. In this conviction, the Committee beg to call the particular attention of the House to the evidence submitted concerning the Norwegian and German settlements in this Country.

III.—THE MANAGEMENT AND DISPOSAL OF THE PUBLIC LANDS, AND THE EXISTING EMIGRATION SYSTEM.

The Emigration system of this Province—if that can be called a system which was altogether discretionary with its agents—was originally an Imperial institution. Previous to the year 1842, the grant given by the Imperial government was administered through the Commissariat, and the proceeds of the capitation tax were placed in the hands of the Emigrant Societies at Quebec and Montreal. In 1842, on the recommendation of the present Chief Agent, an order in Council was issued subordinating the other agencies to that at Quebec, and transferring the funds from the Emigrant Societies to the Chief Agent. The service was then placed on the Canadian Civil List, though the inland agencies continued to be paid out of the Imperial grant of £1,500, sterling, so late as the year 1854.

Your Committee cheerfully bear testimony to the conspicuous ability of the Chief Agent, and the general efficiency of the agents and officers whom they had occasion to examine or correspond with, but they must at the same time observe, that no number of intelligent persons, with the best possible chief, and the best possible dispositions, acting without instructions, and without a well understood division of labour, can be competent to the conduct of this great public interest. In no respect is this fatal defect more conspicuous than in the entire absence of co-operation between the Emigrant service and the Crown Lands' Department, as elicited by the evidence of Mr. Buchanan and Mr. Russell.

The strongest attraction which Canada can offer to the European emigrant, is, **CHEAP & FREE, CULTIVABLE LAND.** It was therefore of the first practical importance that an intimate co-operation, if not affiliation, should exist between the Emigrant Service, and the Crown Lands Department. Your Committee regret to report, that, while the one party was most willing to receive, and the other equally willing to afford information, no such intimate, official relations have hitherto existed. There has not hitherto been, as they conceive there ought to have been, an invariable rule of the Land Department, to communicate with the Emigrant Agency, as well as instructions to the Crown Lands Agents, to afford every assistance to the neighboring Emigration Agents. On this point, your Committee have only to cite the reply of Mr. Clemow, Emigrant Agent at Ottawa City, to a question from the Committee:—

“—I may here remark that on my appointment it was my anxious desire to obtain all the much desired information which suggests itself from the present question, and with this end in view I placed myself in correspondence with the various Crown Land Agents as well as other parties who ought to have been enabled to impart much information that would materially have assisted me in the performance of my duties, and which might likewise

have resulted with benefit to the emigrant, and the interests of the country would thereby have been served at the same time, but I am sorry to add, that answers to my communications were received by me in very few cases, and but little or no attention was paid to the subject either by the agents or others addressed."

In the opinion of your Committee, the District over which the inquiries and information of each Emigration Office ought to extend should be distinctly defined, and every agent, besides a general knowledge of the Province, should be obliged to have a particular and detailed knowledge of his own District

Two other subjects connected with our land system, were brought before the committee in a very striking light, viz :—

**ABSENTEE LANDS IN UPPER CANADA ; and
FREE GRANTS ON COLONIZATION ROADS.**

In reply to queries issued by the Committee, returns from thirty-four Counties have been received, giving an aggregate of 3,413,800 of acres of absentee lands, within their limits. The retention, in a worse than mortmain clutch, of such an immense quantity of the productive soil of Upper Canada—exclusive of the Canada Company's Territory—must exercise a highly unfavorable influence on emigrant settlement. These blocks of unused, unsold, untenanted waste, act as barriers against all improvement, hinder the making of roads, diminish the number of schools, and devolve the burden of taxation unfairly on the actual settler. The high prices at which they are held drive many thousands of men into the United States, while when they are sold, the unfortunate stranger is frequently unaware that he is buying two, three, or four years' taxes, in addition to the land. Some alteration of the Assessment Law, enabling the Municipalities to enforce the payment of taxes on such lands annually or biennially, and such other remedial legislation as the House might in its wisdom devise, ought to be applied to this enormous evil.

On the subject of FREE GRANTS, your Committee feel it their duty to declare, that those Grants, so freely advertised both in this country and abroad, so far as emigrants are concerned, are altogether illusory.

To show clearly the intention of the law, they quote clauses 12 and 13, of "the Act respecting the sale and management of the Public lands," passed in the present Session of the Provincial Parliament.

"12. Any claim to land arising under any Act or under any Order in Council or other regulation of the Government heretofore in force, shall be determined by the Commissioner of Crown Lands, subject to such arrangement and order in respect to improvements on any particular lands as the Commissioners may think just; or the same may be satisfied by issuing to the party entitled, Land Scrip, or a certificate entitling him to purchase land to such an amount as the Commissioner of Crown Lands may find just; But no claim for land arising from Militia, United Empire Loyalist, or Military Rights, shall be entertained unless the same was actually located or admitted, or proof in support thereof sufficient in the opinion of the Commissioner of Crown Lands furnished, before the passing, on the fourteenth of June eighteen hundred and fifty-three, of the Act sixteenth Victoria, chapter one hundred and fifty-nine; and all land scrip or certificates entitling parties to purchase land issued prior to the passing of the said Act, shall be recognized and redeemed, in land or as payment for land; provided that such scrip and certificates be presented and established in the office of the Commissioner of Crown Lands before the first day of January, one thousand eight hundred and sixty-two.

"13. The Governor in Council may appropriate any Public Lands as free grants to actual settlers upon or in the vicinity of any Public Roads opened through the said Lands in any new settlements, under such regulations as shall from time to time be made by Order in Council; But no such free grant shall exceed one hundred acres."

Though nothing can be more just and equitable than the intention of the Legislature in these clauses, yet practically, by the sons of farmers and others, seizing and "squatting" upon such lands as soon as surveyed, or opened up by a Colonization road, the Emigrant is virtually excluded from all share in the benefits intended to be conferred on him, by the Province. He arrives too late to seize the prize; the Emigrant Agent cannot, the Crown Land Agent need not assist him in his choice; the squatter is in possession, and the stranger must either dive into the bush, or turn for shelter and a home to the United States. Disheartened and disgusted, he reports to those he left behind his sufferings in Canada, and

warns them not to follow in his track, on the strength of mere "free grant" advertisements. For this crying evil also, it is surely not impossible to find a remedy.

IV. RECOMMENDATIONS AND SUGGESTIONS OF THE COMMITTEE.

On a careful review of the evidence taken, and in consideration of the inducements held out, and facilities afforded by the Australian Colonies, and the United States, your Committee feel bound to recommend to the House and the Government the adoption of a new system in relation to European Emigration. This system need not entail any additional expenditure on the Province to that now voted for Quarantine and Emigration purposes, since the proposed reduction of the Establishment and Staff at Grosse Isle, will place at the disposal of Government \$10,000 per annum, a sum fully equal, if economically applied, to the improvements we are about to suggest.

I. As to the agencies within the Province, Your Committee, desirous to interest the various classes of our present population in the general subject, and to engage the co-operation of the various nationalities, respectfully recommend the establishment, by law, of a Board of Emigrant Commissioners at Quebec, to be composed of the Presidents, for the time being, of the St. George's, St. Patrick's and St. Andrew's Societies, the Mayor of Quebec, and the Chief Agent. That the duties and privileges of this Board should be defined by law, but that none of its members, except of course the Chief Agent, should receive compensation for his services.

Considering that an equal number of Emigrants now arrive by way of New York and the Suspension Bridge in Upper Canada, the formation of a similar Board at Toronto, is also recommended.

II. That a suitable landing place for Emigrants, with convenient sheds and wash-houses, should be established in the Port of Quebec, say on the Island of Orleans, on the same general plan as the establishment at Castle Garden, New York.

III. That the Quarantine establishment at Grosse Isle, should be dispensed with. That the Capitation Tax should be abolished; and the discretionary expenditure made by agents under the head of "Relief," be strictly limited to certain extreme cases.

IV. That the Agencies within the Province should be supplied with all the latest information in relation to the Public Lands, as it comes into the possession of the Crown Lands Office, and that the limits of the several Districts, of which they would be thus obliged to have official information, should be defined by instructions from the Quebec Board of Emigrant Commissioners.

V. That the Crown Lands Department should place at the disposal of the Commissioners an adequate number of Lithographed Maps of every new survey as soon as received, on the plan of the new Field Book adopted in that Department, shewing the physical features and natural productions of the land.

VI. That Resident Provincial Agents should be appointed at Christiana, and Hamburg, (the latter Agency to include Bremen), at Liverpool, at whatever Irish Port the Canadian Line of Steamships may make a port of call, and at New York, (where 2000 Emigrants were last year "booked for Canada.")

VII. That these five agencies should be filled in accordance with the requirements of the Civil Service Act, and that a gradation of salaries should be made according to their relative importance.

VIII. That an untransferable land scrip, "Good for 50 Acres of Public Land in any part of the Province of Canada," should be issued, through these Provincial agents abroad, to intending actual settlers, on certain conditions to be fulfilled within a specified time, and that similar precautions to those taken by Savings Banks, be taken by the Agents to protect the Province and the individual from imposition and loss. The adjoining 50 acres to those which the scrip would cover, to be also reserved for a limited time, that the settler may have a fair opportunity of acquiring it by purchase.

IX. Some modification of the Naturalization Law, which would enable the Foreign-born settler, on testifying his allegiance, to obtain the full and complete control of his property without awaiting the expiration of the three years now required by law, for the naturalization of aliens in this Province.

The whole nevertheless humbly submitted.

THOMAS D'ARCY MCGEE,
Chairman.

EMIGRATION from the United Kingdom, during the 41 years from 1815 to 1858, inclusive.

| Year. | Total. | To American British Colonies. | To United States. | To Australia. | To All other Places. | Proportion. |
|---------------|---------|-------------------------------|-------------------|---------------|----------------------|-------------|
| 1815, to 1827 | 256663 | 153742 | 96778 | 2103 | 4000 | |
| 1828 | 28092 | 12084 | 12817 | 1056 | 135 | 4.04 |
| 1829 | 31198 | 13307 | 15678 | 2016 | 197 | 6.46 |
| 1830 | 56907 | 30574 | 24881 | 1242 | 204 | 3.18 |
| 1831 | 82160 | 58067 | 23418 | 1561 | 114 | 1.87 |
| 1832 | 103140 | 66339 | 32872 | 3733 | 196 | 3.57 |
| 1833 | 62527 | 28808 | 29109 | 4093 | 517 | 6.54 |
| 1834 | 76222 | 40060 | 33074 | 2800 | 288 | 3.87 |
| 1835 | 44478 | 15573 | 26720 | 1860 | 325 | 4.18 |
| 1836 | 75417 | 34226 | 37574 | 3124 | 293 | 4.14 |
| 1837 | 72034 | 29884 | 36770 | 5054 | 326 | 7.01 |
| 1838 | 33222 | 4577 | 14332 | 14021 | 292 | 42.20 |
| 1839 | 62207 | 12658 | 33536 | 15783 | 227 | 25.37 |
| 1840 | 90743 | 32293 | 40642 | 15850 | 1958 | 17.47 |
| 1841 | 118592 | 38164 | 45017 | 32625 | 2785 | 29.20 |
| 1842 | 128344 | 54123 | 63852 | 8634 | 1885 | 6.65 |
| 1843 | 57212 | 23518 | 28335 | 3478 | 1881 | 6.07 |
| 1844 | 70686 | 22924 | 43660 | 2229 | 1873 | 3.15 |
| 1845 | 93501 | 31803 | 58538 | 830 | 2330 | .88 |
| 1846 | 129851 | 43459 | 82239 | 2247 | 1826 | 1.80 |
| 1847 | 268270 | 109680 | 142154 | 4949 | 1487 | 1.91 |
| 1848 | 248089 | 31065 | 186233 | 23904 | 4887 | 9.60 |
| 1849 | 299498 | 41367 | 219450 | 32091 | 6590 | 11.04 |
| 1850 | 280849 | 32961 | 223078 | 16037 | 8773 | 5.71 |
| 1851 | 335966 | 42605 | 267357 | 21532 | 4472 | 6.40 |
| 1852 | 368764 | 32876 | 244261 | 87424 | 4203 | 23.70 |
| 1853 | 329937 | 34592 | 230885 | 61401 | 4203 | 18.60 |
| 1854 | 323429 | 43761 | 193065 | 83237 | 3366 | 25.73 |
| 1855 | 176807 | 17966 | 103414 | 52309 | 3118 | 29.52 |
| 1856 | 176554 | 16378 | 111837 | 44584 | 3755 | 25.25 |
| 1857 | 212875 | 21000 | 126903 | 61248 | 3721 | 28.77 |
| 1858 | 113972 | 9704 | 59716 | 39295 | 5257 | 34.47 |
| Totals..... | 4797166 | 1180049 | 2890403 | 652353 | 74361 | 13.60 |
| | | | | | | 1.55 |

Abstract.

Emigration from 1815 to 1858, inclusive.

| | Proportion. |
|--|-------------|
| To British American Colonies | 1180049 |
| “ United States | 2890403 |
| “ Australian Colonies | 652353 |
| “ Other Places | 74361 |
| Total No. of Emigrants from United Kingdom, in 44 years... | 4797166 |
| | 100.00 |

EXPENDITURE of British Colonies to promote Emigration.

Amount placed at Commissioners' disposal.

| Year. | Australian Colonies. | West Indies. | Other Colonies, and Services. |
|-------|----------------------|--------------|-------------------------------|
| 1847 | 47000 | 44000 | 1000 |
| 1848 | 197000 | 74000 | 13000 |
| 1849 | 144000 | 47000 | 19000 |
| 1850 | 197000 | 27000 | 21000 |
| 1851 | 294000 | 42000 | 4000 |
| 1852 | 377000 | 108000 | 3000 |
| 1853 | 572000 | 217000 | 14000 |
| 1854 | 797000 | 85000 | 38000 |
| | £2625000 | \$644000 | £113000 |

[Later Returns not accessible.]

MINUTES OF EVIDENCE.

27th March, 1860.

J. P. O'Hanley, Esq., Provincial Land Surveyor, Ottawa City, Examined:

Ques. 1. How long have you been engaged as Provincial Land Surveyor in Lower Canada?—I have been six years in Upper Canada, and seven years in Lower Canada.

Ques. 2. You have been engaged chiefly in the Ottawa country?—Altogether, I may say.

Ques. 3. Over what extent of country did your experience extend?—In Upper Canada--the Counties of Prescott, Russell, Carleton, and Renfrew. In Lower Canada--the Counties of Argenteuil, Ottawa, and Pontiac; besides, I have had considerable experience in the unsurveyed.

Ques. 4. During your seven years as a Surveyor, have all the Townships in those Counties been surveyed?—There are Townships as yet unsurveyed in Ottawa County and Pontiac, and one in Renfrew. In Argenteuil, Pontiac, Ottawa, and Renfrew, about half were surveyed in my time.

Ques. 5. Was the information transmitted to the Crown Land Department by yourself and other Surveyors, in the Ottawa country, usually made public?—I have never seen the Reports of Township Surveys published, nor any Surveyors' Reports, except in two cases from Surveyors on great exploratory lines.

[By Mr. John Cameron.]

Ques. 6. Have you, during the period of your acting as a Deputy Provincial Land Surveyor, been in the habit of using a field book similar to the form now submitted to you?—In my original field book, I kept it similar to the one now produced; but the system in the Crown Land Office was different, and we had to report according to printed forms supplied to us.

Ques. 7. What is your opinion of the form of field book now in your hands as being practical and useful for the selection of lands by actual settlers, emigrants, or others?—I consider it the best form for conveying practical information and exhibiting the true physical features of the country to the public, of any yet used.

[By the Chairman.]

Ques. 8. Are there any facts in connexion with the settlement of the Ottawa country which occur to you as bearing on the objects of this Committee?—The chief obstacle to settlement on the North shore of the Ottawa River has been, in my opinion, the want of roads and the very defective system adopted in carrying out colonization in Lower Canada.

Ques. 9. Do these obstacles also exist on the South side of the river?—No; not to the same extent, the system on that side is different, and much superior.

[By Mr. Cameron.]

Ques. 10. Do you think that offering free grants along the line of Colonization Roads^s beneficial for opening up the country throughout those sections of country, and are likely to produce speedy settlement by emigrants or others?—I am of the opinion that free grants are exceedingly beneficial to the settlement of this country, whether along the Colonization Roads or in the unsettled districts; I believe that this country can never be successfully settled but in one of two ways—that is either by giving free grants, or by acknowledging and protecting the rights of squatters. The regulation recently established, abolishing squatters' claims, is a ruinous policy in this respect, and I will venture to say that, whatever to the contrary may be enacted, the Ottawa country can never be successfully settled but by the adoption of one or other of those means. With the exception of those who got free grants, at least one-half of the present yeomen of the Ottawa country have commenced as

squatters. I am of opinion that free grants should not be exclusively limited to lots in the immediate vicinity of these roads. If this excellent system be only partly adopted, in my opinion it would be preferable that it be limited to the back lots where there are no roads; that those who settle along the front should pay the highest price, and that the price of the land should diminish as the distance from the road increased. For I consider it to be extremely unfair to give lots on the roads free, and charge full price for those to which there is no communication. A sliding scale of rates might be adopted after this mode, with great advantage.

[By Mr. Heath.]

Ques. 11. Is it within your knowledge that emigrants arriving in the Ottawa country, within the last few years, have obtained ready employment?—The class who have been directed there, except those who already have friends in the country, were chiefly females, who obtained employment as domestic servants. But in my opinion 2000 able-bodied men might be advantageously sent to the Ottawa yearly. As there is invariably an insufficiency of farm laborers, and wages range much higher than farmers can profitably give.

[By the Chairman.]

Ques. 12. Does the demand for labour and rate of remuneration given by the lumberers interfere with the supply of agricultural labourers?—Very much. The more so as the supply is itself limited. No farmer can afford to bid against the lumberer for labor, unless the supply is large enough to serve for both.

Ques. 13. From what sources are labourers obtained for lumbering purposes?—More than half are French Canadians, who come in the Fall, are engaged for the season, and usually discharged from the raft at Quebec; the remainder are Irish and Scotch, who remain upon the Ottawa.

[By Mr. Heath.]

Ques. 14. Do French Canadian laborers go to Ottawa in search of agricultural employment?—They do not.

[By the Chairman.]

Ques. 15. What, in your opinion, has been the cause of the progressive decrease of emigration into Canada?—I shall confine my reply to Irish emigration, for it is to that only I have given attention; and because it is only with the causes of their emigration that I am sufficiently acquainted to offer any evidence. During the years 1846, '47, '48, famine and destitution pressed so heavily on the Irish people, that emigration became with the peasantry or lower classes an absolute necessity. It is not surprising that people in their circumstances would seek the cheapest route across the Atlantic; and unladen vessels sailing to the Port of Quebec for cargoes of timber, offered them a cheaper passage than the regular American and Liverpool Packets. But as the cause of this exodus has been gradually removed, the effect has likewise in a corresponding ratio ceased. Those only emigrate now who have friends in this Hemisphere, or who are ambitious of seeking their fortune, or bettering their condition; besides a new field for emigration has been opened in Australia. The Irish in the United States also continue to draw their relatives in large numbers to themselves. I have recently read in an American paper, taken from the bank statistics of the State of New York, that in the year 1859 the Irish of that State sent to their friends in Ireland the almost incredible sum of £1,000,000 sterling, chiefly to assist their relatives in reaching the States. Of course all these sailed in vessels bound for American ports. The arrivals at New York last year were 2,000 in excess of 1858.

Ques. 16. What means, in your opinion, would be best calculated to increase a productive emigration into Canada?—I would suggest that an Agent or Agents be sent to the British Isles, with correct and reliable information relative to the advantages offered in this country to intending emigrants, shewing the rate of wages in different localities, the price of land in partly settled districts, and in the unsettled tracts; the cost and kind of living; the certainty of procuring employment, whether mechanic or labourer; the various routes of travel and the respective fares; the state of the highways; the quality and productiveness of the soil; the principal cities; the distance from market; the proximity

of church and school; and the certainty of making a comfortable livelihood. I would recommend above all things that these Agents should not delude the emigrant with hopes of speedy wealth, thereby creating false hopes and certain disappointment, than which, nothing can be more detrimental to the character of the country in the public mind at home. These Agents should be well provided with maps of the newly surveyed districts, and should act under carefully prepared instructions from the Government.

With respect to the latter part of the question: I think it very wrong to induce emigrants to settle on land in the "Bush" for the first year; for they are wholly unacquainted with the improvements of husbandry used here, and the system of farming in the forest; and before they should attempt it they should learn this. But after one year's probation, I cannot too strongly recommend that every inducement be held out to them, such as free grants, to commence farming. And I believe by adopting this system, that 2,000 settlers could annually be introduced into the unsettled parts of the Ottawa Valley.

28th March, 1860.

Hugh Allan, Esq., Contractor for the Canadian Line of Mail Steamships, called in and Examined.

[By the Chairman.]

Ques. 17. How many passengers did you bring into the St. Lawrence last season; and what proportion of them were booked through to the United States?—3,841.

Ques. 18. Have you a Report as to the arrivals at Portland?—Yes.

| Passengers, | Cabin. | Steerage. | Distribution. | |
|-------------|--------|-----------|---------------|------------|
| | | | Canada. | U. States. |
| | 325 | 587 | 596 | 316 |

Ques. 19. How do your rates for steerage passengers compare with those of the Glasgow and Galway rates?—Our charge for adults is £7 7s. 0d. sterling. The Glasgow Line I think, is the same. The published prices of the Galway Line are also the same as ours; but they are, I believe, in the habit of making reductions, or paying the fare of emigrants from their starting point to Galway. Our rate for passengers *via* Quebec to Liverpool in summer, and *via* Portland in winter, is £8. 8s. 0d., the same as the direct, or Inman Line from Liverpool to New York.

Ques. 20. How will your steerage accommodation compare with those of other Lines? I will describe the nature of our accommodation, and leave the Committee to judge for themselves.

It consists altogether of closed rooms; these rooms are of different sizes, intended to accommodate from 6 to 20 persons. Each person has a separate berth; the berths are composed of iron standards with wooden divisions and bottoms, all painted, and are taken down and thoroughly cleansed every voyage. The males and females are in separate rooms, except when a family occupy an entire room. There is a separate hospital for Males and Females, who may be sick, fitted up with all conveniences. There are separate water closets below for males and females. The first Officer and Surgeon, are obliged, by the regulations to visit the Steerage twice a day, to enforce cleanliness and ascertain its sanitary condition. Every means are employed to secure a proper ventilation.

[By Mr. Heath.]

Ques. 21.—Is there any record kept of the number of the sick and the nature of the disease?—In all special cases of disease the Doctor keeps a record from day to day; this is given in at the end of the voyage among the ship's papers.

Ques. 22.—Have there been any cases of extraordinary disease, epidemic or otherwise on board your ship within the last year?—None have originated on board our ships.

Ques. 23.—Are you subject to Quarantine in the St. Lawrence, or at Portland?—No, we are exempt by Colonial Statute in Canada, while in the State of Maine there is no Quarantine Law.

Ques. 24.—What are the arrangements as to Cookery and food?—The following is the Steerage bill of fare for every day in the week.

EACH ADULT STEERAGE PASSENGER, WILL BE SUPPLIED WITH 3 QUARTS OF WATER DAILY;—AND, WEEKLY, WITH

| | | | |
|----------------------|-----------------------|--------------------------|---------------------------|
| 3½ Pounds of Bread, | 3 Pounds of Potatoes, | 2 Pounds of Corned Beef, | 1 Gill of Molasses, |
| 2 do of Fresh Bread, | 1½ do of Peas, | 1 do of Fresh Beef, | 1 do of Vinegar, |
| 1 do of Flour, | ¼ do of Raisins. | 2 Ounces of Tea, | 3 Ounces of Salt, |
| 3 do of Oatmeal, | 1 do of Fish, | 2 do of Coffee or Cocoa, | 1 do of Mustard & Pepper, |
| 1½ do of Rice, | 1½ do of Pork, | 1 Pound of Sugar | ½ Pound of Butter. |

When Potatoes are not in season, or expended, Rice is served out as a substitute—1 pound of Rice being equal to 3 pounds of raw Potatoes.

The Company supply the Passengers with Corned in lieu of the Salt Beef usually issued by other Companies.

Coffee or Cocoa, with Sugar and Fresh Bread may be substituted for Porridge and Molasses on Monday, Wednesday, and Saturday mornings.

Children above 1 and under 12 years of Age receive half the above quantities.

The above provisions will be cooked by the Servants of the Company, and served out according to the following:—

STEERAGE BILL OF FARE.

| BREAKFAST. | DINNER. | SUPPER. |
|---|--|--------------------------|
| Sunday.—Tea, Sugar, and Fresh Bread or Biscuit. | Fresh Beef & Potatoes, Flour Pud'g, with Raisins & Mol's. | Tea, Sugar, and Biscuit. |
| Monday.—Cornmeal or Oatmeal Por'ge and Molasses. | Pea Soup, Pork, and Bread. | Tea, Sugar, and Biscuit. |
| Tuesday.—Tea, Sugar, and Fresh Bread or Biscuit. | Fish and Potatoes. | Tea, Sugar, and Biscuit. |
| Wednesday.—Cornmeal or Oatmeal Porridge and Molasses. | Pea Soup, Beef and Rice, | Tea, Sugar, and Biscuit. |
| Thursday.—Tea, Sugar, and Fresh Bread or Biscuit. | Pea Soup, Pork and Potatoes. | Tea, Sugar, and Biscuit. |
| Friday.—Tea, Sugar, and Fresh Bread or Biscuit. | Fish and Potatoes. | Tea, Sugar, and Biscuit. |
| Saturday.—Cornmeal or Oatmeal, Por'ge and Molasses. | Pea Soup, Beef and Rice. | Tea, Sugar, and Biscuit. |

BREAKFAST at 8, DINNER at 1, and SUPPER at 6 o'clock

The food is cooked by the ship's Cooks; it is carried to the Passengers by the ship's Steward; they partake of it at a table where they are attended; the supply of water, both for purposes of washing and drinking, is unlimited.

Ques. 25.—What is the extent of your steerage accommodation?—Our present ships have Berths for 256; but our usual number averages from 100 to 120.

Ques. 26.—Are any special means taken by the Managers of the Line in the mother country, to make known its facilities for carrying Steerage Passengers?—Nothing more than the ordinary advertisements. The House of Messrs. Sabel and Searle, of Liverpool, who are extensively engaged in the shipping of steerage passengers, by our and other Lines, take every means of making known our terms for that description of passengers.

Ques. 27.—Do Sabel and Searle not ship passengers by all the American Lines?—They ship by sailing Packets, but they are Agents for no other steamship line than ours.

Ques. 28.—Have you arrangements with any other parties or Companies, through which steerage passengers are forwarded? What are such arrangements?—Yes, the Grand Trunk Railroad Company book passengers for and advertise our line, and we book for theirs.

Ques. 29.—By the Report of the Chief Emigrant Agent for 1859, it appears there arrived at Quebec last year, 8778 passengers of which you carried 3367; how were the remainder brought in?—A very large proportion of them direct from Bremen, in sailing ships; but it may be laid down as a rule that none but the very poorest Emigrants will come by sailing ships hereafter.

Ques. 30.—Do you anticipate any large increase of steerage passengers by calling at an Irish Port?—Very uncertain. It is quite impossible, however, to tell the effect at present.

Ques. 31.—Have you any objection to state, whether your Company are prepared to put down their rates for steerage passengers, as low as the Galway, Inman, or any other line?—Of course we should be compelled to do so, to obtain the passengers. I may remark that the Glasgow, being an auxiliary line, does not fairly compare with ours; We should, however, be greatly governed by the rates of all other lines of similar ships, in fixing our own rate.

29th March, 1860.

Andrew Russell, Esquire, Assistant Commissioner of Crown Lands, called in and Examined.

(By the Chairman,)

Ques. 32. How long have you been connected with the Crown Lands Department?—Since 1829. First as Superintendent of Roads and Settlements in the County of Megantic, and Provincial Land Surveyor I left the field service and joined the Office in 1839.

Ques. 33. What extent of country did you become personally acquainted with while in the field?—A large part of Lower Canada. My surveys and explorations were chiefly in that section of the Province.

Ques. 34. What instructions were formerly given to Surveyors in laying out wild lands into Townships, and what changes, if any, have been introduced into these instructions?—In Lower Canada, Townships fronting on Rivers and Lakes, were laid out 9 miles in breadth by 12 miles in depth, divided into 12 Ranges, 80 chains 80 links in depth, which were subdivided into 28 farm lots, each 26 chains in breadth, containing 200 acres each, with an allowance of 5 per cent. for highways. Inland Townships were laid out 10 miles square, divided into 11 Ranges, 73 chains 5 links in depth, which were subdivided into 28 farm lots, 28 chains 75 links in breadth, containing 200 acres each, with the beforementioned allowance for highways.

A few Townships were laid out on what is called the Cranbourne system, the lots being 19 chains in breadth, and the Ranges 57 chains 50 links in depth, each lot containing 104 acres; each alternate range line only being drawn in the field.

When the surveys in Upper Canada were first commenced, the Townships were generally laid out of the same dimensions as those in Lower Canada; but subsequently the size of the Townships and the length and breadth of the lots were varied. Afterwards they were laid out 30 chains in breadth by 66 chains 67 links in depth, containing 200 acres each. In Upper Canada the lots contained 200 acres without any per centage for highways—road allowances, generally one chain in width, having been laid out on the outlines of the Townships or the Concession lines, and on certain of the side lines of the lots.

In the year 1829, the method of survey was much improved by drawing the side road lines in the original survey, as a check on the survey of the concession lines.

At the Union of Upper and Lower Canada, the Magnetic system of surveying, that fruitful source of errors, was set aside, and the Astronomical system substituted, which ensured the greater accuracy.

In the year 1847, the contents of the lots in Upper Canada were reduced to 100 acres each, as most of the settlers purchased only that quantity.

The errors in Letters Patent arising from mistakes in describing the particular half of the lot purchased, were thus avoided.

These 100 acre lots were laid out 20 chains in width by 50 chains in depth, with a road allowance between every fifth lot. The line of this road allowance was surveyed at the same time as the Concession lines, thus dividing the Township into blocks one hundred chains square. These side road lines not only served as checks on the accuracy of the survey of the Concession lines, but enabled the settlers to open the side roads at once in their proper sites.

The lands on the North shore of Lake Huron have recently been surveyed on the American system of sections one mile square, containing 640 acres each. These sections are subdivided into quarter sections of 160 acres each. An improved form of field book has also been introduced, and Surveyors have been instructed to collect and transmit to the Department small specimens of the fixed rocks they meet with on their surveys, and to note and report particularly the various descriptions of timber.

Ques. 35. When the Surveyor's notes and survey were received, what was the disposition made of them in your office?—When a Surveyor's Returns of Survey (consisting of a plan, field book, diary and report, with account, pay-list, and vouchers for transport) were received, they were carefully examined in the Surveyor's Branch, and any errors corrected. Three copies of the plan were then prepared, one for Office use, one for the County Registrar, and one for the Crown Lands Agent.

The latter with a list of the lots was handed to the Selling Branch. The original plan, field notes, diary and Report, were filed in the Surveying Branch for reference.

Ques. 36. Were Maps of new Surveys when made, easily accessible to the public?—They were easily accessible to all who called at the Office, and any one could procure copies on the payment of a fee of two dollars and a half for each Township Map.

Ques. 37. Were copies of the Township Maps supplied to the local Emigrant Agents?—No; they did not apply for them. There may have been some exceptions, but as a general rule they were not applied for by the local Emigrant Agents. The Chief Emigrant Agent regularly applied for and was furnished with information as to the localities where we had Crown Lands for sale, the terms of purchase, &c. He was furnished with General Maps of the Province, but not with separate plans of the several Townships.

Ques. 38. Were these Maps or the Surveyor's Reports made use of by persons in large purchases of public Lands?—They were made use of to ascertain the general character of the lands, but as the field notes were of only one end of the lot, the other three sides not being drawn in the original survey, only beginners in such speculations would depend on the notes alone; the more experienced examined the lots throughout personally, or sent agents to do so previous to purchasing.

Ques. 39. What is the quantity of ungranted lands in the Province, which has been surveyed up to the present time?—Nearly 6,600,000 acres—about 4,540,000 in Lower Canada, and 2,060,000 in Upper Canada.

Ques. 40. What portion of this lies below Quebec?—East of the River Chaudière to Gaspé, about 1,310,000 acres, in Gaspé and Bonaventure, 348,000 acres, in Saguenay District, 295,000 acres.

Ques. 41. How much in the Three Rivers District?—About 349,000 acres.

Ques. 42. How much in the Eastern Townships?—About 1,030,000 acres.

Ques. 43. How much in the Ottawa Country North of the River?—About 1,206,000 acres.

Ques. 44. How much between the Ottawa River and the Georgian Bay?—About 1,740,000 acres.

Ques. 45. How much West of the French River and Lake Nipissing?—About 160,000 acres.

Ques. 46. What is the price, and the conditions of sale of lands in these various localities?—The price of Crown Lands East of Chaudière River and North of the St. Lawrence is thirty cents per acre, and in Gaspé and Bonaventure, and in Saguenay twenty cents per acre, subject to settlement duties, according to regulations of 13th January, 1859.

The price of the Crown Lands in the Ottawa Country North of the River, and in the Eastern Townships (except the Counties of Megantic and Beauce, and in cases of special valuations of scattering lots in the old settlements) is 60 cents per acre.

In the Counties last mentioned, the price is 40 cents per acre, with a like exception in cases of special valuations.

The Clergy Lands in the well settled Townships in both the above districts are subject to special valuations, but elsewhere they are sold at the same price as the Crown Lands in the locality.

In the Country between the Ottawa River and the Georgian Bay, and also that west of French River and Lake Nipissing, the lands are sold under the regulations of 13th January, 1859, at 70 cents an acre cash, or \$1 by instalments.

The conditions of sale are as follows:

“The purchaser to take possession of the land within 6 months from the date hereof, and from that time continue to reside on and occupy the same either by himself or through others, for at least two years, and within four years at farthest from this date clear and have under crop, a quantity thereof in proportion of at least ten acres for every one hundred acres, and erect thereon a habitable house of the dimensions of at least sixteen by twenty feet. No timber to be cut or allowed to be cut before the issuing of the Patent, except for clearing of the land, fuel, buildings and fences. All timber cut contrary to this condition will be dealt with as timber cut without permission on Public Lands. No transfer of the purchaser's right will be recognized in cases where there is default in complying with any of the conditions of Sale. In no case will the Patent issue before the expiration of Two years of occupation of the land, or the fulfilment of the whole of the conditions, even though the land be paid for in full.”

Ques. 47. What are the means of access to those different Districts?—In the District of Gaspé, the surveyed lands lie on Gaspé Bay, the Bay of Chaleurs, and the River Restigouche, consequently are accessible in summer by water, and there is a tolerably good road along the shore.

The lands on the Saguenay can in summer be reached by water as far as Grand Bay and Chicoutimi. From the former, the Kenogami Colonization Road leads to the interior.

Colonization Roads are being opened on the North Shore of the St. Lawrence, on both sides of the mouth of the Saguenay. In winter, the communication between the settlements on the Upper Saguenay and the St. Lawrence, is by the Colonization Roads from St. Urban and Murray Bay, to Grand Bay.

On the South Shore of the St. Lawrence, between Quebec and the District of Gaspé, the means of access to the vacant lands are by the River, the Grand Trunk Railway as far as Rivière du Loup, and thence downwards by the Public Highways. Several Colonization Roads have been made, extending from the St. Lawrence back into the interior, and the Taché Road, a leading thoroughfare parallel to the St. Lawrence, extending from Buckland to the Kempt Road, (upwards of 200 miles) opens up this section of the Province for settlement.

Several Colonization Roads, of which the principal are the Wotton, the St. Francis, the Lambton, the Megantic, and many public highways connect the ungranted lands in the Eastern Townships, with the older settlements and the Grand Trunk Railway.

On the North of the Ottawa River, the Dalesville, Rivière du Nord, Wentworth, Crooks Mills, Templeton, Desert and Calumet Colonization Roads afford access to the Public Lands.

For details relative to the before mentioned Colonization Roads, I beg to refer to the Report of *T. Boutillier, Esq.*, Inspector of Agencies, Appendix No. 17, to the Report of the Commissioner of Crown Lands, 1859.

The Opeongo Road leading from the River Ottawa, westerly to the Great Opeongo Lake,—the Frontinac Road, extending from Hinchinbrooke in rear of Kingston, to the River Madawaska,—the Addington Road, connecting the old settlements in the County of Addington, with those on the Opeongo Road,—the Hastings Road from Madoc in rear of Belleville, to the head waters of the River Madawaska,—the Bobcaygeon Road, from the navigable waters of the River, to the Muskoka Road, and the latter mentioned road leading from Lake Simcoe, to the high Falls on the River Muskoka, and thence easterly to the Opeongo Road, have all been opened up to facilitate the settlement of that extensive section of the Province, lying between the Ottawa River and the Georgian Bay. To develop the lands on the North Shore of Lake Huron, a line for a leading thoroughfare from Goulais Bay on Lake Superior, to the mouth of Spanish River, (and to be continued subsequently to French River), with a branch to Sault St. Marie, has been surveyed, and 7½ miles of the road opened. For information respecting the present state of the Works on these Roads, I beg to refer to the Report of the Minister of Agriculture, and for the positions of the leading Colonization Roads in both sections of the Province, to the Government map recently compiled by Mr. *Devine*, head of the Upper Canada Surveyors' branch of the Department. The Report of the Commissioner of Crown Lands, for the year 1856, contains a general description of the lands in the several sections of the Province.

Ques. 48. Have not frequent complaints been made to your office that Crown Land Agents have concealed information from settlers, and subserved the purposes of speculation?—Specific charges have not often been made: only four or five times.

Ques. 49. What action is taken on the receipt of such complaints?—The Department itself enquires into the charges, and if they are complicated, Commissioners are appointed to investigate them, and when they prove to be well founded the Agents are dismissed.

Ques. 50. What security is given by the Agent for the upright performance of his duties?—In Upper Canada, the amount of security is, the Agent himself \$8,000, and one or more sureties to the same amount. In Lower Canada, where the collections by the Agent are much smaller, the security required from them is less, varying from \$1,200 to \$2,000 from the Agent, and an equal amount from his sureties. The Bonds are duly registered and deposited according to Law. Since the month of February, 1857, all persons having payments to make on account of Public Lands have been required to deposit the amount in the Bank of Upper Canada, or one of its Agencies, and not to pay it to the Agent. The Bank or its Agent gives a Certificate of Deposit to the depositor, and sends a duplicate certificate and a draft for the amount to the Crown Lands Agent, who transmits them to the Department with his monthly Returns. In remote localities, lying at a great distance

from Bank Agencies, this regulation has not been carried out, but the amounts collected in such places are small.

Ques. 51. Has the Department ever recovered the amount of such security from dismissed Agents?—Yes.

Ques. 52. How many Agents, during your connection with the Department, have been removed or dismissed for the foregoing or other causes?—Peter Eby, Agent for the County of Waterloo, was dismissed on the 12th February, 1856. Thomas Baines, Agent for the Counties of York, Ontario and Peel, and for the collection on leased Clergy Reserves, was suspended, 4th September, 1856. John Clarke, Agent for Huron, was suspended on 15th October, 1856, and died before the Commissioners, appointed to investigate the charges brought against him, reported. John E. Brooke was dismissed on 18th January, and A. T. Gibeau on 8th February last.

Ques. 53. Are your Agents in possession of the Surveyor's Field Notes or Reports on the general features of the country, and are they instructed to afford information therefrom to intending purchasers?—Our Agents have only maps, lists of the lots, and the Surveyor's Report of Squatters. The staff of the office has never been sufficiently large to enable us to furnish copies of the field books to our Agents. They generally have a personal knowledge of the lands in their agency.

Ques. 54. If plans of Township Surveys or Road Lines were engraved or lithographed, and for sale in Towns and Cities, do you think it would facilitate the settlement of the country?—Yes.

Ques. 55. At what price per copy could such Township maps probably be afforded to the public, provided there was any large demand for them?—On a scale of 100 chains to an inch, a lithographed copy might be sold for five or six cents on an average.

Ques. 56. Cannot the maps prepared by your Department, and the plans of new Townships, be made accessible to intending emigrants from the mother country?—Yes. Maps of the Province have been sent home. The new Government Map of Canada is being distributed in Europe as rapidly as possible, and the Township plans, if lithographed, might also be sent to the Emigration Agents at the several shipping ports for distribution.

I beg to hand in copies of the General Instructions to Crown Land Agents, and to Provincial Land Surveyors—of the Regulations of the 13th January, 1859, for the sale and management of the Public Lands—of the new form of field book for Surveyors, and of the circulars of the 10th February, 1857, and January, 1859, respecting payments into the Bank of Upper Canada and its Agencies.

A. C. Buchanan, Esq., Chief Emigrant Agent, called in and Examined.

Ques. 57. How long have you filled the office of Chief Emigrant Agent?—Since 1835. From that date to 1838 I performed the duties of the office in the absence of my predecessor, who was in bad health. In 1838 I received the appointment I now hold.

Ques. 58. By whom were you appointed?—By the Imperial authorities. I may state, as to the origin of the office, that it was created in the year 1828, on the recommendation contained in the Report of a Committee of the House of Commons on Emigration in 1827, and that my uncle Mr. A. C. Buchanan, whom I immediately succeeded, was the person first appointed to it.

Ques. 59. Was the despatch conveying your appointment accompanied by any Instructions?—None whatever.

Ques. 60. Were there any Instructions for the guidance of the office laid down during your predecessor's incumbency of it?—None, that I am aware of. The objects of the Government had been made known to my predecessor, through personal communication I believe; and he referred in all special cases to the Civil Secretary of the Province. The original intentions of the Home Government were understood to be the protection of the Emigrants from violations of the Imperial Passenger Act, as well as their protection and guidance after arrival. But the office being a new one, the course to be followed by the Emigrant Agent was left in a great degree discretionary with himself.

Ques. 61. What were the funds placed at your disposal when you first entered on the duties of the office?—There were no funds whatever. The Capitation Tax, imposed by the Act of Parliament of Lower Canada in 1832, assessed all Passengers entering the St. Lawrence at one dollar per head—two children under fourteen counting as one adult. The fund thus accruing was divided between the Emigration Society then existing in this city

and a similar Society at Montreal. One quarter dollar was allocated by the Society here to the Marine Hospital, and a similar quarter was paid at Montreal to the General Hospital.

Ques. 62. When was the Quarantine Establishment commenced?—In 1832, on the breaking out of the Cholera :—Government purchased Grosse Island, and fitted it up for that purpose.

Ques. 63. What change took place in your relations to the Province at the time of the Union?—My salary, £400, had been always paid by Lower Canada. At the time of the Union the office was placed on the Civil List. The fund arising from the Capitation Tax was then withdrawn from the Emigrant Societies, and the Agents at Toronto and Montreal, as well as myself, communicated directly with the Provincial Secretary for a season or two. Each office made a monthly statement of its expenditure, when the Receiver General issued his warrant for the monthly accounts.

Ques. 64. This was changed—when?—In 1842: believing that method of doing business to be very unsatisfactory, I represented to the Government the necessity of having some one responsible head to the Department; and they by an Order in Council approved of the suggestions I had made, and subordinated all the existing offices to mine.

Ques. 65. Can you furnish the Committee with a copy of the suggestions, so approved of by the Government in 1842?—I beg to hand in the following letter.

(EXTRACT.)

“Office of H. M. Chief Agent for Emigrants.
Quebec, 25th March, 1842.

“D. DALY, ESQ., &c. &c.

“SIR,— * * * * * I should also suggest that all persons requiring relief should apply only to the Government Agent. In the necessity of this I am chiefly sustained by the gentlemen of the Emigrant Society themselves; and I consider by these means a great additional saving in the expense of forwarding Emigrants may be effected.”

“In connection with this subject, I wish to draw your attention to the manner in which the expenditure for the relief of destitute Emigrants has been heretofore conducted. Separate accounts are kept at Kingston, Montreal, and Quebec. I have had several communications from Mr. Hawke on this subject, both in personal interview and by letter, and we are both of opinion that there should be but one accountant, who should be furnished with monthly statements of the disbursements of each Agency, and to whom all warrants should be made payable. His duty would be to furnish general statements for the information of Government. By this means the whole Emigration expenditure would be included in one account, and a control could be exercised, so as to direct and keep it within proper limits.”

“Since the passing of the Provincial Passenger Act, creating a fund for their relief, I think this becomes more necessary; and the accountant will be prepared to submit his accounts to Parliament, and also to furnish all other information which may be required.”

Ques. 66. What were the Agencies then existing?—Quebec and Montreal in Lower Canada; and in Upper Canada, Toronto, Kingston, Hamilton, Bytown, and Port Hope. The Upper Canada offices reported to Mr. Hawke, and he reported and received his instructions through me.

Ques. 67. How were the Inland Agencies sustained?—By an annual Grant from the Imperial Government of £1500 sterling, which has been discontinued since 1854; when the whole expenditure became chargeable on the Emigrant Tax Fund.

Ques. 68. Except the creation of new Agencies, or the closing of needless offices, there has been no change in the system recommended by you and adopted by the Government in 1842?—None since then.

Ques. 69. Have you ever been before a committee of Parliament on this subject?—Never, unless the enquiry into the management of the Quarantine Station at Grosse Isle in 1847 may be so considered. That enquiry was however confined strictly to the subject of the Quarantine. I may perhaps state here that I was examined before a committee

appointed by Lord Durham in 1838, and that the evidence then given will be found in the Appendix to Lord Durham's Report published by the House of Commons.

Ques. 70. How has your Department been affected by Legislation since the Union?—The Imperial Passenger Act has been several times amended and extended in its provisions. The Imperial Acts are 12 Vic. c. 6 15 and 16 Vic. c. 44, 18 and 19 Vic. c. 119. The Provincial Act also has been seven times amended and altered, and is now made to provide for cases not before anticipated. The following are the Provincial Acts on this subject, 4 and 5 Vic. c. 13, 11 Vic. c. 1, 13 and 14 Vic. c. 3, 14 and 15 Vic. c. 3, 14 and 15 Vic. c. 68, 16 Vic. c. 86, 22 Vic. c. 3. Previously to the Union, as before mentioned, no funds were collected or distributed by or through the Emigration Department. Since the passage of the Provincial Act of 1840, and the change of system in 1842, I, as Chief Agent, have been responsible for the whole ordinary expenditure for Emigration, and have furnished the Departments accounts of the same. The duties and responsibilities of the Department have thus been largely increased; and at Quebec the enforcement of the Imperial Passenger Act has been a very onerous duty, and still requires vigilant attention throughout the season of navigation.

Ques. 71. How did the Act 11 Vic. c. 1 work?—It was altogether inoperative as regarded the provision for refunding the duty to passengers in transit to the United States, besides the large increase in the Capitation Tax caused much discontent among the shipowners, masters, and consignees. Therefore in 1849 the Act was amended, the clause in relation to those going to the United States was omitted, and the tax was reduced to seven shillings and sixpence currency each adult, and three shillings and ninepence for minors; but all children under five years of age were wholly exempt from duty.

Ques. 72. What was the next legislative Act on this subject?—Acts were passed in 1851, '53 and '58. The Act of 1858 established the uniform tax of five shillings upon all passengers over one year. This is still in force.

Ques. 73. Is it your opinion that the increase or decrease of the Capitation Tax leads to a corresponding increase or decrease in the price of passages?—I think not to a directly corresponding change of rates. These are fixed at the other side with reference to the existing demand for passages, the competition among the passenger ships, and other considerations which are of larger importance to the shipowners than the question of the rate of tax levied here. For instance, all passenger ships must have an appointed day for sailing; and, if this day draws near before their berths are engaged, they frequently submit to a reduction in their original rates in order to induce passengers to embark. I have known passengers by the same ship to have paid, for similar accommodation, rates varying from 25 to 40 per cent. In the case of a large competition for a limited number of Emigrants, vessels will sometimes accept rates which can have no relation to their outlay in performing the service they engage; and lastly there are the liabilities to which the ships expose themselves in coming under the operation of the Passenger Acts, which influence their owners in the establishment of their prices of passage much more than the amount of the direct tax on the emigrant landed. Under these circumstances it cannot be supposed that a change in the rate of tax must necessarily produce a corresponding change in the charge for passage. At the same time I think that as a tax, whatever its rate, necessarily forms an element in the cost of the service and supply furnished by the ship, it must always under equal circumstances, add *pro tanto* to the charge against the passenger.

Ques. 74. This refers to sailing ships?—Yes.

Ques. 75. In the case of the Canadian steamships, which brought last season above 2400 steerage passengers into the St. Lawrence, and paid as many dollars into the Custom House, would not the tax upon them, a single Company, be calculated to enhance the price of passages?—In that case I conceive it does directly enhance the price of passages.

Ques. 76. Has this tax been found sufficient to meet the expences of your Department?—From the year 1848 to 1849 the aggregate of the Emigrant Tax received was £96,592 and the expenditure of this Department was £76390. The balance of the fund collected, amounting to upward of £20,000, has been applied in part against the expenditure at the Quarantine establishment, except however a sum of £1800, which during Mr. Hinck's ad-

ministration was distributed among certain Public Charities. Since 1856, owing to the decrease in the number of emigrants, the amount of the tax collected year by year has not been sufficient to cover the expenditure. The expences of the emigration establishment being constant, are not covered when the tax applies to numbers so small as those received in the Province for four years past.

31st March, 1860.

Mr. *Buchanan* again called in and Examined :

Ques. 77. What is your opinion of the advisability of abolishing altogether the Capitation Tax?—I think it would be decidedly advantageous to the general interests of the Province to abolish it. The effect of the removal of the Emigrant Tax might not be perceived in any immediate reduction of the price of passage to Quebec. It might, indeed, remain, under the continuance of the circumstances referred to in my answer to No. 74, always doubtful whether such a removal in any degree affected passage rates. But an effect in every way favorable might be looked for if it were known that the Province, inviting population, had removed the single impost hitherto laid on the Immigrant; and that recognising the value of the Immigration collectively considered, the Canadian Government was disposed to meet the moderate expences of its guidance and protection out of the general resources of the Province, in place of providing for them by a tax on a specific class of its people.

Ques. 78. What proportion does the expenditure in the way of relief bear to the expenditure for officers' salaries, &c.?—In 1859 the expenditure by way of relief, through all the agencies, amounted to \$5,656.43, and the working expences of the system \$12,817.18.

Ques. 79. In case of the abolition of the tax, what measures, in your opinion, could be taken to prevent the influx of pauper emigrants?—I have referred at length to this subject in my Report for 1859. In my opinion, the Province should be defended from the influx of persons incapable or unwilling to maintain themselves in honest callings, equally with the deaf and dumb, the lunatic, the idiotic, and the infirm, not accompanied by relatives; and I think the ship introducing such persons should be held for the penalties that might be imposed. I am aware of the practical difficulties standing in the way of a classification which must be invidious, and I should not hope for perfect success in keeping away all unprofitable population; but I would attempt to save the country from the introduction of such parties particularly as are mentioned in my Report. I would make no objection to an immigrant on the ground of poverty, nor should even temporary destitution be taken to disqualify the individual or family from becoming valuable inhabitants.

Ques. 80. What is the actual organization of your office—the number of employees, and the division of labor between them?—The Staff consists of myself, an assistant agent, and a clerk, who is also the book-keeper, a German and a Norwegian interpreter; the latter are only partially employed, that is, when foreign ships arrive.

Ques. 81. What were the office expences of your agency in 1859?—Apart from my own salary of £500 currency, the expences for 1859 of the Quebec Office amounted to \$1,175. for rent of office and sheds, printing, postages, &c., and \$2,979.97 for salaries.

Ques. 82. Will you describe your mode of proceeding on the arrival of a ship with passengers?—As soon as such a ship arrives and is cleared by the Custom House Officer, either my deputy or myself go on board. The passengers are all mustered on deck, and I enquire from them whether they have any complaints to offer. If the law has been violated, a further enquiry is entered into; and if the complaint is deemed well founded, a prosecution is instituted by me—the only persons authorized to prosecute being the Collector of Customs and myself.

Ques. 83. Have you many such complaints?—Formerly they were of frequent occurrence; but prosecutions having been instituted, and so many shipmasters heavily fined, they are now more careful to observe the provisions of the Imperial Passenger Act. Last year there was no prosecution necessary, and the year before but two.

Ques. 84. After ascertaining whether there have been infractions of the law, what is your next duty?—I then visit and inspect the fittings of the vessel, and enquire into the condition and circumstances of the passengers, and as to their destination. A paper "For the information of Passengers" is distributed among them, and any letters and remit-

tances sent to the care of the office for passengers are delivered to them, and all enquiries as to route are answered. Poor emigrants in need of assistance are supplied with means to meet their wants, upon due investigation at the office into their cases.

Ques. 85. Are many of those you so assist bound for the United States?—No, very few; but when such cases do arise, I forward them as far as our frontier nearest to the State to which they are bound. The great majority of those I help to forward are bound to their friends in Canada. They generally have letters to show from their friends, and in numerous cases I have letters from them with remittances sent in advance of their arrival, and addressed to my care.

Ques. 86. Do these remittances amount to any considerable total?—In 1857 I received in that way £268; but the last two years the emigration has been small, and the remittances inconsiderable. Various sums for the same purpose are also received at the other agencies.

[By Mr. Heath.]

Ques. 87. Have you an office at Point Levi, the terminus of the Grand Trunk Railway; and are emigrants arriving in steamships brought under your notice?—The Grand Trunk Railway Company have fitted up a temporary office in their depôt, and the passengers are visited officially, just as those who arrive by sailing ships. In some cases where the steamships arrive at night, the passengers are sent off before we are aware of their arrival.

Ques. 88. Are there any sheds or wash-houses exclusively for the use of Emigrants at the Grand Trunk Station at Point Levi?—Yes. The Company erected baths and wash-houses at great expense, but emigrants generally make so short a stay that they seldom make use of these advantages.

Ques. 89. Does the possession of "through tickets" not prevent them making any stay at Point Levi?—Not necessarily—holders of such tickets have the option of staying over if they so desire.

Ques. 90. Do you think the emigrants themselves understand that they have this option?—I think they do.

[By the Chairman.]

Ques. 91. When a party of emigrants leave this Port for the interior, do you telegraph the Agent in the locality to which they intend going?—Yes. I communicate the fact either by letter or telegraph, as the case requires.

Ques. 92. In relation to "Runners" have you many complaints of their impositions on emigrants?—None. They are now licensed by the Mayor of the city under the Act of 1858. They must produce, to obtain such license, a certificate from me. I think it was an omission in the Act not to provide a specific penalty upon unlicensed persons acting as "Runners."

Ques. 93. In relation to Lodging-houses, what has been the operation of that Act?—In my opinion it has worked well, and fulfilled the intentions of the Legislature.

Rev. *Henry Hope*, of Toronto, called in and Examined.

Ques. 94. You have paid a great deal of attention to the subject of emigration?—Yes; for many years. I was associated some years ago with other gentlemen of the West of England, in the Dorsetshire Colonization Society, and since my residence in Canada during the past seven years, I have published several pamphlets on the subject; I may mention among these my edition of Mrs. Trill's "Canadian Settlers Guide," to which I made considerable additions. The Canadian Settler's Guide is out of print, and I have more than fifty applications from England to have it reprinted.

Ques. 95. What was the system on which the Dorsetshire Society acted, and from what sources were its funds derived?—The Society was chiefly indebted for its funds to the contributions of noblemen and gentlemen of the County. It was auxiliary to "The London Society for the promotion of Colonization." Laborers were invited to send in their applications for aid, and according to the number of their families the Society appropriated to each applicant a sum for outfit; their passages also were paid; they almost invariably went to Australia. A few from my own parish came to Canada, and I since find they have done very well.

Ques. 96. Was this movement an extensive one?—About 600 families I think went out under the auspices of the Society; the several parishes also took it up under the pro-

visions of the Poor Law Amendment Act, (11th and 12th Victoria, chapter 110,) which enables parishes to borrow money from the Exchequer Loan Commissioners or from individuals, repayable in five years.

[By Mr. Heath.]

Ques. 97. Since your residence in Canada, have you been in communication on the subject of emigration with Societies or individuals in England?—Yes, frequently—from my first arrival in Canada up to the present moment, from the Managers of Public Institutions and from private individuals, requesting information about Canada—numerous letters from various parties calling for information about Canada, and how far persons sent out by them had succeeded.

Ques. 98. Were your answers to those enquiries satisfactory to the parties?—In almost every instance I was able to give a favorable account of their progress.

Ques. 99. What class of emigrants have come under your care?—Farm laborers generally; and lately several parties of young boys and girls from Orphan Societies and other Charitable Institutions, from 12 to 15 years of age.

Ques. 100. Do you find young persons of that age enquired for?—Yes, As soon as their arrival was announced, applications were received from persons in Toronto and the country for nearly ten times the number; the boys were taken up for farms, and the girls generally for domestic servants.

Mr. Buchanan and the Rev. H. Hope were requested to attend again on Monday, April 2nd, at 10 o'clock, A. M.

Adjourned to Monday, April 2, at 10 o'clock, A. M.

2nd April 1860.

Mr. Buchanan was called in and his examination resumed.

Ques. 95a. What are your relations to the Quarantine Establishment at Grosse Isle?—Since 1853 I have acted as paymaster to the staff there, and all contracts for supplies are made through me. Previous to 1853 the money appropriated to that establishment was disbursed through the Commissariat?

Ques. 96a. Of what officers does the present staff consist?—A Superintendent of Emigration, who is the head of the Establishment; Chief Medical Superintendent; an Assistant Medical Superintendent; and 21 other employées—consisting of, hospital steward, orderlies, nurses, boatmen, and police. A copy of the monthly pay list is herewith handed in.

| Name. | Office or Employment. | Rate per Day. |
|------------------------|-----------------------------------|------------------|
| T. J. Reeve..... | Superintendent of Emigration..... | \$4 50 |
| G. M. Douglas..... | Medical Superintendent..... | 1800 00 p. annum |
| A. A. Von Iffland..... | Assistant do do..... | 1000 00 do |
| Murdoch McKay..... | Hospital Steward..... | 2 00 |
| Jane Fisher..... | do Matron..... | 1 25 |
| Agnes Langhton..... | do Cook..... | 0 80 |
| Benjamin Hurst..... | do Orderly..... | 0 80 |
| George Cummins..... | do do..... | 0 80 |
| Jane Collins..... | do Nurse..... | 0 70 |
| Honora Hilstrop..... | do do..... | 0 70 |
| Margaret Smith..... | do do..... | 0 70 |
| Mellis Douglas..... | Clerk and Apothecary..... | 1 50 |
| Andrew Anderson..... | Interpreter and Boatman..... | 1 00 |
| Charles Langlois..... | Coxwain..... | 0 95 |
| Antoine Lavoie..... | Carpenter, and Boatman..... | 1 00 |
| Eusèbe Langlois..... | Boatman..... | 0 90 |
| Xavier Turcotte..... | do..... | 0 90 |
| Olivier Gagné..... | do..... | 0 90 |
| P. Fitzsimmons..... | Sergeant of Police..... | 1 40 |
| John Gair..... | Constable..... | 0 90 |
| William Anderson..... | do..... | 0 90 |
| William McHaig..... | do..... | 0 90 |
| Patrick Dobbin..... | do..... | 0 90 |
| Peter Wisngartnor..... | do..... | 0 90 |

Ques. 97a. Do these employées reside on the Island summer and winter?—A number of the boatmen remain during the winter, and are employed in cutting wood. A steward also remains, and has a winter allowance as caretaker in charge of the property, stores, &c. The physicians and hospital staff remain on the Island from the 1st of May till the 1st of November. All the appointments are made annually.

Ques. 98a. Are the staff as numerous now as they were three years ago?—No. The hospital staff and all the other branches of the service have been reduced to the lowest possible number consistent with efficiency.

Ques. 99a. With the present decrease in the annual arrivals, do you not think the staff might be still further reduced?—Yes. I submitted the present season a scale of reduction which would reduce the number by nearly one-third. If an establishment is to be retained there, however, a skeleton organization must, of course, be kept up.

Ques. 100a. As to the buildings on the Island, what has been the cost of keeping them in repair since 1853?—The buildings are all of wood, and of course of perishable material. The expenditure under each head will be seen from the following Table:—

STATEMENT of the Expenditure at the Quarantine Station, Grosse Isle, from 1853 to 1859.

| | Establishment. | | | Steamboat Service. | | | Repairs. | | | Total. | | |
|------|----------------|----|----|--------------------|----|----|----------|-------|-------|--------|----|----|
| | £ | s. | d. | £ | s. | d. | £ | s. | d. | £ | s. | d. |
| 1853 | 2490 | 0 | 7 | 587 | 10 | 0 | 332 | 5 | 1 | 3409 | 14 | 8 |
| 1854 | 2945 | 0 | 0 | 2115 | 0 | 0 | 1549 | 3 | 3 | 6609 | 3 | 3 |
| 1855 | 2527 | 7 | 10 | 1519 | 13 | 6 | 793 | 13 | 0 | 4840 | 19 | 4 |
| 1856 | 2415 | 2 | 6 | 1350 | 0 | 0 | ..... | ..... | ..... | 3765 | 2 | 6 |
| 1857 | 2603 | 6 | 1 | 1170 | 17 | 0 | ..... | ..... | ..... | 3774 | 3 | 1 |
| 1858 | 2532 | 3 | 7 | 1250 | 0 | 0 | 619 | 6 | 11 | 4403 | 13 | 6 |
| 1859 | 2300 | 4 | 5 | 419 | 7 | 6 | ..... | ..... | ..... | 2779 | 11 | 11 |

Ques. 101. Please state the number of admissions and deaths during the same years.

| Admissions. | | Deaths. | | Admissions. | | Deaths. | |
|-------------|-----|---------|--|-------------|-----|---------|--|
| 1853 | 278 | 32 | | 1857 | 417 | 32 | |
| 1854 | 690 | 46 | | 1858 | 227 | 21 | |
| 1855 | 432 | 36 | | 1859 | 92 | ..... |  |
| 1856 | 236 | 21 | | | | | |

Ques. 102. What was the Classification of Discases among those who were admitted during 1859:—The following table exhibits it in detail.

GENERAL RETURN shewing the number of passenger vessels, emigrants, deaths on the passage, sick on arrival, passengers landed at the Healthy Division, admission to hospital, discases and deaths at the Quarantine Station, Grosse Isle, 1859.

Year, 1859:—Opening, May 1st; Closing, October, 31st;—No. Passenger Vessel, 38;—No. of Emigrants, 4,051;—No. of Days of the Season, 181;—Deaths on the Passage, 13;—Sick on Arrival, 31;—Landed at Healthy Division, 134.

QUARANTINE. Admissions. Cholera:—Fever, 21;—Dysentery, 2;—Small-pox, 22;—Other Discases, 47;—Total, 92.

HOSPITAL. Deaths. Cholera, Fever, Dysentery, Small-pox, Other Discases.—Total, none.

(Signed,)

T. J. REEVE,
Superintendent.

Ques. 103. What is your opinion as to the advisability of maintaining the station under present circumstances?—If the object sought in the establishment of the Grosse Isle Quarantine Station had been confined to the exclusion from the Province of such discases as have been supposed to be connected with its annual immigration, the necessity of maintaining the station under present circumstances might very well be doubted.—But if the relief and comfort of the immigrants after a passage always more or less trying to them;

even when exempt from disease, is esteemed worthy of consideration, there might still be found a propriety in submitting to the expense, notwithstanding the reduction in the numbers of the people annually landed and the almost total absence of disease which they have shewn for some years past. There is room for a further small reduction in the force and expense of the existing establishment; but it is evident that so long as there remains an isolated Quarantine Station at the distance of 25 miles from Quebec, the skeleton organism must be expensive in relation to a small immigration. I think it practicable, under the existing prospects, to make such a change in the arrangements connected with the Medical Inspection of the Immigration on arrival as would save a large portion of the Grosse Isle charge, without involving risk with regard to the introduction of disease, at least so long as our immigrants should arrive in small numbers, and without touching the availableness of Grosse Isle for occupation whenever there should appear such an increase in the immigration as should require its re-occupation. The following memorandum more fully explains my views on the matter.

THE QUARANTINE ESTABLISHMENT—GROSSE ISLE.

Mem.—It is not practicable to reduce the annual cost of the establishment, so long as it shall be required to provide for the boarding of passenger ships, the particular inspection of emigrants, the landing of all passengers liable to contagion, below £2,200.

A reduction of the staff to the lowest practicable scale would not affect the efficiency of the establishment so long as the immigration shall remain at its present reduced standard, unless there should occur what has never yet occurred, extensive sickness among a small immigration; of the existence of which in Europe we should always have sufficient notice to enable us to make proper provision against it.

It has always been a question whether the Quarantine Establishment has been placed in the situation most suitable for it: there is no doubt that the cost of the establishment on a given scale would be less were it in the neighbourhood of Quebec rather than so far away.

By some persons the necessity of a Quarantine Establishment is altogether denied.

Perhaps under the existence of the present circumstances, the prospect of a very limited immigration,—the absence of contagious disease the introduction of steamships for the carriage of passengers removing a great cause of sickness, in the comparatively short average passage—the recently-extended accommodation of the Marine and Emigrant Hospital, which now accommodate 300 patients, and comprehends detached wards for patients suffering under contagious disease, and which by completing the new wooden building in the rear of the Hospital would afford accommodation for 150 patients more,—it might be a favorable moment for removing the site of Quarantine Inspection and Medical care of sick Immigrants.

“Let the particular medical inspection required by law be made in the Port of Quebec.

“Let such sick as may appear be conveyed by boat to the Marine and Emigrant Hospital; and in such cases as appear to require the temporary isolation of all the passengers let them be detained in the ship, or if necessary to land, let them be lodged in the detached wards within suitable enclosure and under Police supervision.

“In the meantime let the buildings, &c. at the Grosse Isle be protected and kept in serviceable order, lest there should arise any such unforeseen contingency as would require the reopening of that establishment.

“Under these suggestions the Quarantine regulations would be modified, much to the relief of the shipping as well as of the Immigrant, in all ordinary cases, and with some economy to the Government.

“So long as small numbers of Immigrants arrive, the proposed change could not fail to prove advantageous. Even if a larger Immigration then has been seen for some years should arrive, there can scarcely occur a difficulty in providing for it; and probably, with time, the Quarantine regulations may be much more extensively modified.”

Government Emigration Office,

Quebec, 6th March, 1860.

In my Annual Report to His Excellency the Governor General for 1854 I availed myself of the opportunity of offering a few observations with reference to this establishment, and these I respectfully beg to lay before the Committee:—

"I may here be permitted to offer a few observations with reference to this important establishment. It will, however, be unnecessary, as not falling within my peculiar province, to enter at length into any disquisition on the subject of Quarantine as a preventive of the spread of disease. I would only desire to submit my views as to the necessity of ameliorating the establishment, and thereby rendering it as intended by legislative policy, strictly subservient to great and important ends, as well as more consonant to the dictates of humanity and public economy than heretofore.

"In conformity with these views, I would earnestly recommend, that, independent of the necessity of an establishment for sick Emigrants, another of still greater importance and absolute necessity should be provided for the proper accommodation of the healthy, where they might have the privilege of remaining for a short period after their arrival from a long sea voyage, enjoy the salutary benefit of washing and purifying their clothes and baggage, recruiting their wonted vigour, and making all necessary enquiries touching their future pursuits.

"It would therefore be very desirable that this Lavatory establishment should be so situated that all Emigrant vessels may be enabled to discharge their passengers where they could be thoroughly inspected; all those labouring under disease or debility consequent thereon removed to Hospital, and the healthy classified, who should have the privilege of remaining 48 hours at the station for the purposes before mentioned.

"The Emigrant Depot and Lavatory would require to be so situated as to afford safe and commodious anchorage for the shipping, and in such proximity to Quebec as to permit the Steamers plying between this city and the West to call daily and take off all such passengers as are allowed and prepared to leave.

"By the adoption of an amendment of this character, I am impressed with the conviction that the most valuable results may be expected, both as regards the interests of society on the one hand and the claims of humanity on the other; among its numerous benefits, I may remark that many of the difficulties and inconveniences under which the Emigrants have long laboured, and which at all times have proved the fruitful causes of clamour and complaint, would be removed; the accumulation of Emigrants on our wharves and in the overcrowded, filthy and ill-ventilated abodes of this populous city and Montreal, would be avoided; the ignorant and helpless, so often thrown in the way of the tempting allurements of the most depraved classes of society, would be protected from imposition and vice.

"By this change. I am also persuaded that a vast amount of other evils, and which at present exist and exercise the most important influence on this class, would not only disappear, but a very considerable saving in the public expenditure be effected.

"This subject has not failed to engage the public attention during the past season: the Report of Dr. Nelson, the Mayor of Montreal, whose practical acquirements in every branch of sanatory and social economy are entitled to every consideration, has expressed his opinion as to the ineligibility of the present site of the establishment, chiefly owing to its distance from Quebec. In this opinion of Dr. Nelson, I may remark, the Local Board of Health of this city concur, and justify me in submitting the propriety of its removal to a locality possessing superior advantages for all the purposes in contemplation.

"I would respectfully refer these documents to Your Excellency's favorable consideration.

"The principal and most important objection to the present establishment at Grosse Isle is, not only its great and inconvenient distance from the city, and thereby subjecting the Province to a serious expense for keeping up even a weekly communication, but it is an established fact, that during the prevalence of epidemic cholera the past season, emigrants were detained ten days at the healthy division of the Quarantine establishment, without having any cases of sickness, yet after re-embarking on board these vessels and proceeding to Quebec several have fallen sick and had to be sent to the Marine Hospital on arrival.

"It is also necessary to remark, that the emigrants, in consequence of the vessels being detained at the station, are exposed to another great hardship: their beds, which are generally of straw, are necessarily thrown overboard for the purpose of cleansing and purifying the ship, and therefore, on their re-embarking, many have not the means to replace

them; and, as vessels may be two or three day in reaching this port, the poor people are obliged, during that period, to lie and sleep on the bare damp boards—a discomfort highly prejudicial to health if not productive of disease.

“In this view, I would earnestly, but respectfully, press upon the consideration of your Excellency and the Provincial Legislature, the advantages of an early removal of the present Grosse Isle establishment to the upper end of the Island of Orleans, a locality possessing within itself all that is desirable for the efficient establishment of an Emigrant depôt, together with ample hospital accommodation and appliances for the sick and healthy emigrants.

“Having personally visited and attentively inspected this locality during the course of the past season, I am satisfied that a desirable site could be acquired which would offer all that is requisite for a most convenient and effective station. Its proximity (a matter of the highest importance) is such that the steamers engaged in our western trade would call there and receive the emigrants daily without any expense to Government.

“The advantages and increased facilities thereby afforded to the shipping interest would be very great, and which can only be fully appreciated by those who may have had their vessels detained for eight or ten days at Grosse Isle.

“It would also permit the removal of the emigrants who might fall sick in this city to a healthy, airy and cheerful locality, where a competent and efficient staff of officers and nurses would be in constant attendance to receive them, and thus prove the means of rendering the Marine and Emigrant Hospital available for the better accommodation of sailors or sick citizens.

“To these views it may be urged that the expenses attendant upon the removal and the acquisition of the necessary property would prove a serious obstacle to their accomplishment; but no pecuniary consideration, in my humble opinion, ought to operate against the amelioration of an establishment involving so many important and such general interests.

“In connection therewith I would also remark, that the buildings and establishment at Grosse Isle are of a temporary nature, and that many of them would not justify a further expenditure of public moneys for repair.

“I trust that I may be permitted to observe that the great importance of the question now brought before Your Excellency, and the very deep interest with which it has engaged the public mind during the past season, will, I hope, be admitted a sufficient apology for my anxiety in pressing it.

“The Central Board of Health in their Report, as well as the Medical Superintendent of Grosse Isle, have recommended the adoption of regulations restricting the number of emigrants on board of steamers plying on our inland waters. This, I consider, would be most desirable, at least during the prevalence of any epidemic.

“Under all the circumstances of the case, and conceiving as I do, that there can be no subject of more vital interest to a colony like Canada, possessing so many resources for its future greatness and prosperity, than the promotion by its Government of a vigorous and healthful emigration, I shall not, I trust, be wanting in the recommendation of such measures as may tend to remove every obstacle in the way of securing so desirable an end.”

Ques. 104. What in your opinion are the chief causes of the decline of the European Emigration to this Province?—A principal cause is undoubtedly to be found in the present condition of the British and Irish laboring population. According to authorities that are entitled to confidence, the increased average rates of wages of agricultural and manufacturing operatives and almost all classes of labourers, taken in connection with the reduced cost of a large proportion of their necessities of life, have made a difference in the resources of these classes which reaches 33 and even 40 per cent. Under such circumstances, it has followed that emigration from the mother country has diminished generally in a large degree: and there is little doubt that even had things remained in the same condition in regard to Canada separately considered, our immigration must have fallen off to a considerable extent.—The emigration from the United Kingdom to all parts amounted in the five years ending with 1854 to

And in the five years ending with 1859 to

1,639,005

794,180

The emigration to Canada has fallen off in a much larger ratio than that from the United Kingdom to all parts, as will appear from the following statement:—

| | 1850 to 1854. | 1855 to 1859. |
|--------------------------------|---------------|---------------|
| Emigration from England | 56,600 | 40,865 |
| Emigration from Scotland | 26,580 | 13,093 |
| Emigration from Ireland | 86,918 | 17,385 |
| | 170,107 | 71,343 |

From a consideration of this comparative statement, it appears plain that, independently of the reduction in the emigration from the United Kingdom, this Province has been suffering from some causes specially affecting the route to Quebec.

The Imperial Passengers Act of 1855 has materially added to the security as well as the comfort of the Emigrant on his passage; but inasmuch as its regulations are more stringent than those of the American Law, and particularly since they are very strictly enforced, the shipowner appears to consider the Quebec voyage less advantageous to him than that to New York, even when his prospects of a full Steerage are equal. In confirmation I beg to submit extracts from letters received from highly respectable shipowners in the United Kingdom.

Extract from a letter from Mr. *Wilcocks* of Plymouth:—

“With regard to the desire of your Government that efforts should be made to direct the passenger traffic from the routes through the United States to the St. Lawrence, I may remark, that, being aware of this feeling, I have for a considerable time used the best exertions in my power to accomplish this object. It is a fixed rule in my Office, that the clerks, in all communications with Emigrants, are to point out the advantages of the St. Lawrence route. I have also an engagement with the Grand Trunk Company and the Royal Mail Company to book in my Office by through tickets to any of the places within the limits of their operations. Serious obstacles are, however, presented by the persons connected with the New York, Boston and Philadelphia ships, sailing chiefly from Liverpool. The low rates at which these ships take passengers, offer a formidable opposition to direct Canada Passenger ships, the rates being respectively about £3 5s. by the United States ships, and £4 10s. to £5 by Canada vessels. How passengers can be honestly carried, looking at the requirements of the Passenger Act, for the former sum is a mystery to us, as we find, even at £5, a few shillings remain as profit, even if our ships make quick passages, and consequently leave surplus stores. The only inference we can draw is, that an extensive system of fraud must prevail. Only last week an American ship, about to sail from Liverpool, having professedly a smaller number of passengers than were required to bring her under the Act, was detected by the Government Emigration authorities to have 25 passengers in excess, for whom no provisions were on board. Other expenses of survey, and the consequent fittings, engines, boats, &c., required by the Act, had been shirked.”

Extract of a letter from Messrs. *Donaldson, Rose & Co.*, Aberdeen:—

“We may further add that Emigration is stimulated and fostered by proper opportunities being afforded in the shape of good vessels being laid on the berth. Shipowners are, however, much deterred from engaging in emigration by the increasing restrictions and liabilities, especially by what is known as the ‘Liability Clause,’ from which the owners of foreign vessels are free, while the owners of British ships, especially of valuable high class British ships, have good reason to regard it with great apprehension.”

Mr. *McCrea*, of Belfast, writes under date 24th February:—

“There is so much restriction by our Government in carrying out the Passenger Act, that British ships will scarcely carry a passenger; and it has thrown the tide of emigration, I may say, entirely to the United States. I am now trying to get a vessel to sail from here for Quebec about the 25th of April; but there is so much expense in fitting out the ship, that the passage money we would get would scarcely pay the expenses. The present rates to New York are £3 10s.; for Quebec £4 10s. sterling, each adult.”

But, in connection with the shipping of the emigration, we may look to the circumstances which induce the sailing from Liverpool of several regular lines of first class Packet Ships for New York. These vessels have fixed days of departure at short intervals, and to a large extent are open for passengers at no higher rates than will just ensure them a preference over the Québec ships. Again, the larger traffic between New York and Liverpool, as well as the greater number of emigrants generally embarking for the former Port, induces transient ships also to prefer that route, if they propose specially to seek a freight of passengers; and the owners, agents, and officers of all these vessels are from interest the most active promoters of the emigration to the United States rather than to Canada.

Although in our Weekly Steamers we possibly have the advantage over New York, a large fleet of transient steamers resort to that Port with valuable freight and also many third class passengers.

The result of these frequently recurring opportunities offered to the emigrant for embarking for New York is his better acquaintance with that name; and the consequence of so large a competition among vessels not dependent on passengers, but carrying as many as they can obtain as an incidental profit on the voyage, is the reduction of the price of passage below what might be taken as their cost. For the last year the steerage rate from Liverpool to New York was about £1 sterling below the average rate to Quebec; and this difference has a larger effect in deciding the destination of the poorer classes than might at first sight be admitted. Many persons who emigrate have but limited geographical information, and seek the opposite shore of the Atlantic without considering whether New York or Quebec is the preferable port at which to land. People of this class may have in view Ohio, Illinois, Wisconsin, Canada West, or even Canada East, and yet be quite satisfied that in embarking for New York they are pursuing their correct route. Once landed, they think the further distance must be trifling; and they find too late that a small saving in the ocean passage has involved them in a double expenditure in their inland journey.

A powerful operating cause in reducing our immigration has been, without question, the course adopted by the Australian Colonies and New Zealand, with the view of inducing resort to these countries. Large appropriations have been made for the purpose of defraying the expenses of the passage of approved emigrants. As a confirmation of this opinion, I beg to hand in a copy of a letter received from the Government Emigrant Officer at Glasgow:—

“GOVERNMENT EMIGRATION OFFICE,
GLASGOW, 1st Feb., 1860.

“SIR,—In compliance with my instructions I beg to acquaint you, that from all I can hear, I think there will be very little emigration to Canada from Scotland during the ensuing year; besides which all the Scotch emigration is now nearly absorbed by ‘Australian Government Free Emigration,’ ‘St Andrew’s Company Free Emigration to New Zealand,’ and ‘Tasmanian Free Emigration to Jamestown.’ From these causes I think but few can be expected in Canada.

I have the honor to be, &c. &c.,
N. B. STEWART,
Capt. R. N.,
Emigration Officer”

A. C. BUCHANAN, Esq.,
Emigration Office, Quebec.”

As the system adopted by those colonies has comprehended very close selection, the result must have been as favorable to them in the quality and character of the immigration gained as in its large amount.

The attractions of the gold fields have drawn out persons of another class, and greatly swelled the number.

The emigration from the United Kingdom to the Australian colonies in the five years ending with 1847 was 12,833, and for a similar period, ending in 1857, it was 302,729.

Lastly, I conceive that much of the reduction that has taken place in our emigration has resulted from the disturbance in our commercial and monetary affairs, producing a stoppage of works of employment, and withdrawing this support from many of the laboring class. The partial failure of our wheat crops, following upon the very extensive purchase

of wild lands by our farmers, compelled them to borrow their outlay for improvements; and the completion of some of our large public works about the same time could not fail to throw upon the labor market many who had hitherto been prosperously employed. Still further to embarrass the country, it occurred that, while the valuable immigration was reduced, the proportion of unsuitable persons accompanying it was considerably increased; and amongst those who were disappointed and destitute after arrival many have found means to return to their former neighbourhood, and, attributing all their failure to the defects of the country, have deterred others from seeking it, whose energy and industry would meet a very different result.

Ques. 105. What information have you in relation to the prospects of the emigration in the ensuing season?—In the early part of February I addressed a number of circulars to the Government Emigration Officers, Emigrant Agents, and ship-owners engaged in the passenger trade, requesting information as to the probable amount of the emigration we might expect during the ensuing season. I beg to submit a copy of the circular, with some of the replies received. From these it appears probable that the emigration will be limited; and they appear to agree in one point, that the laboring classes are so fully and profitably employed at home that they have no desire to emigrate.

GOVERNMENT EMIGRATION OFFICE,
QUEBEC, 7th February, 1860.

SIR,—As I am very desirous of ascertaining the probable amount of the emigration we shall receive during the ensuing season, I shall feel obliged if you would have the kindness to furnish me, at your earliest convenience, with any reliable information you may be able to obtain in regard to your Port or District.

I need not say that any other information or suggestions you may be disposed to offer on this subject, especially as to the general feeling in regard to emigration, will be most acceptable.

I have the honor to be,

Sir,

Your obedient servant,

A. C. BUCHANAN,
Chief Agent.

GOVERNMENT EMIGRATION OFFICE,
LONDON, 21st February, 1860.

DEAR SIR,—I beg to acquaint you that the Emigration to North America continues to be trifling as compared with former years: the total number of passengers to New York during the past year only amounted to 2,945 steerage and 92 cabin; and to Quebec only 12 steerage and 11 cabin. We have not cleared a New York ship under the Act since 9th of December. I learn from the two principal houses engaged in the Canada trade that they have no application for passengers, and do not expect to receive any this spring; and, for the few that may possibly come forward, the price asked is £7 for steerage. The laboring classes are so well employed, with good wages, and the country generally so prosperous, that there is but little inducement for them to emigrate. Their attention is chiefly directed to New Zealand, to which colony the greatest number have proceeded from the Port of London for the last two or three years.

Jas. S. LEAN. R. N."

GOVERNMENT EMIGRATION OFFICE,
LIMERICK, 25th February, 1860.

DEAR SIR,—I beg to inform you that I have consulted all the parties engaged in the passenger trade in my district, who are of opinion that there will be a trifling increase as compared with last year. But it is supposed the greater part go chiefly to the United States, caused by encouraging letters from persons settled there.

If you can furnish me with any documents that will encourage emigrants to Canada, I will do all in my power to promulgate and encourage those who wish to emigrate.

I think there will be a greater emigration this year than the parties in the trade imagine. Should this be confirmed as the season advances, I will write you. The cost of pas-

age will be from £4 to £4 5s., steerage, from Limerick. "Steamers," from £5 5s. to £5 15s., from Galway.

J. W. ELLIS.
Comr. R. N.

OFFICES FOR GOVERNMENT AND GENERAL EMIGRATION,
BARBICAN, PLYMOUTH, 27th February, 1860.

"DEAR SIR,—I very much regret that I cannot send you a satisfactory report. Understanding that the number of passengers would be but small, we arranged early in the season to send some of our ships on other voyages, retaining only two, the "Gipsy Queen" and "Birmingham" at this Port, for spring passengers.

Up to the last few days we have literally had no enquiries for passage to Quebec; but a very few applications for information are now being made. I think it likely we may have about the same amount of emigration as we had last spring; but in another ten days or fortnight it is likely I may be able to speak more definitely, and if so, will write you again.

J. B. WILCOCKS."

WEXFORD, March 28, 1860.

"SIR,—I now learn that there will be none, or nearly none from the Union workhouses this year. In fact, there are no able-bodied inmates in the Houses now; and the general prosperity of this country is such as to induce parties generally to remain at home. On the whole, I am quite safe in saying that the emigration from this country to Canada this year will be much under the average. The Messrs. Greaves, of Ross, who have a vessel on now for Quebec, have given you their views.

JOHN HINTON."

"CORK, March 29, 1860.

"SIR,—When there was such a business as "Emigration from Ireland," you, as an official, are of course aware, that the feeling was always in favour of the United States. The British Passenger Acts, of late years, have completed the matter, and thrown, I might say, the whole into New York, Boston, &c.

"As a national movement, the affair is now over; and I do not expect any living person will ever see more than the usual passenger traffic between two commercial nations. In fact, the working Irishman (citizen or labourer), is now better off at home than he could be in any other part of the world. The great majority of the comparatively small number leaving the South of Ireland this year will be "prepaid Passengers" to the United States; and the few wanting to go to Canada will go by the Canadian steamers. As to passengers by sailing vessels to Quebec, from this country, that is all at an end.

DENIS BRENNAN."

NEW ROSS, 29th February, 1860.

"SIR,—In reply to your favour of the 7th inst. we beg to say, that as far as we can yet judge, we think that the Emigration from this district to Canada, or the United States will be very small this season.

The people are so well employed at home that there does not seem much desire to emigrate. The "Dunbrody" is likely to be the only passenger ship from Ross for Quebec this spring, and we do not think that there will be any vessel from Waterford, unless, perhaps, one or two "short ships."

The rates of passage will, we think, be from 75s. to 80s. to Canada and the United States.

WM. GREAVES & SON."

GOVERNMENT EMIGRATION OFFICE,
LIVERPOOL, 2nd March, 1860.

"SIR,—I beg to say that from all the information I have been enabled to obtain from the passenger brokers, who have their agents all over Ireland, I cannot hold out any prospect

of even a moderate emigration from this port to Quebec. It may, perhaps, amount to about the number that left this last year, viz., 2,600. This includes the passengers taken by the Canadian mail steamers, and also those taken by short ships.

"I think I may say with safety that the Irish labourers are so well employed, and receive such good wages in their own country, that there is no inclination on their part to emigrate."

"A. C. BUCHANAN, Esq.,
Emigration Office, Quebec.

T. H. PRIOR, R.N.,
Emigration Officer."

GOVERNMENT EMIGRATION OFFICE,
PLYMOUTH, 3rd March, 1860.

"SIR,—In reply to your letter of the 17th ultimo, I beg to acquaint you that I believe the Emigration from this Port to Canada will be less than last year,—up to the present no passages have been engaged, although there are some enquiries.

JOHN R. STOLL,
Emigration Officer."

LIVERPOOL, 9th March, 1860.

A. B. HAWKE, ESQ.,
Government Emigration Agent,
&c., &c., &c.

"SIR,—So long as the Canadian Government, with such an immense area of unsettled lands, withhold from the agricultural classes here what is freely given to them by other colonies, viz: through a responsible Agent here, a perfect title to a grant of land, and all the necessary information for the guidance of intending emigrants, but little new emigration will be carried on by those classes who have made the United States what it is.

"New Zealand, through offering a grant of 40 acres free of all charges, has received some thousands of agriculturists, who would have preferred Canada to an uncivilized country had the facilities been equal. Some thousands of pounds have been spent in Liverpool during the last few months in bringing New Zealand into notice, and a rich harvest will be the result, but our own department of emigration (Canadian) will undoubtedly suffer.

"The full employment for all kinds of laborers at remunerative prices will have a tendency to check emigration. As soon as we have any facts upon which we can form an opinion we shall write you."

SABEL & SEARLE."

GOVERNMENT EMIGRATION OFFICE,
CUSTOM HOUSE, LONDONDERRY, 12th March, 1860.

"SIR,—In reply to your request respecting emigrants for Quebec *this season.*

I have just left the owner of the ships which generally carry them from this Port, and he informs me that he shall not place them under the Passenger Act this season, from there being so few applications. In fact, he has up to this time only one offer.

Neither do I believe that we shall have more than *two* ships for the United States, owing to the constant communications with America by the steamers calling at Cork, for a great number of the Irish embark there for *six pounds* each."

CHAS. KEELE,
Emigration Officer."

Ques. 106. What in your opinion would be the best means to adopt with a view of securing a profitable reproductive Emigration?—With respect to the means to be adopted to secure for this Province an Immigration, which shall be in every way advantageous, I may venture to remark, that a first and chief object with the Province of Canada must be the acquisition of colonists for the occupation and profitable settlement of her wild lands.

But the geographical situation and features of the country,—its natural inland navigation improved at so large an expense,—and its direct lines of Railway communication,—entitle her to compete for the advantages derivable from the transport of the large emigration from all parts of Europe, which for years to come in all probability will seek the great Far West.

Immigration for settlement in our own unoccupied districts deserves our first attention, but not to the exclusion of such as may be gained for the Quebec route in place of that by New York, even though its stay within the Province should be limited to the time required for passing from Quebec to Windsor or Collingwood.

The Government, in establishing an office of reference at Liverpool, superintended temporarily by Mr. Hawke, the Agent of Emigration in Toronto, have I conceive taken a step in the right direction. This, with the other means which have been adopted for the spreading of the information prepared and placed in tangible form by the Crown Lands Department, cannot fail to show a favorable result.

Although we should hesitate to adopt any such course, as might be taken by the Emigrants in any degree to involve the Government in the making good to them of all their expectations and hopes, formed prior to their removal to Canada, there is certainly room to consider the propriety of establishing in the United Kingdom such Agencies as shall serve as references in regard to the country and the means of reaching it. I conceive that while there should be great care in avoiding a competition for Immigration, in the conduct of which the slightest responsibility should be brought upon our Government, there might be supported at three or four ports of the United Kingdom, Agencies to which all classes might resort for accurate and plain information respecting the condition and prospects of our Province—its soil, climate, and productions—its routes and distances, with the rates and modes of travel. A special duty of such Agencies should be the publication of the offers made by the Government to Colonists—the terms of the free grants of land to Settlers—the prices and conditions at which the Crown Lands are held and their situation. These accredited Agencies might further serve a most useful purpose, in becoming the points of reference for persons in Canada, whose friends in Europe are on their way to join them. By diffusing reliable information they would largely counteract the effect of the exaggerated statements so extensively published by the interested Agents of other countries, and many falsehoods from which Canada has greatly suffered hitherto would find there an easy refutation.

Whether such Agencies were generally established or not, I conceive that the bounty for settlement which the Government offers in the Free Grants of land should be more generally made known in the United Kingdom. The free grants, as at present regulated, are of less value to the recent Immigrant than to the older resident of the Province—and they are estimated, by the man who has not yet left the mother country, a good deal higher than by the experienced settler here. If the right of selecting the free grant were extended to all parts of the unsold Crown Domain, instead of being confined to specific lines of road, it would prove a much more attractive bounty; and in such case I consider the extent of the grant might be reduced to 50 acres in place of 100. I should suggest as a further advantage that might be offered for the encouragement of Immigration and actual settlement, that a reserve for three years at the established price should be made in favor of the Colonist, extending to 100 or 150 acres adjoining his original grant. But a premium of 100 acres of land in fee simple, as it is now offered, whatever the regulations connected with it, should always be a consideration with industrious men of the laboring classes at home, and deserves to be made more generally known as the engagement of the Canadian Government towards every actual Settler.

I think it probable that were the arrangements provided under which the applicant in the mother country might obtain there an acknowledgment of his claim, contingent on his emigration to Canada, there would arise a larger confidence in the performance of the engagement and a very general disposition to keep it in view, and further test its advantages by enquiring in the country. I think that if, in connection with the issue of certificates entitling the holders to claim such free grants here, there were instituted some inspection of the candidates, so that power should be retained to reject unpromising subjects, there would be perhaps a greater activity perceived in the demand for the privilege.

How far it would be desirable to extend such arrangements to the Continental countries from which Emigration is proceeding at present, I can scarcely say. But I am impressed with the idea that very great impression may be produced on the course of the German

Emigration by the maintenance at Hamburg of an Agency for information alone. It would possibly be found difficult to communicate with the emigrating Germans before they concentrate at Hamburg, because they proceed in comparatively small parties from a larger extent of country. But correct information supplied at that large Port would I believe divert many from the New York to the Quebec route; and if proper activity were evinced on the part of the Agents, some proportion at least of those who now pass directly through Canada towards the North-Western States might be led to keep their ultimate destination undetermined until after seeing this Province, and judging for themselves of its openings for their settlement.

With regard to the Norwegians, whom we see annually on their passage directly through the Province, it might be expected that they too would feel the advantage of information respecting a country naturally so suitable to them; and that Agents at one or two of their Ports would certainly lead to less unwillingness on their part to remain on the hither side of the Great Lakes.

Ques. 107. Have you any further suggestions to offer the Committee?—I am not aware of any thing further at present.

The Reverend *H. Hope*, called in, and his examination resumed:—

Ques. 108. What do you consider the cause of the diminution in Emigration of late years?—Among these causes may be mentioned:—the inducements held out by the Governments of New Zealand and Australia, by free passages and land grants; the improved condition of the Agricultural classes in Great Britain; the recent Gold discoveries in Vancouver's Island; the unsettled state of Europe for the last three years; the great activity of American Agents in Liverpool and elsewhere, in recommending Emigration to the United States; the cheaper rates of passage to New York; the well-known depression here, the result of bad harvests and over-trading; the unfounded statements about the Provincial Finances made by a portion of the press; the discouraging accounts sent home by those who were induced to come here by false representations, and who found that the Province offered them no chance of employment; I allude especially to skilled Mechanics, Office Seekers, Clerks and Shop-boys, Literary Men without capital; the classes to be invited to come are Farmers or their Sons, with some little capital; they could never come out at a better time.

Ques. 109. What remedy would you suggest for this diminution?—I think nothing more likely to tend gradually to an increased emigration, than the recent step adopted by the Government, in opening an office in Liverpool, at which Mr. Hawke, the Chief Emigration Agent for Upper Canada has the charge. The promulgation of such information as is contained in the Pamphlet (copies of which, I have the pleasure of laying before the Committee) about our climate, Institutions and resources; the publication of a new Map of the Province. Large numbers of the Map and the Pamphlet are now being distributed in Great Britain, France, Germany, and Norway; the latter has been translated into the languages of all these countries.

Mr. Hawke will open a Register, of all Crown Lands for sale, and also of Farms in Canada, for sale or to be let, to which all parties interested can have access.

Richard William Heneker, Esq., Commissioner of the British American Land Company, resident at Sherbrooke, called in and examined.

Ques. 110. How long have you been connected with the British American Land Company?—Nearly five years.

Ques. 111. Your personal knowledge of the settlement of new lands, is chiefly confined to the Eastern Townships?—It is.

Ques. 112. Has the sale of the Company's Lands been on the increase or decrease during the last five years?—Annually, before 1857, our sales averaged from 17,000 to 20,000 acres; last year they fell off to 10,000 acres.

Ques. 113. To what cause do you attribute this falling off?—It is almost impossible to ascertain. There has been a greater demand for cleared, or partially cleared farms, than for wild lands,

Ques. 114. Has there been any migration of farmers or farm laborers, from the Eastern Townships to the United States?—No; the last two years it has been quite the other way.

Many farmers, who, some years ago, sold their farms and removed to the Western States, have recently returned, and purchased others.

Ques. 115. What is the average price of the Company's Lands in the Townships, and on what terms do you sell?—Our average price is \$2.50 p acre; we have three modes of selling. 1. By instalments, extending over a period of five or six years, requiring a nominal sum—one-fifth—down. 2. By lease, for a period of six years, requiring a payment of Rental only, and the payment of the first cost of the land, in four annual instalments, after the expiration of the lease. 3. By another mode, we give a lease for seven years, allowing the lessee to purchase within that period of time, and offering a premium of 25 per cent., if the purchaser chooses so to pay; the Company receiving money on deposit, and allowing interest as a Saving's Bank.

Ques. 116. Which of these modes is most in favor with the purchasers?—The instalment mode, which I account for, from the fact of the lands being purchased mostly by the sons of our old settlers. The leasing system is most in vogue with French Canadians.

Ques. 117. What proportion of your purchasers are French Canadians?—Of late years, I should say fully one-half.

Ques. 118. What quantity of unsettled land does your Company still hold in the Townships?—About 50,000 acres.

Ques. 119. What means do you take to make known the terms and conditions of the Company, and the lands for sale?—By public advertisement, descriptive pamphlets; by the employment of Emigration Agents in Europe, and of Travelling Agents in the Province. We have at present an Agent in Norway, and another in the North of Ireland.

Ques. 120. Are the Public Lands, contiguous with yours, settled in as rapid a ratio? Not at all. But we would be most happy to co-operate with the Government, in the opening of Roads, and increasing the facilities of settlement.

Ques. 121. You have a Norwegian Settlement, have you not, on your Lands?—In the Township of Bury, consisting of some fifty families. It was commenced in 1857; they rapidly acquire the English language, the children more particularly, who are constant in their attendance at School; they easily amalgamate with the English population.

Ques. 122. How did these Settlers find their way to your Lands?—We appointed a Norwegian Agent at Quebec, who received every assistance from Mr. Buchanan, in conveying information to his countrymen arriving at this Port; through that means, against all the obstacles thrown in the way by Western Forwarders, we obtained those who are now in Bury.

Ques. 123. Do you consider them a valuable class of Settlers?—A very valuable class. Although our experience the first two years, was confined to the poorest description.

Ques. 124. Has their correspondence with Norway, had any perceptible effect in drawing others of their countrymen to their new homes?—The time is yet too short to allow such an effect to be produced; but of two of these settlers who have lately returned, with a view of disposing of their property at home, and bringing out their families, I have employed one as an agent, from whose visit, I expect the best results.

Ques. 125. Have you many American applicants for land?—Yes, a considerable number; they are all New Englanders, and generally have some capital. They become rapidly Canadianized.

Ques. 126. Does any suggestion occur to you as to the best means of increasing the productive Emigration into this country?—At present, except from the North of Europe, it does not seem likely that we can much increase our supply of Emigration from Europe. A considerable annual increase may, I have no doubt, be drawn from Norway and Sweden. Canada seems especially adapted to Emigrants of that origin.

Mr. *William Sinn* called in and examined.

Ques. 127. What is your name and what office do you hold?—William Sinn. I hold an office as German Interpreter to the Government Emigration Department, Quebec.

Ques. 128. How long have you held the office of German Interpreter?—Nine years. In 1851 as acting, and since May 1852 regularly appointed.

Ques. 129. What salary do you receive?—I receive now £150 p annum. \$600.

Ques. 130. Is it your duty to draw up an annual report respecting German Immigration?—I have to make a report for the information of the chief Agent of Emigration on

every ship landing or bringing German immigrants to this Port: for which purpose I have to board each vessel and confer with the passengers before any leave the ship—but in addition, I have at the end of last year drawn up a condensed report on our German immigration to the St. Lawrence, since its commencement in 1846.

Ques. 131. What proportion of the Immigrants arriving in the St. Lawrence has come from Germany during the last four years?

| | Total Em. | German Em. |
|----------------------|-----------|------------|
| In 1856, one fourth. | 22,439 | 5,668 |
| " 1857, one sixth. | 31,097 | 5,142 |
| " 1858, one tenth. | 12,610 | 1,232 |
| " 1859, one eight. | 8,778 | 1,100 |

Ques. 132. Do the Immigrants to Quebec come chiefly by Hamburg?—Chiefly from Hamburg; but of the general emigration from Germany the larger number take passage from Bremen.

Ques. 133. Do Shippers and Ship masters from Bremen and Hamburg object to the St. Lawrence route, and why?—Of those Shipmasters commanding regular Hamburg and Bremen Packets or passenger vessels, I have not spoken to one who liked the St. Lawrence route, they all complain of the long river passage; in spring, the detention in the ice fields of the Gulf, and the fogs; and during the summer, the calms and contrary winds; often preferring a short run across the Ocean, to a long passage to the Port of Quebec.

Ques. 134. Are you aware of any prohibitory restrictions existing in Germany or Prussia respecting emigration from these countries?—There were some prohibitory restrictions issued last Spring chiefly relating to men between 18 years, and 45—50, not released from military duties. Besides no person can emigrate unless he has received permission from his respective Government, with which he also receives a release of his allegiance to that Government. Any party, not a citizen, wishing to procure the permission of making Contracts for the carriage of emigrants across the Ocean through the local Agents, is obliged to deposit the sum of 20,000 Prussian Thalers, or about \$14,000 in the hands of the Government (*viz.*, the Government of Prussia;—the other Governments do not exact so much.)

Ques. 135. Have you been engaged in settling the German Emigrants in the Province?—I have frequently accompanied German Emigrants to the interior, but generally for the purpose of procuring them employment, those with some money I recommended to accept also employment during the first year, and directed them for advice in their future undertakings to the kindness of some gentlemen in Waterloo County. These last two years I am endeavoring to establish Settlements of Germans in the Ottawa District, and with much annoyance and roughing it in the bush, I have, I am happy to say, succeeded to my own surprise—considering the obstacles I have had to overcome, and if I only receive the necessary countenance and encouragement, I shall not slacken in my endeavours to lead my Countrymen into such parts of this Province to settle, which I can, from my own experience, conscientiously recommend to them.

Ques. 136. How long have you been so engaged?—Ever since my appointment as a German Interpreter, and even as a German Agent to the Royal Mail Line, as far back as 1849, but always at considerable expense to myself. Before my appointment as Interpreter, and before 1849 or '50, all the German Immigrants went to Buffalo—poor as well as rich.

Ques. 137. Where do you now direct the attention of Immigrants for settlement?—I have, at this moment, more than fifty applications from Germans, now without a homestead, desiring to follow me to open a Settlement wherever I know a tract of land possessing the advantages necessary to the success of energetic and persevering men with small means. And the desire to ensure those advantages to those who put their confidence in my discretion, guides me in the direction of Immigrants in general.

Ques. 138. Why have you discontinued to direct Immigrants to the Western Section?—Because the poor found no encouragement, and those possessing little means, on account of the high prices asked, could not purchase sufficient land, which would yield them a living, in these old settlements and their neighbourhood; but many Germans with means (if they are not otherwise persuaded, as is constantly attempted on their arrival at New York,

and, I believe, with much success) enter the Western Section of Canada *via* the Suspension Bridge.

Ques. 139. Have any complaints been made by Emigrants who have paid money for lots and settled upon them?—None by parties who settled on Crown Lots, but complaints, some of them very distressing, by parties who had purchased from private speculators, have been made to me; but there is no remedy, they are the consequences or the misfortune of not understanding the language of the country.

Ques. 140. Have these disappointments amongst the Immigrants retarded the influx of Immigrants from Germany into Canada?—I cannot say that they have; the small Immigration from Germany to the St. Lawrence is attributable to quite different causes: the chief reason is that it is not in the interest of the Hamburg and Bremen Shipowners to encourage Emigration to the St. Lawrence. They have a direct carrying trade between their respective ports and those of New York, Baltimore, and New Orleans, of the manufactures of Germany and the produce of the United States, at a remunerating freight tariff; whereas the Quebec employment for their vessels is indirect, without outward cargo.

Ques. 141. Are there not three or four German papers published in the Province?—There are five in all in Waterloo County:

“The Canadian Farmer’s Friend,” at Waterloo-ville.

“The German Canadian,” at Berlin.

“The Berlin Journal,” at do

“The (*Beobachter*) Observer,” at Preston.

“The Canadian Peoples’ Paper” (*Canadische Volksblatt*), New Hamburg.

Ques. 142. Do the Crown Land advertisements appear in these German Canadian papers?—I remember having seen an advertisement of the Free Grant Roads some few years hence in the “(*Beobachter*) Observer,” at that time published in Toronto—and in the “Canadian Farmers’ Friend,” the new law respecting Squatters; but I do not think that the German papers generally receive the usual Crown Land advertisements for publication.

Ques. 143. What is your opinion as to the probable future increase or decrease of Emigration from Prussia, and other German Kingdoms?—That depends in a great measure upon the exertions made by the Canadian people to encourage the immigration from these Countries. If left to itself, that Immigration will either increase or decrease, according to the increase or decrease of the general Emigration from Europe.

Ques. 144. Are you of opinion, that a Canadian Agency at Hamburg would be found profitable?—A Canadian Agency at Hamburg or Bremen, after the same becomes known as a reliable establishment, would to some extent be the means of increasing that class of German Immigrants most desirable for this Province; but the usefulness of such an Agency might be very much extended by communicating with the Emigration Agents of the different German States, and especially with Mr. Charles Eisenstein, of Berlin, Prussia, whom I mentioned in a letter addressed to H. M. Chief Agent for Immigration, on the 7th December last, as, after all exertions in the South of Germany, it will be found that Canada will receive its chief and only constant influx of the German Emigration from the North of Prussia, whose people the climate of Canada will suit best.

Ques. 145. Would it be advisable for the Agent to travel through the German States to make known by lectures or otherwise, the advantages of Canada to Emigrants?—Only so far as is necessary to make his connexions with the inland Agents. Any travelling lecturers on Emigration are forbidden in many parts to address the public: besides they receive very little countenance from the people, and are looked upon with suspicion.

Ques. 146. Who is Mr. Eisenstein mentioned in the letter you have just handed in?—Charles Eisenstein is a general Emigration Agent, residing at Berlin, in Prussia. Of the 47,000 Germans landed at Quebec since 1846, he has directed more than 15,000. He has Agents throughout the Country and is well liked and spoken of by the Immigrants as an upright and honest man; he has at his own expense lately published, and circulated gratis, a small pamphlet on Canada.

Ques. 147. Is there any legal difficulty in establishing an agency at Hamburg?—I think there would be some regulations to be observed. Any alien who wishes to establish a permanent business at Hamburg or Bremen, is obliged to purchase his Citizenship, for which according to his station he pays from \$20 to \$200, and more.

Ques. 148. Would an agency connected with the Grand Trunk Railway be useful in Hamburg?—The Grand Trunk would not be allowed to open an office for the issue of passage tickets from Quebec westward. If she would force the emigration this way, the Grand Trunk Railway would have to establish a regular line of sailing and steam vessels between Hamburg and Quebec, direct or indirect, *via* Liverpool, in connexion with or control over a steam vessel plying between Hamburg, Bremen and Hull or Liverpool, to carry the emigrants, besides keeping a regular staff of Agents in Northern Germany. The emigrants from the South prefer the Havre route to New York, &c., as shorter.

Ques. 149. What do you consider is the best method of diffusing useful information among persons in Germany who are anxious to emigrate?—A pamphlet like that recently published in English, on Canada, by the Bureau of Agriculture, to which a small map as complete as possible, of which some have been published by Mr. Scobie in 1857, Toronto, should be attached, which might be distributed by the Agent from Canada, and his connexions in the Interior, see Ans. 146. There are also three emigration papers, The "*Hausser*" published at Hamburg, The German Emigration Gazette of Bremen, and the "*Rudolstadt*" Emigration Gazette published at Rudolstadt, (Central Principalities of Germany,) which have a considerable circulation in Germany, (one I believe states that its circulation reaches 10,000 copies) and which would for a "consideration" write favorable articles on Canada as well as publish communications or correspondence on the same subject.

Ques. 150. Is there any system of emigrant agency now existing in Germany, that could be made available for our purpose?—There are in most every Town and Village Emigrant Agents, who act for some General Agent, who again acts for some shipowners and emigrant forwarders of Hamburg, Bremen, &c., besides those there are Emigration Associations. They hold their chief offices at Berlin for the Northern, Leipzig for the Central, and Frankfort-on-Maine for the Southern parts of Germany. The Secretary Manager at Frankfort-on-Maine, has only lately requested me to give any statistical information on Canada, which he could with confidence recommend in their yearly Report to be printed during this month. I handed a translation to the Chief Agent, and I believe the same was answered by the Bureau of Agriculture. The only Government Emigration Agencies, something like our own, are at Hamburg and Bremen.

Ques. 151. What remuneration do you think would be considered sufficient by Mr. Eisenstein for undertaking such General Agency, should the House approve of his appointment?—In a letter addressed to me last summer, Mr. Eisenstein mentioned that an Agency which would carry out the desire of Canada, to encourage the better class of emigrants (that is so far as their means is considered) to emigrate to this Country, could not well be undertaken for less than £500.

Ques. 152. Do you think that an Agency through Mr. Eisenstein, and the Grand Trunk Railway Co., would be the best plan for bringing the subject of emigration to Canada, before the German population?—There is not the least doubt that the Grand Trunk and Mr. Eisenstein would be able to do a great deal together, but I believed Mr. Eisenstein refused the Agency of the Grand Trunk, when offered to him last spring.

Ques. 153. How do the rates of passage from German Ports to Quebec compare with those to New York?—There was a difference of some dollars, the passage to Quebec being cheaper, but since the last few years I find the emigrants coming to Quebec have paid as much as those to New York.

Ques. 154. What is the character of the accommodation in the German ships sailing to Quebec, compared with those bound for New York?—The ships to New York are all Packets of the first class, having no better accommodation than the Packets which come to Quebec; but frequently inferior coal ships (not fit for passenger transport), which discharge cargoes at Hamburg and Bremen, are chartered to bring emigrants to Quebec, who had been promised one of the regular Packet Ships, and in every instance the people are dissatisfied; and as far as their acquaintance goes in the Old Country, these complaints are made known through letters, and most undoubtedly hurt the St. Lawrence route.

Ques. 155. Have you had any complaints made to you respecting the treatment of German Emigrants in their passage out?—During the time that I have been connected with Immigration many complaints have been made to me by Immigrants. Two would have been sent to the Penitentiary, but the complainants were secreted by parties residing here, who acted for the Captains in these cases. Other complaints, as far as they came

under the jurisdiction of the laws of this Province, I had satisfied. All the complaints happened by passengers of chartered vessels. No complaints were made by the people of the regular packet ships, owned by the parties who contract for the passage across the ocean.

Ques. 156. Could not the German papers published in Canada be made useful if sent to agents in Germany?—They could, and would be gladly accepted in Germany; but they should contain articles on Emigration to Canada, and especially information on the German settlements,—the arrival of passenger ships,—the remarkable incidents during their passage—the distribution of the Emigrants on landing here, &c., &c., &c.

Ques. 157. Would the editors, in your opinion, publish articles upon Emigration, upon a certain number of papers being ordered by our Government for circulation?—I am sure they would be glad to do so.

Ques. 158. Have you ever printed, published, or circulated any descriptions of this country in the German language?—In 1854, the Honorable Malcolm Cameron permitted me to have 2,000 copies of "Letters on Canada" printed and compiled by "Mr. Jacob Teuscher," Editor of the "*Canadian Farmers' Friend*." They were sent to Germany for distribution. After that I distributed a few copies of a Message of Governor General Lord Elgin, to Emigrants landing here. I have many times sent correspondence to papers in Germany; but they lead often to controversies; and the owners of the newspapers, receiving no benefit, discontinued or refused their insertion.

Ques. 159. Have you circulated a pamphlet translated into German issued by the Bureau of Agriculture, and how?—The last German pamphlet issued by the Bureau of Agriculture which has come to my cognizance, was printed in 1857. I never received any for distribution to Immigrants landing here. The first copy I got when that Department had removed here, last fall.

Ques. 160. Would not statistical information concerning this Province be useful and acceptable in Germany?—It would; but I think the latest pamphlet, not yet published in German by the Bureau of Agriculture, contains sufficient for the information of Emigrants.

Ques. 161. Have you any opinion to give with regard to the offer of Free Grants of land?—It is undoubtedly a great inducement to Immigrants to receive a Free Grant of land; but I object to the present system, of publishing, that every male emigrant above 18 years of age will receive such a grant on certain conditions; because poor people, trusting in this advertisement, have spent a good deal of their hard earned money in reaching these free lots, and were disappointed. Whenever a free grant road is opened, the parties residing in the neighbourhood take up all the lots good for anything, several miles along the road, before any part of it is even finished; and so they continue. Even if an emigrant would select a lot beyond those already taken, how will he get in through the jungles, swamps, and fallen trees. In 1858, 76 Poles, (16 families) landed here by the Heinrich from Bremen. They had been told by a passage agent for the Bremen shipping interest, that they would receive 100 acres of land on going to Canada, free of any expense or pay. They sold their little cottages and few acres, and landed here paupers. They had not as much as the value of a loaf of bread in money amongst them. They said the agent at home had deceived them, in telling them the cost of removal from Prussian Poland to Quebec was a great deal less than they afterwards found out. These people were much more to be pitied, on account of their not speaking anything else but Polish. I shall never forget their bitter, despairing cries, when they found here on the other side of the ocean how awfully they had been misled. I procured free passages for them from the Chief Agent to Renfrew, and although late in the season. I saw them all, except one family, for whom I could not get employment, provided for, with the farmers in that neighborhood. They were considered a burthen on their arrival, but in one year they have already elicited honorable mention from the Ottawa Agency.

Ques. 162. What is your opinion of a plan proposed, to issue a kind of Scrip, or Land Warrant, through the Agents in Europe, entitling the holder (not transferable,) to 50 acres of land with power to purchase 50 or 100 adjoining, within a specified time?—Such a plan or system, would materially increase Emigration to Canada, from any part.

Ques. 163. Do you not think the Grand Trunk Railway Company have assisted Emigration, from Belgium for example? I do not think that the Grand Trunk Railway Company has done anything which would, or did assist emigration, from Belgium especially.

Some complaint was made by Belgian emigrants, who had bought Through Tickets from the Grand Trunk Agent at Antwerp, for Green Bay, Wisconsin. These Tickets were exchanged here for Coupon Tickets to Green Bay, but it seems the Ticket from Chicago to Green Bay, was taken from them at Toronto; and Chicago Ticket returned to them, and two dollars wherewith to pay their passage from Chicago to Green Bay, which I was informed was six dollars, instead of two dollars, at the time.

Ques. 164. Do you think the system of Through Tickets, has worked well, and satisfactorily?—I think the Through Ticket system is both against the interest of the emigrant, and this Province. The emigrant loses thereby the chance of getting his passage cheaper, and the Agents of the Grand Trunk, will always try to book a Passenger through, as far as possible, out of this Province; besides, in animating emigrants to take Through Tickets, they misrepresent Canadian Ports, when they say in their advertisements: "But the greatest gain and advantage secured to Passengers, by procuring those 'Through Tickets,' will be found to be that of avoiding the impositions and frauds so often practised upon emigrants at Sea Ports, by persons representing themselves as Agents for various routes, &c., but who are frequently impostors, or else irresponsible persons." Whereas the truth is, that no such persons exist in Quebec, nor would the stringent inspection by the Emigration Officers allow them to exist. But I have seen people who had paid second cabin, and second class railway passages from Liverpool to Toronto, charged for the passage on the Railway \$3 more to Toronto, than those in the steerage, still they had to travel together in the same car.

Ques. 165. What are your views with regard to emigration from Switzerland and France?—I should say these emigrants prefer a milder climate than Canada, a few stragglers may be induced, but I doubt a regular immigration from these parts ever being organised. I think the Chief Agent has been in correspondence on that subject, with a gentleman in Dunkerque, (France.)

Ques. 166. Have you generally been supplied with information from the Crown Land Office, with regard to the various locations open to actual settlers?—I have not; but whenever I applied for any particular information, it was readily given. But I would suggest that the Emigration Department should be furnished with Township Maps, and the Field Notes of the Surveyors, at least of such Townships as have recently been surveyed along the Free Grant roads; as it is, no emigrant is able to receive any particular information regarding the quality, &c., of the land in these different localities opened for settlers, at any of the Emigration Offices.

Ques. 167. Are you supplied with Pamphlets and Documents, for distribution to emigrants?—I have not received any for several years. The German emigrants are generally in large numbers, those who have their destination, and those who have no destination, and as I am acquainted with almost every locality in this Province, I am able to give them information upon the subjects they desire, from my own experience and travel.

Ques. 168. Do you think it would be desirable to publish Township Maps on the cheap scale, for general information?—I think it very necessary, that those pamphlets for distribution to emigrants at home, or landing here, should be supplied with such a Map. I would refer to my answer to Question 149.

Ques. 169. Have you any further suggestions to offer to the Committee, more especially with a view to the German Emigration?—That the Naturalization Law be amended, giving Aliens, purchasing property in this Province and residing upon the same, at once all the rights and privileges of a natural born citizen, this is even done in Germany. There should also be an Agency established at New York, as we can not get all the emigrants who wish to come to Canada *via* Quebec, by far the most have to go by New York, and the system in Castle Garden of asking the emigrants how much money they have, and where they intend to proceed, is immediately followed by advice to go to any other State (if the answer of the emigrant should be \$100,) than Canada. If the Germans knew, when they take ship at Bremen, Hamburg, Antwerp, or Havre de Grace, that there is a Canadian Agency in New York, which will guide them correctly, I am certain they would avail themselves thereof.

Copy of letter referred to in answer to Question 150.

QUEBEC, 7th December, 1859.

"SIR,—I have the honor to submit herewith the translation of a letter from F. W. Nagel, of Montreal, and beg for instructions in regard to the answer I may be allowed to make.

"I find a notice of the Crown Land Department in the newspapers, that licenses will be granted to cut timber on Government lands, in the Townships of Aston, Maddington and Stanfold, St. Francis District, L. C., and would refer to a conversation at the beginning of last month, in which I intimated that with Government sanction I intended to establish a German settlement in these Townships, but if the timber is sold off those lands, I fear I shall not be able to succeed. New settlers will find a ready market in the neighbourhood for that timber, the proceeds of which will encourage and assist them during the first years, when they can not depend as yet wholly upon the produce of a newly cleared farm.

"I beg to draw your attention to facts, that innumerable placards offering lands for sale in Illinois, Michigan, Missouri, &c., &c., are distributed throughout this Province, I enclose one, cut out from an Upper Canada German paper, in which, lands in Missouri are offered at from 12½ cents to \$2.50 per acre, and stated to be equal to the best land in France and Germany, and particularly fit for raising of fruits and wine, &c.

"I also enclose the German *Emigration Gazette* of Bremen, in Germany, which contains a notice to emigrants by Rud. Diepenbeck, Emigration Commissioner for the State of Michigan, 83 Greenwich street, New York, offering any settler 40 acres of good Government land gratis, and leaves to their option to buy 120 acres adjoining thereto, at \$1.25 per acre, with 10 years credit. This paper is generally filled up with articles recommending mostly every State of the American Union, but Canada is not mentioned; I suppose for the reason that the publishers are not remunerated by Canada.

"I have also in my possession receipts on lands, sold in Kansas, by a company in Buffalo, to parties whom I settled in Alice, County Renfrew. The Governor of Wisconsin has commissioned Mr. Robert Metz, of Milwaukee, to visit Germany, to encourage German emigration to Wisconsin.

"I would suggest that some arrangements should be entered into with Mr. Charles Eisenstein, of Berlin, in Prussia, who is eminently influential in forming companies who would buy tracts of land from 5 to 20,000 acres, as is done in different parts of Germany and Switzerland, for the State of Wisconsin as an example. I would beg to mention the village of Glarus, which some few years back was settled by poor families from the Canton of Glarus in Switzerland, for whom the Municipality had purchased at the rate of 20 acres for each family. This colony is remarkable for its success; these Swiss make cheese which is sought after in the markets of the Mississippi, Lake Michigan, &c., &c.

Having so much material in Canada for opening new settlements, I feel it indeed irksome to be idle where I might do a great deal.

All of which is respectfully submitted.

Your obedient servant,

W. SINN,

German Interpreter.

16th April, 1860.

William Hutton, Esquire, Secretary of the Bureau of Agriculture and Statistics, called in and examined:—

Ques. 170. How long have you been connected with your present Bureau?—Since February 1855—when the two Bureaus were united into one.

Ques. 171. Was it any part of the province of either of those Bureaus, before their union, to attend to the interests of Emigration?—Yes. By the Act 16 Vic., ch. 11, § 6, passed in 1852, establishing the Bureau of Agriculture, it was provided, That

"It shall be the duty of the said Minister to institute inquiries and collect useful facts and statistics relating to the Agricultural interests of the Province, and to adopt measures for disseminating or publishing the same in such manner and form as he may find

"best adapted to promote improvement within the Province, and to encourage Immigration from other countries,"—&c

Ques. 172. When they were united, the functions of both were still preserved?—Yes. It was done by order in Council, which was issued in consequence of the Report submitted to Council, and written by myself, showing the intimate relation existing between our Agricultural and other statistics.

Ques. 173. Did the Bureau so constituted in 1852 give much of its attention to the interests of emigration?—Not that I am aware of. Since my connection with it in 1855 we have, however, paid a great deal of attention to collecting Statistics connected with the wages of labor, the demand for labor, and other information of vital importance to Emigrants.

Ques. 174. What use was made of the information thus acquired?—In 1856 and 1857 we published the replies in sheets, and disseminated them in Great Britain and other countries; but since 1858 we have not issued queries of that description.

Ques. 175. What other documents, conveying information for Emigrants, have been issued by your Bureau, and how were they disseminated?—In reply, I refer to the answers given to the Committee of last year by Mr. Campbell of our office, during my absence from Toronto. Those answers are quite correct.

Ques. 176. As to the present—have instructions been issued by your Department to any person or persons in the United Kingdom or Germany, as to placing a further knowledge of Canada before intending emigrants from these countries?—Yes; to Mr. Wagner, a German by birth, who has been a surveyor on the Ottawa, and who revisited Germany in the early part of this year; also, to Mr. Hawke, who has recently opened a Canadian Emigration office as an experiment, at Liverpool. There has also been a Commission of a somewhat similar kind entrusted to a Mr. Haugan, a Norwegian from Bury, in the Eastern Townships, who has lately revisited his native country.

Ques. 177. What is your opinion of the advisability of establishing permanent Canadian Agents, say at Liverpool and Hamburg?—As to Hamburg, I am not able to speak; but the Liverpool Agency, I should say, if filled by a competent person, would be of great service.

Ques. 178. What has been the effect of the "Through-Ticket system" adopted by the Canadian Steamship Company, and the Grand Trunk Railway Company, on the increase or decrease of emigrant settlers?—So far as my knowledge extends, that system has not been auxiliary to Canadian settlement, but the reverse. There is a tendency in strangers to go as far West as possible, which ought not to be encouraged at our expense. Many who have been carried through this Province, have afterwards returned at great cost to themselves.

Ques. 179. Would not information placed on board the Canadian line of Steamships be found of use to the steerage and other passengers?—I think the suggestion a very valuable one. Every Captain of our own line ought to be furnished with maps and plans of surveys, and the fullest information for the use of his passengers.

Ques. 180. Has your Department had any communication with the Company on this head?—Not to my knowledge.

Ques. 181. How has the system of "Free Grants" operated, as regards emigrant settlers?—In the Returns from the Agents on "Free Grants," given in my Report for this year, there are few newly arrived emigrants; they are chiefly taken up by the sons of our old settlers.

Ques. 182. What would be your opinion of issuing a "Free Grant" Land-scrip, through authorized agents in Europe, for say 50 acres of land, to suitable persons—the scrip not transferable, and to expire within twelve months, or some other given time, if actual settlement duties were not performed?—I think it would be a very desirable means of promoting a healthy colonization, to issue Free Grant Landscrips, through Canadian Government resident agents in Europe, for 50 acres of land, on any of the unoccupied Crown Lands in Canada,—provided that the party applying can satisfy the same Agent that he has not less than Thirty Pounds, Sterling, over and above the required sum to take him and his family, if he has any, to Canada.

The Scrip should be "not transferable," and the grant should be subject to the following conditions, viz:—That the lot should be selected within six months of the date of issue of the Scrip, and actual settlement made thereon on the same terms as those now required

from Receivers of "Free Grants," and fully explained in the Pamphlet called "Canada," page 23, except as to period allowed for taking possession, which might be extended to six months after selection, instead of one month as now required. The infringement, either of selection or of actual settlement within those periods, to be attended with a total forfeiture of all claim to the said Scrip.

(By Mr. Heath.)

Ques. 183. If such Scrip were to be issued, ought not the adjoining 50 acres be reserved for sale at a fixed price, for a limited period, giving the holder of the first fifty the preference as a purchaser?—The Scrip should contain an engagement on the part of the Government, to retain the remaining 50 acres of the lot, for a time not exceeding three years, the purchase of which, the Settler would be entitled to the first offer of, at the current price of Government Land, in that same Township, at the time of purchase.

Ques. 184. Can you suggest what precautions could be taken by the Government on the one hand, and what safeguards given to the Emigrant on the other, that such a system would not be abused, or defeated in detail?—I think the Scrip should have the Official Seal of the Canadian Government, attached by authority, and should be countersigned by the Emigrant Agent in Quebec, before being presented to the Crown Land Agent of the County, where the selected lot is situated; and if the time allowed for selecting the lot be limited to six months, and for locating it, to six months thereafter, the safeguards, both to Government and Emigrant, would be sufficiently secured.

(By Mr. J. Cameron.)

Ques. 185. Do you think that Township Maps, got up on a cheap plan, and very freely circulated, would not be very serviceable towards making known the vacant lands in the new Townships, and bringing to our shores a large number of valuable Settlers?—I think it would be a very essential method of making known our vacant lands, and in my opinion, a Lithographic Establishment being attached to the Surveyor General's Department of the Crown Lands, would be very necessary, and would be productive of great economy to the Government.

(By the Chairman.)

Ques. 186. Have you any other suggestions to offer to the Committee, in relation to the subject under its consideration?—In answer to this, I may state that it would contribute very much to the satisfaction of intending settlers, if Lithographic Maps of the Townships offered for Free Grants or for sale, were furnished to the Agents to exhibit, or even to give gratuitously to applicants. These could be furnished at very little cost, and should shew the rivers, lakes, descriptions of timber, hills, swamps, &c., in the same way as they are now shewn on the plans furnished to the Crown Land Department, by the Provincial Surveyors. And they should be even on a larger scale, in order to give the intending settler a clear idea of the general features of each Township.

With this view, I would suggest that there should be a Lithographing Establishment attached to the Crown Land Department. The extra expense, if any, would be amply repaid by the extended knowledge which Lithographs would give of the localities open for sale, and desired by the Government to be settled. Where maps are accessible, intending settlers universally select a locality, and not unfrequently identify themselves with it, and the cases are very numerous where the predilection thus acquired has saved much expence in leading to a *prompt* settlement—a matter of no small importance in so large a country.

I beg to hand in the following letters—

Copy of instructions to A. B. Hawke, Esq., respecting Liverpool Agency.

BUREAU OF AGRICULTURE AND STATISTICS,
QUEBEC, January 21st, 1860.

DEAR SIR,—I am directed by the Honorable P. M. Vankoughnet, acting Head of this Bureau, to write to you, and request that you will open an office in Liverpool for the purpose of giving information with regard to Canada to all persons wishing to emigrate who may be desirous of obtaining such.

The Government place entire reliance upon your judgment, and trust that your long and intimate acquaintance with Canada will render your opinion of great value to such as may be requiring information with regard to this colony.

I am, Dear Sir,

Yours truly,

WM. HUTTON,

Secretary.

A. B. HAWKE, Esquire,
Canada Emigration Agent,
Liverpool, England.

Copy of instructions to Agent in Germany, filed by Wm. Hutton, Esq.

GOVERNMENT EMIGRATION OFFICE,
QUEBEC, 30th January, 1860.

SIR,—Understanding that you are about to visit your native land with the intention of placing before your countrymen the advantages which this, the land of your adoption, offers to them as a home, and having every confidence in your experience and judgment, I consider that the information which your long acquaintance with the practical wants of the country enable you to afford your countrymen, will be most valuable, more particularly on such points of importance as are intimately connected with their future welfare, and upon which, therefore, I think it desirable to offer you a few suggestions.

You are aware that the market for labor for all classes of mechanics who may be depending upon immediate employment, is at present with us, as well as throughout the United States, very much depressed, and that it would be very injudicious to offer any encouragement to this class of emigrants, more particularly in the case of persons not familiar with our language, who would labour under additional disadvantages. But for agriculturists, and all those who may be desirous of acquiring lands, the country at present offers every inducement. The Government lands can be purchased in blocks, or by the single lots of 100 or 200 acres, on most advantageous terms; in addition to which, improved farms, as well as wild lands, can be obtained from private individuals in all sections of the Province, at prices depending upon situation, and on terms of payment which bring them within the reach of the most moderate means.

The Naturalization Law of 1859, you are aware, offers every facility to aliens becoming citizens and enjoying all the rights and privileges of British born subjects, and as such is worthy of notice.

As to the salubrity of our climate, you can personally bear testimony. In this respect, Canada undoubtedly excels a large portion of the Far West. We enjoy an independence not exceeded in any part of the world. All our institutions are of the most popular character. We have no domination in religion; and large provision is made for education, without distinction of sect or origin. Every direct tax is applicable alone to local improvements in which the payer has a direct interest.

The establishment of a weekly communication by steam with Europe—to Quebec in the summer months and to Portland in winter, connected with the Grand Trunk Railway of Canada, now completed by the opening of the Victoria Bridge across the St. Lawrence—must satisfy all emigrants that the route of the St. Lawrence, whether their destination is Canada or the more westerly States of the American Union, is the most direct, the quickest and the cheapest route. And those who arrive at this port, whether by the mail steamers or by sailing vessels, availing themselves of the express trains, which leave daily, may proceed to any part of the West without change of cars. These facilities, in addition to that offered by our regular line of first class steamers, so long and favorably known on the St. Lawrence, calling at all the chief places on the river and lakes, with the full assurance that emigrants may depend on correct advice and protection from imposition by the Government agents, should encourage a large share of the emigrant travel to this route.

I enclose the printed Tariff of the charges for Inland transport, during the season of 1859, and I do not anticipate that any change will be made during the ensuing season.

Trusting that you will be enabled to induce your countrymen to enquire into the advantages which Canada offers as a home for the Farmer, or Mechanic, possessing capital sufficient to establish themselves.

I remain, Sir,
Your obedient Servant,
(Signed.) A. C. BUCHANAN,
Chief Agent.

A true copy, A. C. BUCHANAN,
Chief Agent.

17th April, 1860.

Thomas Devine, Esquire, called in and examined :

Ques. 187. How long are you connected with the Crown Lands Department, and what appointment do you hold in that branch of the Public Service, and what are your official duties?—I have been about fourteen years connected with the Department. I hold the office of Head of Surveys for Upper Canada, and I am a member of the Board of Examiners of Provincial Land Surveyors for that section of the Province. The chief part of my duty is to project Surveys of Townships, and Explorations; to examine the Surveyors' Plans, Field Notes, and Accounts; and to make returns of the lots to be offered for sale or settlement, to the Sales Branch; and to furnish information, respecting the quality of the lands; to the public, which may be applied for.

Ques. 188. You have compiled various maps relating to Canada, will you please state their Titles?—The map of Hudson's Bay, and North-West part of Canada, in 1857. Maps of the lands on the North Shore of Lakes Huron and Superior, shewing the various explorations in that part of Upper Canada, in 1858; and the Government Map of the Province, lately published, shewing the Colonization Roads, Post Offices, and Railways in operation up to the present time. This last map was constructed under the immediate direction of the Honorable Mr. Vankoughnet, Commissioner of Crown Lands, and was commenced in the month of January, 1859.

Ques. 189. Will you please state what you consider the best mode of circulating information respecting the resources of the Province, with the view of encouraging emigration?—I am of opinion, that the Government Map, with the Pamphlets lately published under the immediate Superintendence of the Commissioner of Crown Lands, will do much to attract the attention of parties in Europe, to the resources of Canada, and to encourage emigration; and I have no doubt but that the specimens of the various kinds of Timber exported from Canada, which the Woods and Forests Branch of the Crown Lands Department is now preparing, with the view of placing them in the principal chambers of commerce, in England, France and Germany, will produce good results. I would recommend that a Map of the Province, shewing the Farm Lots, Mineral Locations, and Fishing Stations, Railroads, &c., such as I now submit, should be placed in the Office of the Emigrant Agent at Liverpool, for inspection; with the unsettled districts and the surveyed lands, delineated thereon. That Section Maps of the recent surveyed lands to be settled, shewing the lots therein, with a small index map of the Province, on the same sheet, exhibiting the St. Lawrence, the Railroads, and principal cities, and the situation of each district, with instructions for the guidance of emigrants, be lithographed, to be circulated in Europe, and to be placed in the hands of Agents, and Mail Conductors, on board of the Atlantic and Canadian Steamers, &c.

Ques. 190. What would be the expence of lithographing these Section Maps you recommend? I think they could be lithographed at five dollars per hundred, or five cents each.

Ques. 191. Can you give an estimate of the expence of getting a Lithographic establishment attached to the Crown Land Department?—I am of opinion, from an enquiry I made some time ago, that two Lithographic presses and materials would not cost more than £460, and that two good Engravers and one Printer could be had at the salaries of three second class Clerks, with a rough hand at £75 per annum. This staff would be quite sufficient for such an establishment.

Ques. 192. With such a Lithographic branch what information could be supplied to the public?—All maps for emigration purposes, Maps for sales of Timber limits, new Townships, Colonization Roads, Mineral Locations, and Fishery Charts. Maps to illustrate the annual Report of the Commissioner of Crown Lands, could be supplied by this establishment such as those accompanying the Report of the Land Department at Washington, a copy of which I have the honor to submit. As all maps of the country purporting to represent many of her natural features should be neatly got up, yet with due regard to accuracy and economy, a Lithographic establishment should be attached to the Surveying Branch of the Department in order that such documents would be in the hands of those most competent to judge of the manner of placing them before the public in an accurate and reliable form; The information afforded by maps is eagerly sought for, and I am of opinion that the establishment suggested by me would be self-supporting, even if the maps were sold at a small sum—say from ten to one hundred cents, according to size, and the detail given. Much inconvenience and delay have been occasioned by having the Government Map engraved at New York, which would have been avoided had a Lithographic Branch been connected with the department. In England and the United States Engraving Branches are attached to the Government Surveying Departments.

Ques. 193. Have you received any extra pay for compiling the Government Map of Canada, and what salary do you receive?—The Government Map of Canada was compiled as part of my official duty without any extra charge. My salary is \$1600 per annum.

Ques. 194. What is the salary of the gentleman at the head of the Lower Canada Surveyor's Branch, and what salary did your predecessor receive?—The salary of the Head Surveyor's Branch for Lower Canada is \$2400 per annum; although Deputy Surveyor General of the Province his duties are entirely confined to Lower Canada. The salary of my predecessor was \$1840 per annum.

Ques. 195. Are your duties and responsibilities co-equal with those of the Head Surveyor for Lower Canada?—Our responsibilities are equal, but our duties are dissimilar in detail.

18th April, 1850.

Mr. Charles Manoah Symons, Agent at Point Levi, for the Grand Trunk Railway Company, called in and examined.

Ques. 196. How long have you filled the office of Agent at Point Levi?—I have been at that Station since the opening, and have acted as Agent the past three years.

Ques. 197. What is called the "Through Ticket" system, was adopted after the opening of the Grand Trunk line to Point Levi?—Yes.

Ques. 198. When did the class of "Through Ticket Passengers" begin to attract your attention from their numbers?—First, in 1857; they have annually increased in numbers ever since.

Ques. 199. What are the comparative numbers of this class, in each year, and from what countries have they come?—I must refer the Committee for detailed information to Mr. Calvert, who has special charge of this Department, and who, I understand has been summoned.

Ques. 200. What Buildings are provided at the Point Levi Station, for the temporary accommodation of newly landed Emigrants?—There is a Saloon capable of containing 300 persons; with Bath-room, Wash-room, Water Closets, &c. attached

Ques. 201. Are the Committee to understand that this Saloon, as specially set apart for the accommodation of Emigrants, is the General Passengers Waiting Room?—It is now the General Passengers Waiting Room. But it was built with the Baths and Wash Rooms attached, for the special accommodation of Emigrants. The General Passenger Shed stood formerly on the Wharf; but the Saloon not being frequently used by Emigrants, it was converted to its present purposes.

Ques. 202. There is at present in the Emigration Season, no Shed or Yard at Point Levi, exclusively set apart for Emigrants?—None. They are received as other Passengers in the General Waiting Room.

Ques. 203. Are there means, under these circumstances to prevent Runners, Forwarders &, from mingling with and misleading Emigrants?—The land all about our Wharf and Station being the Company's property, we have a right to exclude any such persons if found there; but no such exclusion has been rendered necessary, during the three years I have acted as Agent.

Ques. 204. For what number of Emigrants do you put on an Emigrant Train?—For not less than one hundred; under that number we put on one or more Cars specially for their use.

Ques. 205. Are there special Instructions to the Conductors of such mixed Trains, not to allow other Passengers to mix up with the Emigrants?—No special Instructions, that I am aware; but the Conductor generally understands this to be his duty.

Ques. 206. What description of Cars are used in making up an Emigrant Train?—and what are the accommodations provided?—The ordinary Second Class Cars; there is no difference in other respects, except a more plentiful supply of water.

Ques. 207. What is the running time of such Trains as compared with the ordinary Mail Train?—As a general thing they average about the same time. They have to lie by for regular trains where they are likely to cross. Their running is regulated by the Superintendent through the Company's Telegraph.

Ques. 208. Have there been any serious accidents to Emigrant Trains, on the Grand Trunk Railway during your recollection?—None—except on two occasions in the loss of baggage by fire. These accidents were caused by sparks falling from the Engine in the extremely hot weather.

Ques. 209. Are there any persons in the Company's employment specially retained to interpret the language of Foreign Emigrants?—Yes;—we send such persons with every Train; they are employed by the season, and must see them to their destination.

Ques. 210. How many such Interpreters have you during the Season?—Generally a Norwegian and a German. When the arrivals are frequent we employ extra persons. I have never known a foreign Emigrant Train to leave without an Interpreter.

Ques. 211. On the arrival of Emigrants at your Station, these Special Trains—how soon are they dispatched?—Always within six hours—oftener at three.

Ques. 212. The Emigrants do not remain over night?—That has occurred but once in three years. On that occasion our freight Shed was cleared out for their accommodation; I speak of large numbers; frequently single individuals or single families are so detained. We then give them sleeping room for the night, with lights, water, &c.

20th April, 1860.

Robert Calvert, Passenger Agent at Quebec of the Grand Trunk Railway during the season of Navigation, called in and examined.

Ques. 213. How long have you been connected with the Grand Trunk Railway, in your present capacity?—Three seasons at Quebec.

Ques. 214. Was the system of "Through Ticketing" in operation before your time?—Yes.

Ques. 215. Have you been specially charged with the supervision of the "Through Ticket" passenger business from Quebec?—Not specially. I have been charged with the supervision of the entire passenger business of the season.

Ques. 216. What was the number of "Through Ticket" passengers which passed under your supervision since your appointment?—I beg to hand in the following statement:

THROUGH TICKETS PER GRAND TRUNK RAILWAY.

| Booked at | 1857. | | | | 1858. | | | | 1859. | | | | Destination. | | | | |
|-------------------------|---------|-----------|--------|--------|---------|-----------|--------|--------|---------|-----------|--------|--------|---|------|------|------|--|
| | Via | | Via | | Via | | Via | | Via | | Via | | | | | | |
| | Quebec. | Portland. | Boston | Total. | Quebec. | Portland. | Boston | Total. | Quebec. | Portland. | Boston | Total. | | | | | |
| Aberdeen | 91 | | | 91 | 39 | | | 39 | 19 | | | 19 | Places East of Montreal | 1857 | 1859 | 1859 | |
| Arbroath | 12 | | | 12 | 6 | | 6 | 6 | | | | | Montreal | 35 | 93 | 82 | |
| Greenock | 49 | | | 49 | | | | | | | | | Between Montreal and Toronto exclusive of Ottawa | 477 | 698 | 562 | |
| Glasgow | 456 | | | 456 | 111 | 4 | 115 | 145 | 145 | | | | Ottawa City | 962 | 489 | 383 | |
| Kilmarnock | 72 | | | 72 | 2 | | 2 | 2 | 1 | | | 1 | Toronto | 115 | 572 | 239 | |
| Montrose | | | | | 48 | | 48 | 48 | 23 | | | 23 | In Canada beyond Toronto ex- clusive of Hamilton | 3008 | 838 | 651 | |
| Ashton-un-Lyne | 1 | 1 | | 2 | 3 | | 3 | 3 | 14 | | | 14 | Hamilton | 776 | 565 | 363 | |
| Bristol | 113 | | | 113 | 92 | | 92 | 92 | 2 | | | 2 | British Lower Provinces | 691 | 233 | 127 | |
| Birmingham | 3 | 3 | | 6 | 5 | 11 | 16 | 16 | 12 | 1 | | 13 | | | | | |
| Hull | 102 | 33 | | 135 | 96 | 4 | 100 | 100 | 87 | 3 | | 90 | | | | | |
| Hornesside | | | | | 2 | | 2 | 2 | 2 | | | 2 | | | | | |
| Kidderminster | | | | | | | | | | | | | | | | | |
| Liverpool | 2431 | 1156 | 3 | 3590 | 1658 | 372 | 2030 | 2030 | 1517 | 300 | 49 | 1866 | Places in Eastern States | 27 | 11 | 63 | |
| London | 1684 | 39 | | 1723 | 945 | 128 | 1073 | 1130 | 365 | 118 | 94 | 577 | " S. of St. Lawr., L. Ont., &c. Detroit | 53 | 44 | 60 | |
| Newcastle-on-Tyne | | | | | 3 | 1 | 4 | 4 | | | | | Chicago | 44 | 56 | 55 | |
| Nottingham | 2 | | | 2 | | | | | | | | | Via Chicago | 323 | 217 | 101 | |
| Plymouth | 436 | | | 436 | 132 | 1 | 133 | 133 | 30 | | | 30 | Places beyond | | | | |
| Roehdale | | | | | | | | | 5 | | | 5 | Via Chicago | 325 | 85 | 113 | |
| Sheffield | | | | | 1 | | 1 | 1 | 4 | | | 4 | South West States | 169 | 27 | 65 | |
| Stamford | 1 | | | 1 | 5 | | 5 | 5 | | | | | | | | | |
| Stamport | 15 | 3 | | 18 | | | | | | | | | | | | | |
| Winchester | | | | | 2 | | 2 | 2 | | | | | | | | | |
| Belfast | 9 | | | 9 | 3 | 3 | 6 | 6 | 15 | | | 15 | | | | | |
| Dublin | | | | | 11 | | 11 | 11 | | | 3 | 3 | | | | | |
| Londonderry | | | | | 7 | | 7 | 7 | 18 | | | 18 | | | | | |
| Sleaford | | | | | 2 | | 2 | 2 | 5 | | | 5 | | | | | |
| Waterford | 10 | | | 10 | 2 | | 2 | 2 | | | | | | | | | |
| Wexford | 4 | | | 4 | | | | | 1 | | 1 | 2 | | | | | |
| Altona | | | | | 3 | | 3 | 3 | | | | | | | | | |
| Antwerp | 210 | | 11 | 221 | | | | | 2 | | | 2 | | | | | |
| Slavanger | | | | | 105 | | 105 | 105 | 20 | | | 20 | | | | | |
| Norway | 59 | | | 59 | | | | | | | | | | | | | |
| | 5759 | 1232 | 14 | 7005 | 3226 | 511 | 4243 | 4938 | 2283 | 421 | 160 | 2864 | | 7005 | 3938 | 2864 | |

Ques. 217. What are your instructions in relation to this class of passengers?—On taking charge at Quebec I received instructions from Mr. Hardman, General Agent of the Company, to give every facility to this class of passengers to proceed at once on their route; or in case they decided to remain here for a time, to give them the best advice in my power.

Ques. 218. Have the "through tickets" coupons attached for inland travel?—Not for our own line, nor for any other Canadian line.

Ques. 219. The emigrants who arrive with "through tickets" are chiefly British?—Almost altogether. There have been but two foreign vessels in which Emigrants arrived with through tickets, since I became agent at Quebec. Last year several passengers by the Canadian Line of steamships, both steerage and cabin, brought "through tickets" to New York, which were duly honored at our office.

Ques. 220. Are the tickets issued in Europe exchanged by you?—Yes, in every case. If the passenger makes a temporary stay, his ticket remains good during the season.

Ques. 221. How do you guard against such tickets becoming transferable?—Our advices give us the number of all tickets issued, the name of the passenger, and of his children, etc., etc. But I should not feel at liberty to refuse such a ticket from any applicant for passage, unless I had reason to believe it had been fraudulently obtained.

Ques. 222. Do you find many "Through Ticket" emigrants desirous to alter their first chosen destination on arriving here?—Very few; and then it is usually under the advice of interested parties.

Ques. 223. Have you any discretion as to persons with "through tickets" who wish to remain permanently in the Province?—It is rarely such cases occur: when they do, I bring the parties to the Chief Emigration Agent; and if Mr. Buchanan is satisfied that it is for their benefit—that they were not acting under undue influence, or under false representations, I would return them the remaining value of their "through tickets."

Ques. 224. Such cases very rarely occur?—Very rarely. I cannot recall over two or three instances in three years.

Ques. 225. Are your passengers much beset by Land Agents, or Forwarders by other lines?—Not by Land Agents; I never knew a case. As to Forwarders by other lines; we allow them to go on our wharf to claim baggage, &c.; but proper decorum must be observed.

Ques. 226. Might not agents interested in particular lands mingle with the passengers without your knowledge?—It is quite impossible under our system.

Ques. 227. You issue "through tickets" from your own office to emigrants?—Yes, in large numbers.

Ques. 228. What proportion do the European "through tickets" bear to those issued by you at Quebec?—The following figures will show:

| | | | |
|-------------------|-------|-------|-------|
| | 1857. | 1858. | 1859. |
| Booked at Quebec, | 3255 | 2177 | 1648 |
| " in Europe, | 1241 | 446 | 457 |

Ques. 229. What is the saving effected to the passengers by purchasing a "through ticket" say from Quebec to Chicago?—The second class fare to Chicago is \$16, but the through ticket is issued for \$9. To meet the competition, however, we frequently carry unbooked Emigrant passengers at the same figure as if they were booked.

Ques. 230. Over what American Lines can you furnish tickets?—Over all the Western Lines; in fact, we can ticket to any point of the West to which the Emigrant wishes to go.

Ques. 231. Can you give the Committee the figures, as to the chief inland points of destination for Emigrants arriving at Quebec?—only those booked in Europe?—See table in reply to Question 216.

Ques. 232. Have "through-ticket" Emigrants "through tickets" also for their baggage?—Not on arriving here; but we never charge them for baggage, unless where it is exorbitantly heavy. In that case we send it with them, charging much less than the lowest freight rates. We give them checks for every separate piece of baggage.

Ques. 233. How do the American Roads act in this respect?—Any engagement we make with the Emigrant here, they invariably agree to.

Ques. 234. Have any complaints to the contrary been made to you?—Not any.

Ques. 235. Has any such complaint been made to you, as regards the baggage of Emigrants on your own Lines?—None. Emigrants hold their checks, and are on the same footing with all other travellers in that respect. If they can prove such claims, they can recover their damages.

Ques. 236. What, in your opinion, are the advantages which the Emigrant derives from being "booked" in Europe?—He can procure his ticket from our Agents, who are always responsible, in his own Country; he is thus made sure of the lowest rate of travel here, independent of the fluctuations occasioned by more or less competition, and on his arrival here, when those who might beset and mislead him find him "booked," they leave him unmolested.

Ques. 237. Are spurious "through tickets" ever presented at your office?—From Europe, none. But I have known such attempts to be made in Quebec. This sort of traffic has, however, almost entirely disappeared.

Ques. 238. To what do you attribute this change?—The "through ticket" system has rendered that traffic very difficult, and the falling off in the arrivals at Quebec the past two years has prevented it being profitable.

Mr. James Stevenson, General Agent for the Royal Mail Line of Steamers, plying from Montreal to Hamilton, called and examined.

Ques. 240. How long have you been connected as Agent with your line of Lake and River Steamers?—Four years.

Ques. 241. You have carried a large number of emigrants on the inland waters during those years?—I should say about 10,000; but the precise number will be found in our Returns sent in every fall for the information of the Chief Emigration Office at Quebec.

Ques. 242. How do your fares compare with those of the parallel lines of Railroad?—The Railroads during summer come down to our rates; but we, sometimes, under the pressure of competition take passengers under our published rates. We also, occasionally, commute for carrying families of five or six members or upwards.

Ques. 243. You connect with a line from Quebec?—Yes.

Ques. 244. Does your time table enable you to connect promptly with the boats from Quebec?—Our general time of starting from Montreal is two or three hours after the arrival of the Quebec boats. We start from the Canal Basin, and the baggage of those who have "through tickets" is removed from one boat to the other at our expense.

Ques. 245. Is there much competition among Steamboat Companies themselves?—Strong competition between the American line and the Royal Mail line. The American line formerly had an active agency at Quebec, but the two last years its tickets were sold on Commission.

Ques. 246. What would be the ordinary time by the Steamboat lines from Quebec to Hamilton?—About two days and a night; say sixty hours.

Ques. 247. Is there any portion of the deck set apart for ordinary emigrant passengers?—They are covered in from wind and weather, of course, but no other arrangements are made for their accommodation.

Ques. 248. As to their food, is there any means of cooking, &c.?—They must provide their food for themselves, which is generally bread, but they can also, at proper times, have access to the cooking apparatus of the boats.

Ques. 249. Do they make use of the occasion to wash their clothes?—In fact there is no accommodation for that purpose, and if there, were they seem to have no disposition to do so. The decks are crowded with freight, and moreover emigrants do not wish to unpack their luggage on the deck.

Ques. 250. What is your opinion with regard to the "through ticket system," as applied to emigrants?—I consider it is often an injury to emigrants to purchase such tickets in Europe. They have paid in Europe at the rate of \$5 from Quebec to Toronto, whereas on their arrival here, which is always during the season of brisk competition, they could commonly get for one-half less to the same point; it could not in any case be more; so that the difference is lost to the stranger.

Ques. 251. Do you issue "through tickets" in Europe?—Yes, we have an Agent for that purpose, the past two years, at Liverpool, who is in connection with other agents throughout the country

Mr. *Hans Hagens*, Ship Chandler in Quebec, and Farmer in Ste. Sylvestre, County of Lotbinière, called in and examined.

Ques. 252. You are a native of Norway?—Yes.

Ques. 253. How long have you lived in Quebec?—Since 1843.

Ques. 254. You formerly acted as English Interpreter to the Norwegian and Swedish Consulate?—I did; from 1850 to 1854.

Ques. 255. In what year did the Norwegian emigration begin to arrive at Quebec?—A few came in 1847, but the large emigration took place in 1851, and the following years.

Ques. 256. To what do you attribute this new direction of the Norwegian emigration?—To the repeal of the Navigation Act which enabled their ships to obtain a return freight here in timber for English Ports.

Ques. 257. From what Ports in Norway did they sail?—From Christiana, Dranmen, Bergen, Stavenger and Frondhein, and from several smaller Ports.

Ques. 258. At what period of the season do they leave Norwegian Ports?—About the beginning of May—very few later than the end of May.

Ques. 259. What was the average passage from Norway to Quebec?—About six weeks was the average.

Ques. 260. What is the usual rate of steerage passage on board Norwegian vessels?—It seldom exceeds \$12.

Ques. 261. How can they afford to carry passengers so much below the German, British and American ships?—There was a great deal of competition, and they have to come here at all events for their cargoes.

Ques. 262. What class of emigrants were they?—Chiefly agriculturists, with some mechanics, and no fishermen.

Ques. 263. Are the fishermen a distinct class in Norway?—They are a distinct class.

Ques. 264. What proportion may this class bear to the population?—It is very difficult to say; but I should think one-seventh would be a safe calculation.

Ques. 265. Would you consider that class well suited for settlement, in Gaspé for example?—Very well suited. They are a most thrifty, hardy race; they build their own boats and schooners, make their own nets, clothes and boots, do their own work, and would be quite at home as to climate.

Ques. 266. Have you personal knowledge of the Norwegian settlement at Berry, in the Eastern Townships?—Not much; I only passed through it once.

Ques. 267. What was the destination of the Norwegian agriculturists who landed at Quebec?—Wisconsin and Minnesota; there are large Norwegian settlements in both those States.

Ques. 268. Were there inducements held out to those who landed here to go to Wisconsin and Minnesota?—They were so induced, partly by their friends who had preceded them out there; partly by parties concerned for the forwarding lines, who persuaded them that this country would not suit them.

Ques. 269. Have you heard whether they succeeded as they expected in the Western States?—I have heard several complaints, and have seen some going back home disappointed.

Ques. 270. You have been in Norway since your residence in Canada? did you find its people possessed of any knowledge of this country?—I was in Norway in 1852-3. I found the people knew nothing whatever of Canada beyond the name.

Ques. 271. What in your opinion, would be the most effectual means of conveying a knowledge of this country to those in Norway intending to emigrate?—In the first place, there should be an Agent in Norway—not stationary—but one who would make a tour of the fairs and ports once a year. Norway being a free state, no hindrance exists to such a course. There should next be a competent person here, speaking their own language, to receive them on their arrival; and in every settlement there should be some one secured, speaking their language and English, to interpret and correspond for them.

Ques. 272. What opportunities are presented by the Fairs referred to?—The great Annual Fairs commence at Christmas in February, and are held at intervals of a week each, at the other principal places, till the end of March. All the people of the country, even from the remotest parts, are gathered at these Fairs, and very eager to hear news from abroad,—above all, about America.

Ques. 273. Are the Norwegian farmers accustomed to lumbering?—Almost invariably. They would be found skilful with the axe, whether in chopping or squaring timber.

Ques. 274. If a Land Scrip were issued by this Government, guaranteeing to the actual settler from Norway, say fifty acres of wild land, free of cost, would it be generally applied for by Norwegians?—It would be a great inducement, and in my opinion would work well.

Ques. 275. Are you aware of any intending emigration this season?—Yes. I learn from my brother, who is a ship-master, that he was to be here by the latter end of June, with 250 passengers. I also heard of three or four other ships advertising for passengers for Quebec, at Ports in Norway.

Ques. 276. Are the answers you have given in relation to Norway, also applicable to Sweden, so far as your knowledge extends?—I cannot speak with equal accuracy as to Sweden, but there is a large emigration from that country, and I should say the facts are pretty much alike in both.

Ques. 277. Have any Swedish ships, with passengers, arrived at this Port, during your recollection?—None full, or anything like full. A few Swedes sometimes come with the Norwegians, and some Swedish ships from Gottenburg, brought a few, but the great bulk of the Swedish passengers take the route of Boston, and New York.

Ques. 278. How do you account for the Norwegians taking one route, and the Swedes another?—The Norwegian ships are generally built for the lading and storing of timber; the Swedish but seldom. This is, I think, the principal reason.

Mr. Christopher O. Closter, called in and examined :

Ques. 279. How long have you been connected with the Chief Emigration Office; in what capacity, and at what salary?—I have been in connection with the Emigration Office since the spring of 1858. My duty has been, on the arrival of the emigrant ships from Norway, to go on board, and examine the condition of the ship, and the emigrants, and to report the same to the office, as also to give the emigrants such advice and information, that is considered for the interest and protection of emigrants, and to make this country known to them, with the view of getting them to settle within the borders of either Province. The salary I have as yet been allowed, and which includes all expenses I have necessarily been subjected to, is one hundred pounds a year.

Ques. 280. Is there more than one Norwegian Settlement in Canada?—Only the one in the Township of Bury, in the Eastern Townships. This settlement was commenced three years ago, by the British American Land Company, who had a Norwegian Agent at Quebec.

Ques. 281. Have you recently visited that Township, and what was the result of your observations?—I returned from Bury a few days ago. On my arrival there, I at once became convinced that a majority of them were preparing to leave for the Western States, I believe through the influence of interested parties from the West, who have continually kept up a correspondence with this settlement. While there, I endeavoured to explain to them my full convictions that they could have no reasonable prospect of changing their condition for the better, by now leaving a home in which they had every encouraging prospect before them.

Ques. 282. Are you acquainted with the Norwegian Settlements in the Western States?—Yes. I am acquainted with the Norwegian Settlements in the States of Illinois, Wisconsin, Minnesota, and Iowa. Indirect inducement I believe has continually been held out to the Norwegian Emigrants from those States. Most of the Norwegian settlements shew remarkable improvement, although the climate is frequently complained of by them, as not being suited to their constitutions.

Ques. 283. Have efforts been made at Quebec to induce Norwegians to go to the Western States, and by what class of persons were they made?—Every effort is made on the arrival of emigrants from Norway by parties interested in the Forwarding Lines, &c.

Ques. 284.—What amount of means have they had, or is there any possibility of ascertaining this fact?—It is impossible to ascertain the exact amount they bring, but by a close enquiry from the emigrants, and the master of the vessel they arrive in, a somewhat correct estimation may be made. I believe I may safely say \$30 or \$35 per head.

Ques. 285.—Are there any persons especially interested at Quebec, in forwarding Norwegians out of this Province?—Yes; there are several persons interested for that purpose, and to whom have been, and I believe still are paid large salaries.

Ques. 286.—What in your opinion would be the best means of bringing this country's adaptability to the Norwegian emigrants to their knowledge?—The appointment of an Agent who has a true knowledge of Canada, to be stationed at Bergen during Summer, and to travel through the interior of Norway during the Winter.

Ques. 287.—Have you any further suggestions to offer?—Nothing further that I am aware of at present.

QUESTIONS forwarded to *Francis Clemow, Esq.*, Emigration Agent at Ottawa, and his answers.

Ques. 1. How long have you filled the office of Emigration Agent at Ottawa, and what salary do you receive?—I have filled the office of Emigration Agent for the past three years, having been appointed in April, 1857, at a salary of three hundred pounds Currency per annum.

Ques. 2. What number of emigrants have applied to your office for direction or assistance, during the years 1859, 1858, 1857, 1856 and 1855, respectively?—The number of arrivals of emigrants at Ottawa during 1857, 1858, and 1859, are as follows:

In 1857—1135 souls, composed of 574 males, 323 females, 238 children.

In 1858—1829 “ “ 881 “ 439 “ 509 “

In 1859—439 “ “ 206 “ 105 “ 178 “ and which

may be classified as belonging to the following nations:

England —924 males, 276 females, 414 children; total—1614.

Scotland —206 “ 93 “ 131 “ “ — 430.

Ireland —321 “ 358 “ 191 “ “ — 870.

Germany —201 “ 134 “ 173 “ “ — 508.

Lower Ports— 9 “ 6 “ 16 “ “ — 31.

Total - - - - - 3453.

With but very rare exceptions the above have applied at this office during the years 1857, 1858 and 1859, either for directions or assistance. Not having been in office during 1855 and 1856, and no office having been established during those years at this place, I am unable to state what number of emigrants may have reached the Ottawa during that period of time.

Ques. 3. What proportion of these in 1859 and 1858 were pauper emigrants, and to what extent did you extend relief to them?—During the year 1858 two hundred and twenty-three adults were considered as pauper emigrants, and were assisted in the way of relief to the extent of one hundred and forty-seven pounds seven shillings currency.

During the year 1859 one hundred and twenty-one adults and sixty-four children were considered as pauper emigrants, and were granted relief to the extent of ninety-four pounds twelve shillings and four pence currency.

Ques. 4. What funds are at your disposal for this purpose?—Funds are placed at my disposal by the Chief Emigration Agent at the end of each quarter, for the payment of the above relief.

Ques. 5. What are your instructions, and from whom received, in relation to the pauper emigrants? (Please quote the exact words of such instructions.)—The following is the exact nature of the instructions received by me from the Chief Emigration Agent at Quebec, with reference to the relief of pauper emigrants.—I now quote the exact words of the Instructions:

“The relief permitted to be granted is in transport and provisions (bread) for the journey, and is to be confined to large, helpless, destitute families, or to women and children; in no instance are able bodied men entitled to be assisted, unless suffering from sickness.”

“Should extreme cases come under your notice, such as a family proceeding to their relations, or old people going to their children, if you are satisfied as to the necessity of their case, you can send them at once forward and report their case in your next weekly Report.”

“Any family who may have been over three days in your city (unless detained by sickness) without having made their application to your office, or who may have been offered work, or, to be sent to where employment could be obtained, and refused, are to be considered as having forfeited all claim to the protection of this Department.”

Ques. 6. What vouchers are furnished by you for such expenditure? at what periods? and to what Department?—Receipts in duplicate are furnished by me to the Chief Emigration Agent at Quebec at the termination of each year, for the above mentioned expenditures.

Ques. 7. What has been the general conduct of the Captains of steam-boats, railway Employees, &c., within the Province, to Emigrants travelling by their lines—so far as your experience extends?—As the emigrants land at Prescott on their way from Montreal and Quebec, I am unable to state from my own personal knowledge what treatment they may have received at the hands of steam-boat captains or railway employees, while reaching that point, but at times complaints have been made as respects the manner in which they have been landed at Prescott by the Grand Trunk Company, sufficient time not being given to enable them to land their baggage, and which in numerous cases has caused packages to be taken past that station. In some instances the owners have had their property returned to them here, but in others, I am sorry to add, it has been lost altogether. The line of railway between this city and Prescott have at all times been most obliging and accommodating to emigrants travelling over their road.

Ques. 8. What proportion of the emigrants with means remained permanently in this country?—The very great body of emigrants who have reached this section of the Province with means have, as a general thing, remained and settled in the country.

Ques. 9. What proportions remain in towns, or go upon land?—But a trifling proportion have remained in this city. Some few may have located in small towns and villages upon the Ottawa, but the largest proportion have preferred to settle upon lands.

Ques. 10. What is the whole number of newly arrived emigrants, who in 1858 and 1859 applied at your office for information, intending to settle in the Ottawa country?—The greatest proportion of the emigrants who applied at this office in 1858 and 1859 for information as respects the lands of the country, intended, and actually did settle in the Ottawa country. It is quite impossible for me to state the exact number who may have purchased lands, either from private persons or from the Crown, but I have reason to believe that very large quantities were sold to emigrants during these years, and particularly in 1858.

Ques. 11. Had you enquiries in relation to the counties below Ottawa City, as well as above?—I have had but few enquiries relative to the counties below Ottawa City. Some few lots of Crown Land have been sold to emigrants in the new townships in rear of Templeton, as also those in the Gatineau section of the country.

Ques. 12. What means of conveying such information are at your disposal?—No means for the conveyance of any information are placed at my disposal. I have to convey information from such knowledge of the country as I may myself possess.

Ques. 13. Do you speak from your own personal knowledge, or from information derived from the principal inhabitants? I have to speak and act from my own knowledge, as well as from that derived from the principal inhabitants I may happen to come in contact with. A more general scope for finding out the wants and requirements of the country would be highly desirable. It is of the greatest importance that Emigrant Agents should understand where the most eligible sites for settlement are situate, and he ought likewise to know where labor was most needed, to enable him to impart this information to applicants; therefore, occasional visits throughout his district would be attended with beneficial results.

Ques. 14. Are you provided by the Department with copies of the latest Surveys and Reports, shewing the quality of the land on the East and West sides of the Ottawa River?—I am not nor ever have been provided by any Department of the Government with Maps or Copies of the latest Surveys or Reports shewing the quality of the land East and West of the Ottawa River.

Ques. 15. Do you receive communications from the Crown Land Agents of the Ottawa country, or from other persons supplying local information on the foregoing points?—The Crown Land Agents of the Ottawa country never communicate with me, nor am I informed upon the subject referred to in this question by any possessing the local information on the foregoing points. I may here remark, that on my appointment, it was my anxious desire to obtain all this much desired information as suggests itself from the present question, and with this end in view, I placed myself in correspondence with the various Crown Land Agents, as well as other parties who ought to have been enabled to

impart much information that would have materially assisted me in the performance of my duties, and which might likewise have resulted with benefit to the Emigrant, and the interests of the country would thereby have been served at the same time; but I am sorry to add, that answers to my communications were received by me in very few cases, and but little or no attention was paid to this subject either by the Agents or others addressed.

Ques. 16. Will you oblige the Committee with a statement of the facilities of travelling above Ottawa City; the cost to the remotest points where settlements are going on, and whether any Government aid is given to enable settlers to reach these points?—The facilities for travelling upon the Ottawa, above this City, to the remote points of settlement are tedious and expensive. The water communication hence to Pembroke, and for all intermediate distances on the line of the River, may be well enough, but for points in the interior of the country, from the landing places of the River are extravagantly high; the cost from Ottawa City to Pembroke is 15s. 9d. per adult, deck passage—a distance of 100 miles. The rates chargeable in the interior are variable, being generally computed at a rate of from 25s. to 35s. for waggon and span of horses, per day. I am not aware that any Government aid has ever been given to enable settlers to reach these points of settlement other than the casual relief afforded in this Office, to assist indigent persons to reach their friends or families.

Ques. 17. Have you frequent applications from Farmers for laborers? From what Counties do such applications come, and what is the average rate of wages offered?—I have had numerous applications from Farmers and others for laborers, from every County upon the Ottawa. The average rate of wages for a man competent to perform farm work, has been from \$18 to \$20 per month, with board and lodging; female labor has also been in great request, at wages from \$2½ to \$3½ per month, with board and lodging.

Ques. 18. Have you any, and what system of making those desirous to employ laborers, or male or female Emigrants, aware that such persons can be employed on application at your office?—I have circulated as generally as possible, (by circulars and advertisements through the newspapers) throughout the country, that persons desirous of employing laborers (male or female) could do so by application to this office. I also embrace every opportunity of urging the people of the country to do all in their power to encourage the employment of Immigrant labor in their respective localities. Emigrants are made aware of the existence of this Office on their departure from Quebec, and for this cause they immediately seek my advice or assistance on arrival here.

Ques. 19. Does the Agent at Quebec or Montreal advise you previously of the arrival of parties of Emigrants, in search either of settlement or employment?—The Agent at Quebec or Montreal has but seldom the opportunity of advising me of the arrival of parties of Emigrants in search of settlement or employment, as they generally leave Quebec soon after their arrival at that place, but the Chief Agent at Quebec is kept informed of what is needed in this section of the country in the way of labor, and thus he is always enabled to direct such persons to this locality whose services may be needed; in fact as he is in possession of all information of a similar character from the other various points of the Province, he is the best judge how, and whence to direct Emigrants to proceed for their ultimate disposition. As respects those for settlement, he can advise them to such localities as circumstances may seem to warrant, he is well aware of the large area of country suitable for settlement in this District and governs himself accordingly.

FRANCIS CLEMOV, Agent.

QUESTIONS forwarded to *J. H. Daly, Esq.*, Emigrant Agent, Montreal, with his Answers.

Ques. 1. How long have you filled the Office of Emigration Agent at *Montreal*, and what salary do you receive?—I was appointed in April, 1859, on the death of the late Mr. Schmidt, upon a salary of £200, with the understanding that I would be placed on the same footing as the Agents at Ottawa and Hamilton.

Ques. 2. What number of Emigrants have applied to your Office for directions or assistance during the years 1859, 1858, 1857, 1856 and 1855 respectively?—Over six hundred persons.

Ques. 3. What proportion of these in 1859 and 1858, were pauper Emigrants, and to what extent did you afford relief to them?—Partial relief was granted to 274 souls, equal to 189½ adults.

Ques. 4. What funds are at your disposal for this purpose?—Quarterly statements of the expenses incurred are furnished to the Chief Agent at Quebec, upon which he places me in funds to liquidate the same.

Ques. 5. What are your instructions and from whom received in relation to the relief of pauper Emigrants? Please quote the exact words of such instructions.—My instructions are received from time to time from the Chief Agent at Quebec. I am allowed a discretionary power to assist extreme cases of distress at once, and afterwards to report the particulars and extent of relief afforded.

My instructions restrict my affording relief to Paupers of the season, who apply within 48 hours of their arrival, viz. : to persons having large helpless families, widows with children, or families emigrating to join their Fathers, or children their Parents. If, after strict enquiry, they afford satisfactory evidence that they are destitute or without the means of reaching their friends, are afforded relief.

Able bodied men are not entitled to relief, but I have to afford them every assistance and advice to procure them employment.

Ques. 6. What Vouchers are furnished by you for such expenditure? at what periods, and to what department?—The original accounts are sent in Quarterly to the chief office in Quebec.

Ques. 7. What has been your intercourse with Emigrants who were provided with "through Tickets" on the other side of the Atlantic, to enable them to pass at once through Canada to the United States.—I have had none, they having no occasion to stop at Quebec or Montreal.

Ques. 8. Have you any suggestion to offer the Committee on that subject?—To parties having a fixed destination in view, I think it is desirable that they should secure a "through Ticket," but to those who have no destination in view, and who may be in search of settlement or employment, it might be more advisable not to secure their Inland passage beyond Quebec, in order that they may be at liberty to avail themselves of any opening which may offer in the country.

Ques. 9. What has been the general conduct of Captains of Steamboats, Railway Employees, &c., within the Province to Emigrants travelling by their lines, so far as your experience extends?—So far as my experience extends, it has been very good.

Ques. 10. What proportion of the Emigrants with means, remained permanently in this country?—Impossible to say with any degree of certainty; but have known several, who had means, to settle in Canada this last year.

Ques. 11. What proportion remain in Towns, or go upon land?—I consider that fully two thirds of the Emigrants of last year proceeded to their friends in the country.

Ques. 12. Have you frequent applications from farmers for laborers? From what Counties do such applications come, and what is the average rate of wages offered?—Yes, and I am always anxious to receive the fullest information from farmers and others as to the nature and extent of labor they may require; the demand has been chiefly from the city and District of Montreal; wages average from 2s. 6d. to 3s. 6d. per diem, and from \$8 to \$12 per month.

Ques. 13. Have you any and what system of making those desirous to employ laborers or male or female Emigrants, aware that such persons can be employed, on application at your Office?—From the fact that parties in and about Montreal, know that such information is readily given them on asking for it, being the custom ever since the office was opened in 1840, and also by printed notices and advertisements being issued by the Chief Agent at Quebec.

Ques. 14. Does the Agent at Quebec advise you previously of the arrival of parties of emigrants, in search either of settlement or employment?—Yes, on all occasions, either by letter or telegraph.

Ques. 15. Has there been any demand for additional Artisans and Mechanics in your vicinity in 1859, and what classes were in demand?—None. The resident Artisans and Mechanics were found to be sufficient to satisfy the demand for 1859.

All of the above answers are most respectfully submitted.

(Signed,)

JOS. H. DALY,
Government Emigration Agent.

To the Chairman,
The Committee of Emigration,
L. A.

ABSTRACT of Answers to Questions sent to the Clerks and Treasurers of County Councils, and the Wardens of Counties.

Answers to Question 1.—How many Acres of Absentee Lands are there in your County ?

| County. | Number of Acres. | Authority. | County. | Number of Acres. | Authority. |
|--|------------------|---------------------|------------------------------------|------------------|-------------------------------------|
| Addington | | See Frontenac. | <i>Brought up</i> | 2148851 | |
| Brant..... | 8000 | (about) Treasurer. | Northumberland & } Durham | 56385 | Clerk. |
| Bruce..... | | See Huron. | Norfolk..... | 50000 | (about) Warden. |
| Carleton..... | 68707 | Treasurer. | Ontario..... | 98416 | Treasurer. |
| Dundas..... | | No Return. | Oxford..... | 37700 | Clerk. |
| Durham..... | | See Northumberland. | Peel..... | 9517 | Treasurer. |
| Elgin..... | 42300 | Treasurer. | Perth..... | 106500 | Treasurer. |
| Essex..... | | No Return. | Peterboro & Victoria | 259572 | Clerk. |
| Frontenac, Lennox } and Addington.... } | 328186 | Clerk. | Proscott | | No Return. |
| Glengary..... | | No Return. | Prince Edward..... | 1180 | Treasurer. |
| Grenville..... | | See Leeds. | Renfrew..... | | See Lanark. |
| Gray..... | 600000 | Clerk. | Russell..... | | No Return. |
| Haldimand..... | | No Return. | Simcoe..... | 456259 | Clerk. |
| Halton..... | 9800 | Clerk. | Stormont..... | | No Return. |
| Hastings..... | 104000 | Treasurer. | Victoria..... | | See Peterboro. |
| Huron and Bruce..... | 300000 | (about) Clerk. | Waterloo..... | 10599 | Clerk. |
| Kent..... | 169337 | Clerk. | Wellington..... | 109000 | Warden. |
| Lambton..... | 342594 | Clerk. | Welland..... | 11093 | Treasurer. |
| Lanark and Renfrew.. | 118044 | Treasurer. | Wentworth..... | 10900 | Clerk. |
| Leeds and Grenville... | 67792 | Clerk. | York..... | 48728 | Treasurer. |
| Lennox..... | | See Frontenac. | | | |
| Lincoln..... | | No Return. | | | |
| Middlesex..... | 90091 | Clerk. | | | |
| <i>Carried up</i> | 2148851 | | Acres..... | 3413800 | { Absentee Lands in 34 Counties. |

Ans. to Ques. No. 2.—What proportion does the Tax paid per Acre by Absentees bear to the lands occupied ?

This question apparently not being well understood, the various conflicting answers are quite incapable of being condensed in abstract form.

Ans. to Ques. No. 3.—Are the Absentees' lands assessed at the prices set upon them by the Proprietors ?

The answers to this question are generally—that the lands are assessed by the authorized Assessors.

Ans. to Ques. No. 4.—What effect have the Absentee Lands on—the opening of roads,—the establishing of schools,—and such other improvements as are calculated to develop the material resources of the country ?

| COUNTY. | ABSTRACT OF ANSWERS. | Authority. |
|--------------------------------|---|------------|
| BRANT..... | An injurious effect..... | Treasurer. |
| CARLETON..... | They are a drawback to all improvement—the more Absentee Lands, the less improvement, is an ascertained fact..... | Clerk. |
| ELGIN..... | A bad effect generally..... | Treasurer. |
| FRONTENAC..... | There exists a very great apathy in reference to the collection of Taxes from Absentee Lands, consequently a great loss is sustained..... | Clerk. |
| LENNOX, and ADDINGTON..... | | |
| GREY..... | The most prejudicial..... | Clerk. |
| HALDIMAND..... | Prevents improvements generally..... | Treasurer. |
| | Greatest possible hindrance to good roads—the establishment of schools and every other improvement..... | Warden. |
| HALTON..... | No injurious effect—being widely scattered..... | Treasurer. |
| HASTINGS..... | They affect the opening of roads—the establishing of schools—closing of schools in winter..... | Clerk. |
| | I am not aware that they have any very bad effect..... | Treasurer. |
| MURON and BRUCE..... | Decidedly of retarding the opening of Roads, Schools, and general improvement..... | Clerk. |
| KENT..... | They completely retard all improvement in the localities in which they occur in large blocks..... | Treasurer. |
| | A nuisance that ought to be abated by all lawful means..... | Warden. |
| LANBTON..... | The opening and improvement of roads is greatly retarded, as is also the opening of Schools..... | Treasurer. |
| | A great preventative to improvement in every way..... | Clerk. |
| LANARK and RENFREW..... | I don't think the Absentee Lands stand in the way of improvements, although if those lands were all occupied by actual settlers, no doubt it would increase the revenues of the Counties..... | Clerk. |
| LEEDS and GRENVILLE..... | Of retarding if held in large blocks—not the case in these Counties..... | Clerk. |
| MIDDLESEX..... | Injurious..... | Clerk. |
| NORFOLK..... | They affect the efficiency of Schools more than roads as they furnish no Scholars..... | Warden. |
| NORTHUMBERLAND and DURHAM..... | So few and scattered that they do not interfere much with Schools and other improvements..... | Clerk. |
| ONTARIO..... | Commuted into money, which is better than labor: furnish less children for schools, and do not foster manufactures at all..... | Treasurer. |
| OXFORD..... | Must have to some extent an injurious effect on the opening of roads, establishing of Schools, &c., although in this County it is not much felt..... | Clerk. |
| PEEL..... | Unfavorable—particularly where such lands lie in blocks of any size, which is not the case in this County, with a few exceptions in the township of Caledon..... | Clerk. |
| PERTH..... | Retarding improvements of every description, and in many respects of forcing industrious settlers to leave the Country..... | Treasurer. |
| PETERBOROUGH and VICTORIA..... | They retard the improvement of roads and the establishing of Schools by reason of the high price put upon them by the proprietors—therefore, actual settlers are obliged to locate themselves in remote places..... | Clerk. |
| PRINCE EDWARD..... | The effect in this County is very trifling..... | Treasurer. |
| SIMCOE..... | Retarding the development of the resources of the County generally, prevent the opening of roads, and establishment of Schools..... | Warden. |
| WATERLOO..... | A very bad effect..... | Clerk. |
| WELLAND..... | They are an obstacle in the way..... | Treasurer. |
| WELLINGTON..... | A bad effect in every respect..... | Clerk. |
| WENTWORTH..... | Large blocks are unfavorable to opening of roads, and also to the establishment of Schools or other improvements..... | Clerk. |
| YORK and PEELE..... | I believe the opinion generally is, detrimental..... | Clerk. |

Ans. to Ques. No. 5.—If Absentee Lands stand in the way of the improvement, what would you suggest to remove the evil?

| COUNTY. | A B S T R A C T O F A N S W E R S . | Authority. |
|-----------------------------------|---|------------|
| BRANT..... | Make them resident lands | Treasurer. |
| CARLETON..... | Put on more for Statute Labor | Treasurer. |
| ELGIN..... | Rented to Emigrants | Clerk. |
| | Selling lands in 2 years, instead of 5, for taxes | Treasurer. |
| GREY..... | Payment of taxes enforced every year | Warden. |
| | Payment of taxes enforced every year,—each lot assessed separately | Clerk. |
| HALDIMAND..... | Forfeited if conditions of sale not complied with..... | Treasurer. |
| | Impose a yearly tax—limited quantity only to be held—actual settle- ment or forfeiture | Warden. |
| FRONTENAC..... | Rates unpaid to be doubled each year, or sell the lands..... | Clerk. |
| LENNOX, and..... | | |
| ADDINGTON..... | | |
| HASTINGS..... | Taxes paid annually—by sale..... | Treasurer. |
| HURON and BRUCE..... | Taxes paid annually..... | Clerk. |
| KENT..... | Sales every 2 years..... | Treasurer. |
| | Sales should be final | Warden. |
| LAMBTON..... | An additional rate | Treasurer. |
| | Annual sales, and 6 months to redeem..... | Clerk. |
| LANARK and RENFREW..... | Owners to sell at a fair price, as many are willing to do so..... | Clerk. |
| LEEDS and GRENVILLE..... | The present system amply sufficient | Clerk. |
| NORFOLK..... | Power to tax for all purposes..... | Warden. |
| ONTARIO..... | Confiscate them..... | Treasurer. |
| | Compulsory sales—less than 5 years—increase amount for Statute Labor.. | Warden. |
| PEEL..... | Immediate sale or cultivation..... | Treasurer. |
| PERTH..... | Immediate occupation by settlers—annual improvement of a portion, or special tax for general improvements..... | Treasurer. |
| PETERBOROUGH and VICTORIA..... | Government to sell to none but actual settlers | Clerk. |
| SIMCOE..... | Absentee Tax Rate..... | Warden. |
| WATERLOO..... | Taxes collected yearly..... | Clerk. |
| WELLAND..... | An honest Government in theory and practice | Treasurer. |
| WELLINGTON..... | Taxes paid yearly, and 10 per cent. extra..... | Clerk. |
| WENTWORTH..... | Sell them at a reasonable value to settlers | Clerk. |
| YORK..... | Portion cleared annually, or brought into the market..... | Clerk. |

Copy of Letter, and Questions and the Replies to the same.

EMIGRATION COMMITTEE,

LEGISLATIVE ASSEMBLY,

Quebec, 3rd April, 1860.

SIR,—By Order of the Select Committee on Emigration, I have the honor of enclosing a Series of Questions, to which I request the favor of an early reply.

I have, &c.,

W. H. JOHNSON,

Clerk of Committee.

1. Do you reside in the _____, or are you well acquainted with that part of the country?
2. What is the general character of the soil?
3. Is the Climate severe as compared with—(Ottawa, Quebec, Toronto)?
4. What are the prevailing kinds of Timber? State what kinds prevail in the different localities.
5. What kinds of grain, and other crops are cultivated, and with what success?
6. Is the soil and climate well adapted for Agricultural purposes generally?
7. Can fruits be successfully cultivated? And what kinds?
8. What description of Settlers would be most suitable for your part of the country; Agriculturists, Mechanics, Farm or Domestic Servants?
9. Could temporary employment be obtained for emigrants? And what would be the remuneration?

10. Are there any fisheries? What kind? Are they productive?
 11. Are Lumbering operations carried on?—What description of Lumber is manufactured?
 To what extent?

CANTEY, 10th April, 1860.

SIR:—I have the honor to acknowledge receipt of your note of 3rd inst., concerning interrogatories from the Emigration Committee, and deeming this movement of great importance to the country, I lose no time in answering them as follows:

Ans. to No. 1. I reside on the East side of the Gatineau river in the Township of Hull, which river is the largest tributary of the Ottawa; it empties itself into the Ottawa about two miles below the city of Ottawa. Having resided here and in Ottawa City upwards of fifteen years, and from my long connection (as Agent of the extensive lumbering establishment of Gilmour & Co.,) my acquaintance with (not alone) this part of the country, but the valley of the Ottawa generally, enables me to answer your queries with ease from personal knowledge.

Ans. to No. 2. The near parts of those Townships immediately fronting the North side of the Ottawa are mountainous and rocky, but all the valleys are very fertile, the soil being composed of rich loam and clay. The fronts of all these Townships are in general level, and rolling land, and of the very best description of mixed soil.

Ans. to No. 3. The climate along the North bank of the Ottawa river from Grenville to the Grand Callumutte is very similar to the Ottawa City, the difference not being in any way appreciable.

Ans. to No. 4. The prevailing timber is maple, beech, birch, and white pine, and in many of the valleys seathing oak. There are generally in these valleys large hemlocks and basswood mixed with the above woods which invariably indicate a healthy warm soil, suitable for any description of crops applicable to this climate.

Ans. to No. 5. Spring and Fall wheat, oats, barley, rye and indian corn, grow luxuriantly, and are generally a sure crop; Spring wheat and oats are superior; every description of root crop and garden vegetables are successfully cultivated. In the Townships of Litchfield, Bristol and Clarendon I have seen fall wheat equal to any produced West of Toronto. The spring wheat of Hull and Wakefield cannot be surpassed when proper descriptions of seed have been sown, in fact any description of crops raised in the County of Carleton can be produced in the Counties of Ottawa and Pontiac.

Ans. to No. 6. Both soil and climate are well adapted for the production of the above grains (see answer No. 5); so far from the long Winter being objectionable I consider it a decided advantage, tending (as the depth of the snow does) to protect the Winter wheat, and otherwise enrich the soil.

Ans. to No. 7. Apples, currants, goose-berries are successfully cultivated, but too little attention has been paid to this branch of Horticulture; I feel warranted in saying that all descriptions of apples raised on Montreal Island can be produced here, and of equal quality.

Ans. to No. 8. Agriculturists, farm and domestic servants;—agricultural settlers with small children, and without capital, would not suit this part of the country, but emigrants with strong grown up families would succeed by industry, and obtain proper information from the Crown Land Agents as to the unoccupied lands open for settlement. This is very much neglected, and the source of very great misery to the strange settler, and incalculable loss to the Ottawa country generally.

Ans. to No. 9. A limited number of farm servants would find employment at fair wages during the summer months.

Ans. to No. 10. All the lakes (which are innumerable) on the North side of the Ottawa river, swarm with trout, pike, and white fish, and in some of the larger lakes sturgeon.

Ans. to No. 11. In the Township of Hull the lumbering operations are chiefly confined to local consumption, but the tributaries of the Ottawa on the North side being immense rivers of themselves, I think the Crown timber office in Ottawa would be the proper source from which to obtain an answer as to the quantity and description of timber produced.

Having answered your queries as concisely as possible, I would beg leave to draw your attention to the following few remarks which apply both to the County of Ottawa (in which I reside,) and the adjoining County of Pontiac. Commencing at the rear of Papineau

Seigniory of La Petite Nation, all these Townships laying in rear of the Townships of Lochaber, Buckingham, Templeton, Hull, Eardly, Onslow, Bristol, Clarendon and Litchfield contain immense tracts of the choicest agricultural land, but which are not accessible owing to the want of roads. I feel satisfied that were the Government to expend \$5,000 in constructing a road from the Gatineau river commencing at the rear of the Township of Hull, and to extend into the Townships of Wakefield and Denholme the money would be refunded out of the sale of lands in these two Townships in six months after the road was completed; so sanguine am I of this that I would not fear entering into bonds, with undoubted security that I could locate, in these two townships, within twelve months after the road was completed, 200 settlers, who would pay from one instalment, to in many cases the whole purchase money of the lands located.

There is a tract of country extending from the rear of Templeton including part of Portland and the whole of Denholme and Carwood, which is composed of level and rolling land covered with maple, oak, elm, basswood and white pine, (no red pine grows here). I have passed through a part of this country, and from reliable information I am certain there is an extent of 120 square miles totally unoccupied, and this solely arising from the want of roads.

It appears to me strange that such an important tract of country has been so long neglected, and now that the Capital is established at Ottawa, and the distance from that city to the centre of this tract of country is only 25 miles, makes it of great importance to open it up by roads.

WM. HAMILTON, J. P.

To the Select Committee on Emigration

GENTLEMEN,—I have the honor to acknowledge receipt of your series of questions relating to the North Shore of Lake Huron, as to its adaptability for agricultural purposes,

Ans. to No. 1. I am sorry to say I am not much acquainted with the North Shores especially with the interior of it, except through the reports of P. L. Surveyor Salter and those of the Provincial Geologists.

Ans. to No. 2. I believe the general character is rough and uneven, but soil invariably good and fertile where it is found free enough of stones not to prevent tillage.

Ans. to No. 3. I should judge the climate similar to that of Montreal.

Ans. to No. 4. Hardwoods are the prevailing kinds of timber; but it will, no doubt, be like other hilly and swampy lands, because hills and swamps always go together. There will be pine and other fir-bearing trees around the swamps and in the ravines.

Ans. to No. 5. We have the Island of St. Joseph and the Great Manitoulin to judge from, and all kinds of grain and root crops common to agricultural countries are successfully grown on those islands, which are the same as the adjacent shore. They grow corn, and potatoes of the largest and finest descriptions, as well as magnificent specimens of wheat.

Here I would beg leave to make a small digression. The Great Manitoulin Island is a beautiful tract of land, resting on fossiliferous limestone, covered with the finest growth of hard maple that I have ever seen, surrounded with safe and commodious harbours; its bays, coves, channels, islets and diversified beaches of sand, shingle and marsh,—the whole forming one of the most enchanting localities for summer residences within the limits of our Province, in which agriculturists, fishermen and sportsmen will find ample scope to remunerate their labour and pastime. This island in size is about equal to a ninth part of Scotland, and is capable of sustaining equally as large a population to the square mile. Now, I would like to ask, what is the use of leaving such a tract of land in the hands of a few unenterprising, indolent Indians. It is, in my humble opinion, a very mistaken policy to treat Indians always as children. If ever they are to emerge into the manhood of civilization it must be by treating them as other men. Let each Indian, if he chooses, have his one or two hundred acres of land and do with it as he likes. Let them have the free range of all the unconceded lands of the Crown to hunt in, and he will of his own accord move back as settlement advances. Give him also an equivalent for the lands he surrenders, which are now appropriated to his use under the name of "*Reserves.*"

I hope your Honorable Committee will recommend the assumption by the Crown of all the so-called Indian reserves now existing or in proximity to the frontiers of our settle-

ments, and dispose of them like the other lands of the Crown, giving the Indians the use or interest of their proceeds.

Ans. to No. 6. Yes.

Ans. to No. 7. I have no doubt but the hardy kinds of apples, plumbs, currants, strawberries, &c., can be successfully cultivated.

Ans. to No. 8. With reference to the North Shores of Lake Huron and Superior, the settlers best suited are chiefly agriculturists and fishermen, with a few miners and mechanics. There will be little or no need of servants for a long time yet. The stream of emigration should be very sparingly directed into those parts for a few years, until the settlement will gradually grow up to furnish the necessaries of life. Although those shores are of very easy of access in summer, yet they would be cut off from supplies in case of emergencies in winter. It would be much easier to transport an emigrant to the extremity of either of those lakes in summer than set him down in one of our new settlements twenty miles beyond the end of a waggon road; but the latter would be much safer for the newly arrived emigrant in winter than the former place, because he could walk out to a settlement and carry in on his back what would prevent his family from starving until he could raise a crop himself.

Ans. to No. 9. I have almost answered this question already. Emigrants could find no temporary employment worth mentioning on the North shores of those Lakes.

Ans. to No. 10. White fish and trout are caught in large numbers, and with skill and capital could be rendered productive and remunerative.

Ans. to No. 11. I know of only one lumbering establishment on the North Shore of Lake Huron, and it is a saw-mill.

CITY OF OTTAWA,
April 7, 1860.

DUNCAN SINCLAIR,
Prov. Land Surveyor.

STR.—In answer to the series of questions which I had the honor to receive from the Committee on Emigration, I beg leave to make the following reply:—

I have resided in the district of Gaspé during half a century, and am thoroughly acquainted with that part of the country.

One-third of the soil is mountainous and barren, the remainder though fertile is, with the exception of a ridge extending from one extremity of the district to the other, covered with magnificent forests in a wild state.

The climate is about that of Quebec. Winter is not so intensely cold as in the above district. In summer it is exceedingly warm. Spring is sometimes backward, but not generally more than a week compared with that of Quebec.

The prevailing kinds of timber are pine white and red, birch, cedar, maple and black birch; other trees, such as ash, juniper and elm, are also to be found in some localities, but they are much scattered. On the vallies of the St. John's, York, Dartmouth, Grand River, Pabos and Nouvelle Rivers, all kinds of timber for ship building purposes are found in great quantities, but not of sufficient size for vessels exceeding 300 tons, also on the newly constructed road of "Peninsula and Griffin." I may here remark that the projected roads of Gaspé and St. Lawrence, and "Matapedia," will undoubtedly reveal the hidden wealth of our grand and wild forests.

Agriculture especially in the County of Gaspé, is in a backward state, but during the last few years its inhabitants have applied themselves more particularly to this vital branch of industry, and have been successful—a rich, and abundant harvest has almost invariably rewarded their labors. The soil and climate are generally adapted to agricultural purposes. Fruits, such as apples, plumbs, cherries, &c., can be successfully cultivated.

The District of Gaspé alone is capable of supporting a population of 500,000 souls. The present population does not exceed 27,000. Emigration would prove of great benefit to that remote part of Canada, where population and capital would have a large and remunerating field to cultivate.

The Norwegians who live under a like climate, and who are accustomed to the same habits as the population of Gaspé, are the best description of settlers for this coast and that of Labrador. Germans, Belgians, French, Scotch, Irish, and natives of the Islands of Jersey and Guernsey, would also be highly suitable to that part of the Province.

Industrious mechanics of all kinds, and agriculturists, would in Gaspé soon acquire a happy and independent position.

Temporary employment can be obtained for emigrants—and the remuneration offered is at no less a rate than in any other part of the country. On an average I may say that labourers can gain from 3s. 6d. to 5s. per diem, board included.

The Fisheries of Gaspé are second in rank to those of New Foundland, and I have not the slightest doubt that at no distant period they will be deemed the largest in the world, if the Government of this Province continue to follow the line of policy they have adopted in this respect, during the present Parliament.

The Cod fishery is the most extensive. Salmon, trout, seals, herrings, halibut, and various other species of fish, swarm in the waters of the District of Gaspé. The whale fishery is also carried on with moderate success by the inhabitants of the port of Gaspé Basin. Ten schooners from Gaspé Basin are engaged in this valuable fishery during the summer months.

Manufactured timber is also exported from the different ports of Gaspé, but not in large quantities. In 1858, 2,890 tons of timber were shipped, value \$12,530. Deals exported were valued at \$21,385. Spars, lathwood, shingles, and oars, were also shipped and valued at \$10,000.

The whole respectfully submitted,

JOHN LEBOUTILLIER.

LEGISLATIVE ASSEMBLY,
Quebec, 8th April, 1860. }

Replies to questions, submitted to Mr. D. E. Price, M. P. P., of Chicoutimi and Saguenay; by order of the Select Committee, appointed by the Legislative Assembly of Canada, "on Emigration."

QUEBEC, 6th April, 1860.

Ans. to Ques. No. 1. I reside at Chicoutimi, on the River Saguenay, and have been intimately acquainted with that territory for the last twenty two years; and have resided there for 14 years.

Ans. to Ques. No. 2. There is no bad soil, and where mountains or barren rock do not prevail, the soil is of the very best; consisting of, strong and light clay, heavy and light yellow loam, black soil or decayed vegetable matter, with a clay or loam subsoil.

Ans. to Ques. No. 3. The climate I consider rather similar to, (if any difference, more favorable than) Quebec, although we have the two extremes, of heat and cold, for a week or so during summer and winter, owing to its northern position. But the Saguenay being a valley, between very high mountains, it is sheltered from the Spring blasts of raw winds from the north, north-west, north-east and east, so that our Spring vegetation is almost equal to the Eastern Townships, and far in advance of Quebec and the borders of the St. Lawrence, in May and June when those raw winds prevail.

Ans. to Ques. No. 4. The thickest growth of timber is White Birch, Spruce and Sapin, but we have also large quantities of black and red Birch, and Cedar, we also have in moderate quantities, Maples, swamp or red Elm, and black heart Ash, with numerous others, in low or wet lands; we have found Oak, Butternut and Beech, but they are exceptions. Pine exists in certain quantities, but the clime is rather to the north for any quantity, the greater part of what there was, has been already consumed, or destroyed by fire; but there is still, I hope, a certain quantity to keep the trade at present in existence there for the next two years; but it is not the large girth, and fine long Pine, we find more to the west and south of the Province.

Ans. to Ques. No. 5. Almost any kind of Spring sown grain will grow with us to perfection, but from the very rapid vegetation, is not so prolific, as in a longer course of vegetation, and milder climate.

Fall Rye—being hardy stands the deep snow of Winter and Spring frosts, and yields a good crop, but is little cultivated. Fall Wheat is too tender to bear the Spring exposure to frost, and heavy snow, along the fences where it mildews and is tender to the least frost, to be grown with any chance, one year in ten; where any real attention is paid or given to the preparation and culture of the soil, the yield is very fair, and remunerative to the farmer.

I beg to present to your Committee, samples of the different produce taken from my farm at Grand Bay, this year cultivated on a very large scale by a settled farmer, Mr. Blair; they are true samples of his produce as cribbed once after coming from the threshing mill. There are few perhaps in the country who produce similar grain and qualities, but it is a proof of what can be produced there, and has been for the last ten years. The yield has been very good, I have not a statement at present to lay before you, but have written for one. I believe the average yield, per arpent, of minots has been—wheat 16 @ 18; Red Barley 36; Common Barley 30 @ 34; Oats 36; Pease 20; Potatoes 2 @ 300; good Hay meadows yield from 2 @ 400 pounds, or 1½ @ 2½ tons to the arpent; the land is well adapted to Hay.

Our soil as well as climate, is particularly adapted to the culture of Flax and Hemp, and I have but little doubt, will be largely cultivated, when its intrinsic value is better known.

Ans. to Ques. 6. Previously answered in the preceling.

Ans. to Ques. 7. Where they have been planted they have not succeeded, we fear the climate is too severe; although certain kinds of coarse apples may become acclimated; small garden and bush fruit of all kinds grow to perfection; Melons under cover; Cherries and Plums have not been tried in bearing yet; except wild trees, which I think might bear grafting on.

Ans. to Ques. 8. No others than agriculturists; and they, if foreigners, would require to have means to support themselves for two years, if settling on wild lands, and at least money to purchase, and one year's means of sustenance, if they purchase a partially cleared farm. There is ample supply of laborers in the place; and foreigners from their want of knowledge of the lumberman requirements, would be completely at a loss.

Ans. to Ques. 9. But very little could be relied on, in fact none, unless fully competent to work as lumberers; the supply of which already in the territory is sufficient.

Ans. to Ques. No. 10. There are no fisheries in the Saguenay, except salmon of little importance. The chief fisheries are on the Saguenay main, or North Coast of the St. Lawrence, from Tadousac downwards, are of Salmon Herring, Cod and Mackerel, the two latter, abound only within 90 to 200 miles below; the two former, all along to Labrador.

Ans. to Ques. No. 11. There are rather large operations carried on in this Territory, in the Saguenay, and on the St. Lawrence, chiefly in Sawn Lumber, the greater part pine and some spruce; ship building frames, timbers and knees, have been largely carried on, as a trade with Quebec, but the large sizes now required, are hard to obtain at remunerative prices. Firewood and cedar rails, are also a large trade there.

Having answered your questions, I beg to state, that in regard to foreign emigration, I would not suggest the sending of any there, unless they could purchase farms, and have means to live after, for a year or more. Those who would be most suited to the climate and trade, would be Swedes and Norwegians; but I think with judicious care to colonization, we can settle the upper portion of the territory, with the native population of Lower Canada, to whom it is more suited, and send this tide of foreign emigration, if possible, to the Eastern Townships, where there is a large field open to them, more suited to their habits.

The whole, nevertheless, respectfully submitted.

DAVID E. PRICE.

SUPERINTENDENT'S OFFICE, ST. MAURICE WORKS,
THREE RIVERS, April 5th, 1860.

Reply of *Henry R. Symmes* to certain interrogations made by the Select Committee of the Legislative Assembly on Emigration, relative to the Valley of the St. Maurice.

Ques. 1. Do you reside in the Valley of the St. Maurice? or are you well acquainted with that part of the country?—I reside in Three Rivers; but in my capacity of Superintendent of the St. Maurice Works, I am frequently obliged to travel up the Valley of the St. Maurice, to a distance of more than one hundred miles.

Ques. 2. What is the general character of the soil?—The soil for seven or eight miles from Three Rivers is very poor and sandy, and almost unfit for cultivation. For ten or twelve miles more the land is still light; but with good cultivation, produces fair crops.

At twenty miles from Three Rivers, and from thence to the Grand Piles, nearly twenty miles further, the soil is excellent. It has, generally speaking, a clay foundation, with nearly a foot of black earth over it, made from decomposed leaves, &c., which is easily worked and very productive. The general character of this portion of the valley is level, but much tessellated with deep gullies, which offers excellent facilities for drainage. During the past twenty years I have travelled much through the wilderness of Canada, upon the Ottawa and other places, and I have never seen so large a block of really good land in any unsettled portion of Canada.

From the Grand Piles upwards the country is very uneven and mountainous, but with many valleys generally fertile.

Ques. 3. Is the climate severe as compared with Quebec?—The climate must be about the same as at Quebec. Late crops are sometimes injured by early frosts; but this difficulty is disappearing gradually, to a certain extent, as the country becomes opened.

Ques. 4. What are the prevailing kinds of timber? State what kinds prevail in the different localities?—The *sandy* section is covered generally with scrubby pine and balsam fir; the *high* section with beech, maple, spruce; the good section with elm, yellow birch, maple, basswood and large pine; the mountainous section with pine, spruce, white birch, balsam and elm; ash and yellow birch in the valleys.

Ques. 5. What kinds of grain and other crops are cultivated? and with what success?—All kinds of grain and other crops that are cultivated in Canada, are raised here with success. The crops predominate in the following order:—potatoes, oats, wheat, rye, buckwheat and barley. In the light section, rye, buckwheat and barley take precedence of wheat.

Ques. 6. Are the soil and climate well adapted for agricultural purposes generally?—They are.

Ques. 7. Can fruits be successfully cultivated? And what kinds?—I do not know. Plums are the only fruit I have seen tried, and they do well. Wild fruit, such as strawberries, raspberries, blueberries, blackberries, &c., is very abundant.

Ques. 8. What description of settlers would be most suitable for your part of the country? Agriculturists, mechanics, farm or domestic servants?—Agriculturists.

Ques. 9. Could temporary employment be obtained for emigrants? and what would be the remuneration?—Unless some public works are proceeded with, temporary employment for emigrants will be somewhat limited. Emigrants until they have been sometime in the country, and have learned to use the axe, are not much required by the lumbermen. Labour can be obtained here for from \$8 to \$12 per month.

Ques. 10. Are there any fisheries? What kind? Are they productive?—Most of our many Lakes—inland—abound with trout, bass, pickerel or other fish; but I am not aware of any parties who look exclusively to this source for a livelihood.

Ques. 11. Are lumbering operations carried on? What description of lumber is manufactured? to what extent?—There are fourteen lumbering establishments at work upon the St. Maurice this year. They will likely make about 100,000 white pine saw logs for cutting into deal, and about 20,000 pieces of square timber—white and red pine, but mostly white—for the Quebec market.

HENRY R. SYMMES,
Superintendent St. Maurice Works.

To the Select Committee of the Legislative Assembly on Emigration.

GENTLEMEN,—I have the honor to submit my replies to a series of questions your Clerk sent me, pertaining to the country between the Ottawa and Georgian Bay.

Ans. to Ques. 1. I reside in the Township of Nepean near the City of Ottawa, which is between the River Ottawa and the Georgian Bay, and I think that I know the country better than any other man except an Indian, and his knowledge must be more local than mine.

Ans. to Ques. 2. The general character of the soil is fertile, although somewhat rough. It is not so good as the country between Belleville and Toronto, but it is better than that between Brockville and the former place.

The country north of the Madawaska and Muskoka Rivers, and south of the River Mattawa, Lake Nipissing and French River may be denominated the "Ottawa and Georgian Bay Country." It contains the best lands now to be settled in Upper Canada. This section has three slopes, and may be more conveniently described by its rivers than by any other method. There are three principal rivers running eastward, three westward, and six northward into the Mattawa, Lake Nipissing and French River. The principal of the easterly rivers is the Madawaska, it drains about a fifth part of the country under consideration. The main body of the river runs through a well settled and thriving country. Its southerly branches drain good agricultural lands; its northern branch, the Opeongo, is somewhat rough, but a very good timber country. The Great Opeongo Lake seems to be the coronal region of the Ottawa and Huron country. Fifty miles of the Valley of the "Bonnehochere" is a fine fertile wheat growing country. The next twenty miles is chiefly sandy lands that have been scorched with fires; but the lands at the sources of this river are covered with a magnificent forest of red pines. The River Pittawawa is the marplot in this country, as well as its congener, the Magnetawan, heading from it and running into the Georgian Bay. The lands along those rivers are not favorable for agricultural purposes, but are good for, and should be reserved for lumber berths. These two rivers form the southern boundary or limit of the Lake Nipissing and French River slope. The six rivers discharging northward drain a large amount of arable land, except the middle one emptying into French River, is rough and a lumber river, it is called by the Indians "Meinesaganaing," signifying *Red headed Woodpecker*. The lower tributary of the French River, called "La Petite Recollet," is rough and *piney* in its lower part, but the middle and upper reaches have fine lakes, and white oak lands.

There are small rivers emptying into the "Key," a long narrow bay near the French River, having some delightful spots on them for settlement.

The Magnetawan, discharging into Byng's Inlet, has been already described. There are fine hardwood lands on a river emptying into the Franklin Inlet, a deep indentation of ten or twelve miles on the east of the Georgian Bay, about midway between the French River and the Muskoka. The lower part of the Muskoka is rough and *piney*, but the middle and upper parts are bounded with fine lands, with oak and black walnut timber, which always bespeak themselves good soil to grow upon.

Ans. to Ques. 3. Although I worked during three winters in the Nipissing country, I did not keep a register or record of the state of the weather for a number of days consecutively. But I have always judged it very similar to the climate of the City of Ottawa, and considerably colder than that of Toronto. In 1856 I left the mouth of French River on the 5th of May and arrived in Toronto on the 8th and found that vegetation was no farther advanced on the shores of Lake Ontario than on the north east of the Georgian Bay that year. I suppose that that year was an exception with regard to Toronto.

I have always considered that the climate of Lake Nipissing is very near the same as that of the City of Ottawa, which is two or three degrees milder in winter than that of Montreal. Ten miles west of the base of the mountainous range, north of the Ottawa River, makes a considerable difference in the temperature and about a third less snow.

Ans. to Ques. 4. The timber is very much mixed in this whole country, of course there are many tracts of hardwood, and also of green or fir-bearing wood, to the exclusion of the other—but the best land is that on which is mixed timber. The hardwoods, are maple, beach, birch, ironwood, basswood, occasionally white oak, and a variety of small hardwood. The fir wood is chiefly Pine, both red and white, spruce, balsam, cedar, and hemlock, with an occasional tamarack swamp.

Ans. to Ques. 5. In the Counties of Lanark and Renfrew, on the Ottawa Slope, all kinds of grain and vegetables common to the most favoured parts of Canada, are successfully cultivated. Any of the well managed and cultivated farms on the Ottawa, from the Rideau to the Pittawawa, will yield from twenty to thirty bushels of fall wheat in good seasons, and two or three tons of hay per acre is no uncommon thing. Hay, corn, potatoes and oats, have been successfully grown on Lakes Nipissing and Temiscaming, by Indians and lumbermen.

Ans. to Ques. 6. It will be seen by Answer 5, that the soil and climate is well adapted for agricultural purposes, in the Ottawa and Huron country.

Ans. to Ques. 7. All our Ottawa lands having a Southern aspect, and are well adapted for orchards, but their safety may be very much promoted by the planting of a spruce or balsam hedge on the northerly side, or by a high stone wall or board fence.

The wild grape and plum is to be found in our forests along the aluvial intervalles of the creeks. And almost every kind of apple common to Canada may be successfully cultivated, as well as a great variety of grapes, currants and strawberries, and plums, with the exception of the blue variety, which will not pay for the trouble it requires to produce it.

Ans. to Ques. 8. Every description of settler will find something to do, if he is either industrious or intelligent, provided that too many do not come in one year. From the common shoe black to the cultivated and scientific superintendant of machineries, employment can be given to every person that comes, if he or they are willing to work. But it is a very poor country for that species of persons called "a walking gentleman."

But Norwegians are particularly sought after as farm servants to tend cattle in winter, because they understand it better than any other class of Europeans that I have seen, because their climate is so much like our own.

Ans. to Ques. 9. Temporary employment could be obtained here every year by large numbers of Emigrants. One reason why some of them have to remain unemployed, sometimes is, that they will not accept of the wages going.

They could get from six to eight dollars per month, with board and lodging in winter, from ten to fifteen in harvest time, according to the stringency or buoyancy of the times, and their capacity for harvest work. Emigrants know little about clearing lands, if they did, plenty of such work could be given them always; and they are not fit for *Shanty* labourers until they have served an apprenticeship with a farmer, either at teaming or chopping.

Ans. to Ques. 10. There are no Fisheries of moment because very few engage in it, except Indians and frontier settlers, and they only do enough to supply their own wants; but there might be profitable fisheries established on our large inland lakes—Whitefish and Salmon-trout, and several other varieties of fish.

Ans. to Ques. 11. Lumbering is carried on very extensively in this part of the country, in square timber and sawn, which is confined almost exclusively to red and white pine, from this city and upward on the Ottawa—and I think that it yields nearly half of the lumber of the Province.

All respectfully submitted by

Your Obedient Servant,

DUNCAN SINCLAIR,

Provincial Land Surveyor.

CITY OF OTTAWA, April 11, 1860.