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EMIGRATION.  
(NORTH AMERICA.)

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COPIES of EXTRACTS of any DESPATCHES relative  
to EMIGRATION to the NORTH AMERICAN  
COLONIES; in continuation of Papers presented  
to The House of Commons in July 1849.

*(Mr. Miles.)*

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*Ordered, by The House of Commons, to be Printed,  
30 May 1851.*

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[*Price 9d.*]

348.

*Under 12 oz.*







EMIGRATION.  
(NORTH AMERICA.)

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RETURN to an Address of the Honourable The House of Commons,  
dated 7 April 1851;—for,

“COPIES OF EXTRACTS of any DESPATCHES relative to EMIGRATION to the  
NORTH AMERICAN COLONIES; in continuation of Papers presented to  
this House in July 1849.”

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Colonial Office, Downing-street, }  
30 May 1851.

B. HAWES.

(*Mr. Miles.*)

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Ordered, by The House of Commons, to be Printed,  
30 May 1851.

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CANADA - - - - -	p. 1
NEW BRUNSWICK - - - - -	p. 39
NOVA SCOTIA - - - - -	p. 55
PRINCE EDWARD ISLAND - - - - -	p. 57
BERMUDA - - - - -	p. 59
APPENDIX - - - - -	p. 62

SCHEDULE.

CANADA.

DESPATCHES FROM GOVERNOR-GENERAL THE EARL OF ELGIN.

Number in Series.	Date.	Number.	SUBJECT.	Page.
1	1849 : 20 June -	(76.)	INFRACTION OF THE PASSENGERS ACT. Case of the "Faithful," from Limerick	1
2	15 Dec. -	(135.)	ANNUAL EMIGRATION RETURN, 1849. Number of Emigrants arrived, and other particulars	2
3	1850 : 27 May -	(183.)	CONDITION OF EMIGRANTS ON ARRIVAL. Report of Medical Superintendent of Quarantine Station at Grosse Isle, on the excellent general health of the Emigrants, partly attributable to the IMPROVED SCALE OF DIET FIXED BY AMENDED PASSENGERS ACT	4
4	24 June -	(191.)	REPORT FROM EMIGRATION AGENT AT QUEBEC. With reference to Arrivals up to the 30th May 1850	4
			AMENDED PASSENGERS' ACT. Working satisfactorily	5
			Facilities afforded Emigrants proceeding West by the St. Lawrence route	5
			NOTICE TO EMIGRANTS ON ARRIVAL. Showing the various modes of Conveyance, Routes, Rate of Fares, &c.	5
5	27 Sept. -	(214.)	EMIGRATION OF BOYS FROM RAGGED SCHOOLS. Referring to the Chief Agent's Report thereon	8
6	30 Oct. -	(225.)	STATISTICAL INFORMATION. Connected with Immigration into Canada from 1833 to 1850 inclusive, furnished by the Commandant of the Quarantine Station at Grosse Isle, and referring chiefly to the Health of Passengers, per-centage of Deaths, &c.	8
7	1851 : 3 Jan. - [Extract.]	(5.)	ANNUAL EMIGRATION RETURN, 1850. Number of Emigrants arrived, and other particulars	10
8	29 Mar. -	(46)	ANNUAL REPORT OF THE CHIEF AGENT FOR EMIGRATION, 1850, transmitted, with Minute of Council thereon	11
			The Report, dated 30th December 1850, refers to the following Topics :—	
			Extent of the Emigration	11
			The Mortality offering a favourable comparison with previous years	12
			Three Emigrant Vessels lost	13
			No necessity for taking legal proceedings under the amended Passengers Act during the year, that Enactment having worked well, and given general satisfaction	13
			Law affecting the introduction of Emigrants afflicted with disease	13
			Emigration to the United States by the St. Lawrence route. The accommodation and facilities afforded, &c.	14
			Emigrants despatched by the Poor Law Commissioners (England and Ireland)	14
			"                    by the London Female Emigration Society	14
			Other assisted Emigrants from Scotland and Ireland. Destitute Emigrants from Ireland	14, 15
			German Emigration. Appointment of Interpreter	21
			Proportion of Emigrants who have gone to the United States	16
			Expenditure of the Emigration Department	17
			Amount of Emigrant Duty levied under Provincial Act, 12 Vict. c. 6	19
			Emigration Returns, 1850	23
			Notes appended to periodical Returns of Arrivals of various Ships	30

DESPATCHES FROM THE RIGHT HONOURABLE EARL GREY.

Number in Series.	Date.	Number.	SUBJECT.	Page.
1	1849 : 16 Aug. -	(411.)	INFRACTION OF THE PASSENGERS ACT. Reply to the Earl of Elgin's Despatch, No. 76, 20 June 1849, on the case of the " Faithful " - - - -	36
2	1851 : 4 Jan. -	(547.)	IMMIGRATION EXPENDITURE OF 1847. Enclosing Treasury Letter of 24th December 1850, calling for further Information - - - -	37

NEW BRUNSWICK.

DESPATCHES FROM LIEUTENANT-GOVERNOR SIR EDMUND HEAD.

1	1849 : 27 Nov. -	(92.)	EMIGRANTS BY THE " SUSAN." Referring to former Correspondence on the case of these Emigrants - - - -	39
2	1850 : 7 Jan. -	(5.)	ANNUAL REPORT OF EMIGRATION AGENT, 1849, transmitted - - - Containing Information on the following points :— Number of Emigrants arrived in 1849 - - - - - 40 Rate of Mortality - - - - - 40 Prospects for Labourers - - - - - 40 Efficient working of Passengers Act - - - - - 40 Good state of Quarantine Station - - - - - 40 Emigration from the Province to the United States, and elsewhere - - - 40 Efficiency of Police system - - - - - 40 Abstract of Emigration Returns - - - - - 41	39
3	15 Aug. -	(53.)	IMMIGRATION EXPENDITURE OF 1847 and 1848. Relative to the appropriation of a Balance of 1,634L. on account of Sums issued to the Commissioners of St. John's Almshouses - - - -	41
4	23 Nov. -	(71.)	DESTITUTE EMIGRANTS from Ireland. Correspondence on the Destitute condition of certain Emigrants sent out from the Cork Union in the ship " Susan " - [View respecting period within which Emigrants may claim Assistance.]	44
5	1851 : 21 Jan. -	(4.)	ANNUAL REPORT OF EMIGRATION AGENTS (1850) FOR ST. JOHN'S AND ST. ANDREWS forwarded - - - - Containing Observations on the following topics : St John's : Total Emigration of 1850 - - - - - 46 Small amount of Mortality on the Voyage - - - - - 46 Beneficial operation of the New PASSENGERS ACT - - - - - 46 Demand for Labour - - - - - 46 Progress of Railway Works - - - - - 46 St. Andrews : Case of the Emigrants from Cork Union per " Susan " - - - - - 47 Emigrants becoming chargeable on Colonial Funds - - - - - 47 Demand for Labour - - - - - 48	46



DESPATCHES FROM THE RIGHT HONOURABLE EARL GREY.

Number in Series.	Date.	Number.	SUBJECT.	Page.
1	1849: 7 Nov. -	(164.)	EMIGRANTS PER "SUSAN." Referring to the representations respecting the Destitute condition of these Emigrants from Ireland - - - - -	48
2	1850: 12 Oct. -	(218.)	EMIGRATION EXPENDITURE, 1847-48. Referring to the appropriation of a Balance of Advances on this Account made to the Commissioners of the St. John's Almshouses - - - - -	50
3	1851: 19 May -	(258.)	ANNUAL REPORT OF EMIGRATION AGENTS, 1850, at St. John's and St. Andrew's, acknowledged - - - - -	50
			Favourable working of the New Passengers Act - - - - -	51
			Report of the Irish Poor Law Commissioners on the Complaints respecting Emigrants per "Susan," from Cork Union, &c. - - - - -	51
			Distribution of Money intended for Emigrants on Landing - - - - -	52

NOVA SCOTIA.

DESPATCHES FROM LIEUTENANT-GOVERNOR SIR JOHN HARVEY.

1	1849: 15 Aug. -	(134.)	IMMIGRANT TAX. Relative to a double payment of Head-Money by certain Emigrants per "Ellen," proceeding to Prince Edward Island - - - - -	55
2	27 Sept. -	(143.)	EXPENSES INCURRED FOR DISTRESSED EMIGRANTS, application of the Provincial Legislature for Repayment of Expenses on this account - - - - -	55

DESPATCHES FROM THE RIGHT HONOURABLE EARL GREY.

1	1849: 1 Aug. -	(185.)	IMMIGRANT TAX. Relative to payment of double Head-Money by Emigrants touching at an intermediate Port. Case of the "Ellen" - - - - -	55
2	29 Oct. -	(198.)	EXPENSES INCURRED FOR DISTRESSED EMIGRANTS. In reply to the application made by the Provincial Legislature on this subject - - - - -	56

PRINCE EDWARD ISLAND.

DESPATCH FROM GOVERNOR SIR D. CAMPBELL.

1	1849: 2 Oct. -	(54.)	PROCLAMATION DECLARING LENGTH OF VOYAGES to various North American Ports - - - - -	57
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DESPATCH FROM THE RIGHT HONOURABLE EARL GREY.

1	1849: 5 Nov. -	(90.)	PROCLAMATION DECLARING LENGTH OF VOYAGES to various North American Ports, approved of - - - - -	58
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B E R M U D A.

DESPATCH FROM THE RIGHT HONOURABLE EARL GREY.

Number in Series.	Date.	Number.	SUBJECT.	Page.
1	1851 : 8 Feb. -	(473.)	CASE OF THE SHIP "JAMES." Particulars respecting an infringement of the Passengers Act by the Master of this Vessel - - - - -	59
			Conveyance of Juvenile Emigrants from St. Pancras Parish - - - - -	59

DESPATCH FROM GOVERNOR ELLIOT.

1	1851 : 22 Mar. -	(19.)	JUVENILE IMMIGRATION. Observations on the subject in connexion with the recent introduction of Children per "James," from St. Pancras Parish - - -	61
---	---------------------	-------	--	----

A P P E N D I X.

1			Report of the Colonial Land and Emigration Commissioners, dated 1 January 1850 - - - - -	62
			CASE OF THE EMIGRANT SHIP "CALEB GRIMSHAW" destroyed by Fire. Full Report on the Fittings of this Vessel, with reference to published Statements on the subject - - - - -	62
			NIGHT SIGNALS FOR EMIGRANT SHIPS. Instructions issued with reference to supply thereof - - - - -	62
2			NEW BRUNSWICK ACT.	
			Cap. 3, 18 March 1850. "An Act to regulate Vessels arriving from Europe with Passengers - - - - -	64
3			CANADA ACT.	
			Cap. 6, 25 April 1849. "An Act to repeal certain Acts therein mentioned, and to make further Provision respecting Emigrants" - - - - -	66
4			CANADA ACT.	
			Cap. 4, 24 July 1850. "An Act to encourage Emigrants from Europe to the United States to use the St. Lawrence Route" - - - - -	64

COPIES of EXTRACTS of any DESPATCHES relative to EMIGRATION to the NORTH AMERICAN COLONIES, in continuation of Papers presented to The House of Commons in July 1849.

CANADA.

CANADA.

Despatches from Governor-General the Earl of Elgin.

— No. 1. —

(No. 76.)

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

No. 1.  
Governor the Earl of Elgin to Earl Grey, 20 June 1849.

Government House, Montreal, 20 June 1849.

(Received, 11 July 1849).

(Answered, 16 August 1849, No. 411, page 36.)

My Lord,

I HAVE the honour to transmit herewith, a copy of a letter from the chief Emigrant Agent, enclosing an affidavit made by two persons, passengers in the "Faithful," Thomas Allen, master, from Limerick, and suggesting that inquiries should be instituted through the proper officer at Limerick, in order to ascertain if this vessel had been cleared at that port, according to law.

19 June.

I have, &c.

(signed) *Elgin & Kincardine*.

Enclosure in No. 1.

Emigration Department, Quebec,  
19 June 1849.

Sir,

I HAVE the honour to transmit you, for the information of his Excellency the Governor-general, the enclosed affidavit of two persons, who arrived here a few days since, in a schooner, from Matan, who state that they, with 16 other persons, equal to 18 adults, came steerage passengers in a vessel called the "Faithful," Thomas Allen, master, from Limerick, and were landed at Matan, about 200 miles below this port. From their statement, which has been corroborated by five other of the passengers, all who have yet arrived at this port, there would appear to have been some irregularity on the part of the master of this vessel, and it may be deemed advisable that inquiry should be instituted through the proper officer at Limerick, in order to ascertain if this vessel had been cleared at that port according to law, with those passengers on board.

Encl. in No. 1.

The vessel is now loading at Matan, with a cargo of deals, for London, and may be expected to sail in a few days. The firm she is consigned to here, Messrs. Lemesurier, Tillotson & Co., inform me, that she is of 247 tons burden, and as she would appear to have had 18 adult passengers on board, she comes within the regulations of the Imperial Passenger Act.

I have, &c.

(signed) *A. C. Buchanan*,  
Chief Agent.

The Honourable James Leslie,  
&c. &c. &c.

CANADA.

## Sub-Enclosure to Enclosure in No. 1.

WE the undersigned, late passengers on board the barque "Faithful," Thomas Allen, master, from Limerick, do herein make oath, that being desirous of emigrating from Ireland to Canada, we were brought into communication with Captain Allen, who engaged to give us a passage in his vessel from that port to Matanne, on the river St. Lawrence; which place he said was convenient to Quebec, and was a better place to afford us work than that city. He agreed to give us, the deponents, and 15 other adult persons, each a passage to the said place called Matanne, for the sum of 2*l.* sterling, we agreeing to find our own provisions. We further depone, that the whole of the passengers, 19 in number, consisted of three women and 16 men, who all, excepting one man, of the name of James M'Mahon, who worked his passage out for the amount, and one female, whose passage was to be paid for in work by her brother on arrival in Canada, and two other passengers who short paid their passage-monies, 30*s.*, paid Captain Allen, before sailing, the said sum of 2*l.* sterling each; that we did not go on board in the Port of Limerick, but at a place called Tiervoo, a short distance therefrom; that we sailed thence on the 29th of April last, and arrived at Matanne on the 31st of May; and that we received no provisions of any kind from the ship during the passage; and we further depone, that, in consequence of being disappointed of the work promised by the captain, the parties liable for the passage-money of one female, were unable to pay it in Matanne; upon which, the captain detained from the baggage of the parties, a pair of new blankets in payment of the said passage-money. And we also further depone, that being employed by Mr. Shipman, the agent of the vessel, that gentleman did, in consideration of our work, forward us in a schooner to Quebec, at which port we arrived on the 16th of June; the remainder of the passengers, with the exception of two, proceeded on foot to Quebec.

We, the undersigned, also depone and swear, that on paying our passage-money to the captain, we did not receive any contract ticket as receipt for the same, or any document whatever; but he required us to sign a paper which we understood to be an agreement; the contents of which we cannot now recollect, as we did not receive a copy of it.

(signed) *James Hilcooly,*  
Parish of Cratlow, Clare.

(signed) *James O'Neill,*  
Parish of Cratlow, county of Clare.

Sworn before me, at the city of Quebec, this 19th day of June 1849.

(signed) *R. Symes, J.P.,*  
For the City and District of Quebec.

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— No. 2. —

(No. 135.)  
COPY of a DESPATCH from Governor the Right Honourable the Earl of *Elgin*  
to Earl *Grey*.

Government House, Toronto, 15 December 1849.  
(Received, 10 January 1850.)

My Lord,

I HAVE the honour to transmit herewith, the Chief Emigrant Agent's return of emigrants arrived at the Port of Quebec during the present year.

I have, &c.

(signed) *Elgin & Kincardine.*

No. 2.  
Governor the  
Earl of Elgin  
to Earl Grey,  
15 December 1849.

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Enclosure

Enclosure in No. 2.

RETURN of EMIGRANTS who have arrived in the Colony during the Year ending the 31st December 1849.

Whence Emigrating.	State Nature and Extent of Assistance afforded.	NUMBERS LANDED.									DEATHS ON THE VOYAGE.							
		14 Years and upwards.		Under 14, but not under 12 Months.		Under 12 Months.		TOTAL.			14 Years and upwards.		Under 14, but not under 12 Months.		Under 12 Months.		TOTAL.	
		M.	F.	M.	F.	M.	F.	M.	F.	Total.	M.	F.	M.	F.	M.	F.	M.	F.
<b>UNASSISTED:</b>																		
England	- - - - -	3,301	2,214	1,450	1,251	222	223	4,973	3,688	8,661	16	19	26	31	11	12	53	62
Scotland	- - - - -	1,754	1,409	781	703	101	89	2,636	2,201	4,837	5	6	5	2	1	1	11	9
Ireland	- - - - -	7,977	6,972	3,450	3,285	468	457	11,895	10,714	22,609	191	176	181	140	45	47	367	363
The rest of Europe	- - - - -	176	131	51	62	9	7	236	200	436	-	-	-	-	2	1	2	1
United States	- - - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sierra Leone	- - - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New Brunswick, Prince Edward Island, Nova Scotia, &c. &c.	- - - - -	332	265	163	193	6	5	501	463	964	-	-	-	-	-	-	-	-
<b>TOTAL Unassisted Emigration</b>		<b>13,540</b>	<b>10,991</b>	<b>5,895</b>	<b>5,494</b>	<b>806</b>	<b>781</b>	<b>20,241</b>	<b>17,266</b>	<b>37,507</b>	<b>212</b>	<b>201</b>	<b>162</b>	<b>173</b>	<b>59</b>	<b>61</b>	<b>433</b>	<b>435</b>

BIRTHS ON THE VOYAGE.			Number of Agricultural Labourers.	Number of Domestic Servants.		Number of Mechanics, &c., not included in the foregoing Columns.	Amount per Head of Emigrant Tax, and under what Authority levied.	Gross Amount of Emigrant Tax received during the Year.	State the Number of Ships arrived with Emigrants.	State the Average length of the Voyage.	Whence Emigrating.
Male.	Female.	Total.		M.	F.						
9	7	16	1,941	28	64	539	Adults, 7s. 6d. Children, 5 to 15 years, 5s. Under 5 years free. Provincial Act.	£. s. d. - - - 12,050 7 6 - - -	135 59 150 4	Days. 45 41½ 45½ 49	UNASSISTED:
4	5	9	1,417	2	11	212					England.
30	21	51	2,526	48	268	328					Scotland.
-	-	-	159	-	-	13					Ireland.
-	-	-	-	-	-	-					The rest of Europe.
-	-	-	-	-	-	-	-	-	-	-	United States.
-	-	-	-	-	-	-	-	-	-	-	Sierra Leone.
-	-	-	313	-	-	-	Nil.	Nil.	48	18	New Brunswick, Prince Edward Island, Nova Scotia, &c. &c.
43	33	76	6,388	78	343	1,092	- - -	12,050 7 6	396	-	-

Emigration Department, Quebec, }  
December 1849.

A. C. Buchanan,  
Chief Agent.

CANADA.

— No. 3. —

(No. 183.)

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

Government House, Toronto, 27 May 1850.

(Received, 17 June 1850.)

No. 3.

My Lord,

Governor the  
Earl of Elgin  
to Earl Grey,  
27 May 1850.

THE enclosed Report of the Medical Superintendent at the Quarantine Station of Grosse Isle, showing the excellent general health and condition of the immigrants who have already arrived at Quebec this season, will, I have no doubt, be read with gratification by your Lordship.

I have, &amp;c.

(signed) *Elgin & Kincardine*.

Enclosure in No. 3.

Sir,

Grosse Isle, 18 May 1850.

Encl. in No. 3.

I HAVE the honour to report, for the information of his Excellency the Governor-general, the arrival, yesterday, of the large number of 39 emigrant vessels, having on board 6,034 passengers.

I have much satisfaction in being able to report, that the general health and condition of these passengers is superior to that of any passengers whom I have inspected since 1845. I attribute this marked improvement in the health of emigrants to fine weather and a short voyage—the average passage of these vessels exceeding but little 30 days—and also to the improved scale of diet as fixed by the amended Imperial Passengers Act.

Out of the large number of 6,034 passengers of all sexes, from the new-born infant to the octogenarian, subject to all the privations and confinements of a sea voyage across the North Atlantic at this early season, I found that but 27 had died; and of these 17 were children, and nine old persons over 60. I have had occasion to send only 21 to hospital, and of these eight were cases of small-pox.

I have, &amp;c.

The Honourable James Leslie,  
Provincial Secretary.(signed) *G. M. Douglas, M. D.*  
Med. Sup.

— No. 4. —

(No. 191.)

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

Government House, Toronto, 24 June 1850.

(Received 17 July 1850.)

My Lord,

No. 4.  
Governor the  
Earl of Elgin  
to Earl Grey.  
24 June 1850.

I HAVE the honour to transmit herewith the Emigrant Agent's return of immigrants arrived at Quebec, from the 19th to the 31st May 1850.

I have, &amp;c.

(signed) *Elgin & Kincardine*.

Enclosure 1, in No. 4.

EXTRACT from the Emigration Agent's Return of Arrivals in Quebec, from the 19th to 31st May 1850.

Encl. 1, in No. 4.

THE emigrants arrived during the period embraced in this return have all landed in excellent health. The whole number of vessels is 80, bringing 9,135 passengers. Among this number there died on the passage but 32, and 26 were reported sick on arrival at Grosse Isle; proportions so small as scarcely to require notice.

These vessels have all been fortunate in having made most favourable passages; the average of the 54 ships of which particulars are given, being but 33½ days. The averages from the chief ports were as follows:—

London	-	1 vessel	-	27 days.		Waterford	-	4 vessels	-	32 days.
Liverpool	-	5 vessels	-	31 "		New Ross	-	5 "	-	34 "
Plymouth	-	4 "	-	35 "		Sligo	-	3 "	-	30 "
Limerick	-	10 "	-	33 "						

The quickest passage was that of the "Jessie" from Limerick, 22 days; and the longest was that of the "Caledonia," from the same port, 47 days.

The male adults, exclusive of cabin passengers, number 3,494, and are classed as follows; viz. farmers, 1,575; labourers, 1,576; mechanics, 328; and servants, 15. The proportion of male adults to the women and children, is as 1 to 1½.

The number who have been sent out by their landlords, or assisted from their respective parishes, is 1,003; of these there were from Ireland, 505; England, 487. Three hundred and twenty of those from Ireland received landing-money, and 185 were provided with only a free

a free passage. From England, 460 persons received 20 s. sterling each adult on landing here which was paid to them through this office; and 27 appear to have received only a free passage.

The amended Passenger Act, which came into operation this spring, has so far worked most satisfactorily; not a single complaint has been made to me by the passengers of any of these vessels; and the increased scale of provisions has, no doubt, tended to the comfort and health of the passengers.

Under the increased facilities which the St. Lawrence route offers for the transport of emigrants whose destination may be Upper Canada or any of the Western States, arrangements were made last winter by the two principal London houses engaged in the emigration business, so that emigrants were enabled to secure their passage in London to any port in the west; by which means they saved themselves trouble, time and expense. On board the "Ava" and "Laurel," the following numbers were thus forwarded through:—

To Montreal	-	-	-	105	To Buffalo	-	-	-	2
Kingston	-	-	-	4	Cincinnati	-	-	-	14
Port Hope	-	-	-	18	Detroit	-	-	-	3
Toronto	-	-	-	27	Milwaukie	-	-	-	11
Hamilton	-	-	-	43	Chicago	-	-	-	2

and from the satisfactory report received from many of these parties it is anticipated that a large number will adopt this plan next year.

Unquestionably the route of the St. Lawrence offers many advantages over that of New York to all persons whose destination may be the west; as emigrants can, under present arrangements, be carried from this to Chicago, a distance of 1,650 miles, in from 8 to 10 days, with but two transshipments, for 40 s. currency, or 32s. 9d. sterling.

I enclose herewith a printed notice, which is distributed to the emigrants on their arrival, showing the several routes and modes of conveyance, the rates of transport, and the time occupied in the passage, with other general information. The table of rates, &c., applies only to steerage or deck passengers.

#### Enclosure 2, in No. 4.

##### FOR THE INFORMATION OF EMIGRANTS.

THERE is nothing of more importance to emigrants, on arrival at Quebec, than correct information on the leading points connected with their future pursuits. Many, especially single females and unprotected persons in general, have suffered much from a want of caution, and from listening to the opinions of interested and designing characters, who frequently offer their advice unsolicited. To guard emigrants from falling into such errors, they should, immediately on their arrival at Quebec, proceed to the office of the chief agent for emigrants, where persons desirous of proceeding to any part of Canada will receive every information relative to the lands open for settlement, routes, distances and expenses of conveyance; where also labourers, artisans or mechanics, will be furnished, on application, with the best directions in respect to employment, the places at which it is to be had, and the rate of wages. Encl. 2, in No. 4.

Emigrants are entitled by law to remain on board the ship 48 hours after arrival; nor can they be deprived of any of their usual accommodations and berthing during that period, and the master of the ship is bound to disembark them and their baggage free of expense, at the usual landing-place, and at reasonable hours, as may be seen in the following extract from the Provincial Passenger Act:

##### NOTICE TO CAPTAINS OF PASSENGER VESSELS.

"And whereas inconvenience and expense are occasioned by the practice of masters of ships carrying passengers, anchoring at great distances from the usual landing-places in the Port of Quebec, and landing their passengers at unreasonable hours: Be it therefore enacted, that all masters of ships having passengers on board shall be held, and they are hereby required to land their passengers and their baggage free of expense to the said passengers, at the usual public landing-places in the said port of Quebec, and at reasonable hours, not earlier than six of the clock in the morning, and not later than four of the clock in the afternoon; and such ships shall, for the purpose of landing their passengers and baggage, be anchored within the following limits in the said port, to wit: The whole space of the River St. Lawrence, from the mouth of the River St. Charles, to a line drawn across the said River St. Lawrence, from the Flag-staff on the Citadel on Cape Diamond, at right angles to the course of the said river, under a penalty of ten pounds currency, for any offence against the provisions of this section."

Any offence against this section will be rigidly enforced.

Small capitalists in search of cleared farms are invited to call at this office, where they will be furnished with the descriptions of a number of farms in various stages of improvement, situated in different sections of the province, many of which combine the advantages of being in the neighbourhood of churches, schools, post-offices, grist and saw mills; and from their vicinity to Quebec and Montreal, the highest market-price may always be obtained for any surplus produce.

On the route from Quebec to their destination they will find many plans and schemes offered to their consideration; but they should disregard such statements, unless well satisfied of their correctness. On all occasions when emigrants stand in need of advice,

## CANADA.

application should be made to the Government agents, who will gratuitously furnish every requisite information.

Ample notice having now been given, as well in Great Britain and Ireland as in Canada, that an Act has been passed by the Legislature, in which it is expressly stipulated that the emigrant tax levied under its authority should be applied only to the relief of destitute sick emigrants, all parties are, therefore, distinctly informed that no relief whatever will be afforded out of this fund, unless in cases of sickness; and that, therefore, for the future, no free passage will be given.

Agents have been stationed at the following ports:—Quebec, Montreal, Kingston and Toronto. Who will furnish emigrants with advice as to routes, distances and rates of conveyance, and give them information respecting the Crown and other lands for sale in their respective districts, as well as direct emigrants in want of employment to places where they will be most likely to obtain it.

## CAUTION against refusing Employment.

It is of the greatest importance that emigrants should be disabused of the very croneous ideas which they almost all entertain as to the remuneration they will receive for their labour on arrival in this country. They should bear in mind that for the first season, and until they become acquainted with the labour of the country, their services are worth little more than one-half of those rendered by experienced labourers. Many have been offered advantageous engagements and permanent employment on their first arrival, which they refused, preferring to proceed, in hopes of better wages; but in this, very many are disappointed. Five to six dollars per month, with board and lodging, is as much as farmers will or can afford to give to newly-arrived emigrants. Good hands, after a year's residence, will generally command from eight to ten dollars per month.

About 1,000 labourers are now wanted on the St. Lawrence and Atlantic Junction Railway—wages from 3s. 6d. to 4s. per day.

The Montreal steamers call at Port St. Francis, which is the principal thoroughfare to the Eastern townships, especially the populous and flourishing villages, Drummondville, Kingston, Shipton and Melbourne, and the county town of Sherbrooke. There is a daily stage from this port; or carts may be obtained, any day, for the conveyance of luggage, &c., at the rate of about one halfpenny per mile per cwt. This district, for its healthfulness, cheapness of land, facility of access, and manufacturing, agricultural and commercial capabilities, is particularly deserving of the notice of emigrants of every class; and where there is a constant demand for mechanics and labourers of every description, especially farm servants. There is also at present a great number of labourers required for the St. Lawrence and Atlantic Junction Railway, now in operation to St. Hyacinthe, 30 miles of its route from Montreal; by which emigrants intending to settle in these townships may arrive at their destinations within 24 hours of the disembarkation from their ships.

Emigrants should remain about the towns as short a time as possible after arrival. By their proceeding at once into the agricultural districts, they will be certain of meeting with employment more suitable to their habits; those with families will also more easily procure the necessaries of life, and avoid the hardships and distress which is experienced by a large portion of the poor inhabitants in our large cities during the winter season. The chief agent will consider such persons as may loiter about the ports of landing to have no further claims on the protection of Her Majesty's agents, unless they have been detained by sickness or some other satisfactory cause.

## Routes, Distances and Rates of Passage, from Quebec.

Steamers occasionally leave Quebec direct to Toronto, Hamilton, &c., calling at all the intermediate ports, by which emigrants will avoid the inconveniences of transshipment. The rates of transport and all other particulars may be known on application at this office.

The royal mail steamers leave the Canal Basin, Montreal, every morning at eight o'clock, for Kingston, calling at all the intermediate places; or passengers may take the Lachine railroad cars from the Montreal terminus, in time to embark in the same steamer, which leaves Lachine at half-past eleven o'clock. Passengers by this line will reach Kingston the next day, in time to take the Lake Ontario mail steamers, at three o'clock, for Cobourg, Port Hope, Toronto, Hamilton, Niagara, Queenston and Lewiston; thence by railroad to Buffalo: or they may proceed by the "Through Line" steamers, which leave the Canal Basin every Tuesday, Thursday and Saturday, at eleven o'clock.

Passengers destined to any of the settlements on the River Ottawa and Bytown route, or on the line of the Rideau canal, will proceed by a daily line of steamers which leave Lachine every morning at eight o'clock, or on the arrival of the 7½ A. M. train from Montreal, for Bytown, which place they reach the same evening. Steamers leave Bytown for Kingston, calling at all places on the line of the Rideau canal.

Steamers leave Kingston daily for the Bay of Quinté and the River Trent, calling at Picton, Adolphustown, Belleville, and other landing-places in the Bay.

Mr. Conlan, the sub-agent at Montreal, will furnish the best advice and information as to the routes, rates of passage, &c., from that port, also as to the demand for employment existing in the district.

From Quebec to Montreal, by Steamers, every day at five o'clock, through in 14 hours.

	Miles.	Deck.
To Three Rivers - - - - -	81	2 s. 6 d.
„ Port St. Francis - - - - -	9   90	2 s. 6 d.
„ Sorel - - - - -	45   135	3 s. 9 d.
„ Montreal - - - - -	45   180	3 s. 9 d.

From



From *Montreal* to *Hamilton*, daily, through in 48 hours.

	Miles.		Deck.
To Lachine, (by steamer or railroad) - - - - -	9	-	-
„ Beauharnois - - - - -	15	24	5 s. 0 d.
„ Cornwall - - - - -	54	78	6 s. 3 d.
„ Williamsburg - - - - -	26	104	7 s. 6 d.
„ Matilda - - - - -	8	112	7 s. 6 d.
„ Prescott - - - - -	15	127	8 s. 9 d.
„ Brockville - - - - -	12	139	8 s. 9 d.
„ Gananoque - - - - -	32	171	10 s. 0 d.
„ Kingston - - - - -	18	189	10 s. 0 d.
„ Cobourg - - - - -	103	292	15 s. 0 d.
„ Port Hope - - - - -	6	298	15 s. 0 d.
„ Bond Head - - - - -	15	313	17 s. 6 d.
„ Darlington - - - - -	4	317	17 s. 6 d.
„ Whitby - - - - -	20	337	17 s. 6 d.
„ Toronto - - - - -	30	367	20 s. 0 d.
„ Hamilton - - - - -	43	410	22 s. 6 d.

The "Through Line" steamers, "Passport," "New Era," and "Comet," leave the Canal Basin, Montreal, every Tuesday, Thursday and Saturday, at 11 o'clock, direct for Hamilton, without transshipment, calling at all the above places.

The steamers "British Empire" and "British Queen," which run in connexion with the steamers from Ogdensburg, on the American side of the Lake, leave Lachine every day at half-past ten o'clock, after the arrival of the ten o'clock train from Montreal.

Passengers can secure, from either of these lines, at Quebec or Montreal, "Through Tickets" to Buffalo, Chicago, or any of the western ports on Lake Erie. Time, from Quebec to Buffalo, 3 days—passage 30 s.; and to Chicago or Milwaukee, from 5 to 6 days—passage 40 s.

From *Montreal* to *Bytown*, and places on the Rideau Canal, by steamers, through to *Bytown* in 12 hours.

	Miles.		Deck.
To Carillon - - - - -	54	-	3 s. 9 d.
„ Grenville - - - - -	12	66	4 s. 0 d.
„ L'Orignal - - - - -	7	73	4 s. 0 d.
„ Bytown - - - - -	56	129	5 s. 0 d.
„ Kemptville, on the Rideau Canal - - - - -	28	157	10 s. 0 d.
„ Merrickville - - - - -	18	175	10 s. 0 d.
„ Smith's Falls - - - - -	15	190	10 s. 0 d.
„ Oliver's Ferry - - - - -	9	199	10 s. 0 d.
„ Isthmus - - - - -	17	216	10 s. 0 d.
„ Jones' Falls - - - - -	10	226	10 s. 0 d.

From *Toronto* to *Hamilton*, by steamers, twice a day, through in 4 hours.

	Miles.		Deck.
To Port Credit - - - - -	15	-	1 s. 3 d.
„ Oakville - - - - -	10	25	2 s. 6 d.
„ Wellington-square - - - - -	12	37	3 s. 9 d.
„ Hamilton - - - - -	6	43	3 s. 9 d.

Steamers leave Toronto daily for Niagara, Queenston and Lewiston—passage 3 s. 9 d. At Lewiston the rail cars leave twice a day for Buffalo—fare 5 s.

Freight-steamers carry passengers from Montreal to Kingston, for 5 s. each adult; to Toronto, 10 s.; and to Hamilton for 12 s. 6 d.

Throughout these passages, children under 12 years of age are charged half-price, and those under 3 years are free; 1 cwt. of luggage allowed each passenger.

The gold sovereign is at present worth 24 s. 4 d. currency; the English shilling, 1 s. 3 d.; and the English crown-piece, 6 s. 1 d.

UNITED STATES ROUTE.

Emigrants proceeding to any of the following States of the American Union, viz.—Maine, New Hampshire, Massachusetts, Connecticut, Vermont, or to any place in the Eastern part of the State of New York, are recommended to proceed by the Champlain and St. Lawrence Railroad Company from Montreal. Steamers leave Montreal in connexion with this route twice a day for Laprairie, thence, by railroad to St. John's, in time to take the steamer on Lake Champlain for Whitehall.

This company also undertake to forward emigrants by their route to Buffalo and Chicago; but as they will be subject to several transshipments, and the latter part of the route will be through the Erie canal, viz.—from Schenectady to Buffalo, a distance of 330 miles, they are strongly advised to take the St. Lawrence route, on which they will be conveyed through in fine large steamers in two days and a half, and with but one transshipment, viz.—at Lewiston, where they take the railroad to Buffalo; the time occupied by the canal route being from eight to ten days, with at least five transshipments.

## CANADA.

From *Montreal* to *Boston* and *New York*, daily, by the Champlain and St. Lawrence-Railroad Company.

	Miles.		Rate.
To St. John's, (by steamer and railroad twice a day)	25	-	2 s. 6 d.
„ Burlington, Vermont, by steamer - -	75	100	6 s. 3 d.
„ Whitehall, by steamer - - - -	50	150	10 s. 0 d.
„ Troy and Albany, via Whitehall - -	-	250	13 s. 9 d.
„ New York - - - - -	-	390	16 s. 3 d.
„ Boston, via Burlington - - - -	-	320	30 s. 0 d.

Lake Erie.—From *Buffalo* to *Chicago*, by steamers, twice a day.

	Miles.		Rate.
To Cleveland - - - - -	190	-	5 s. 0 d.
„ Toledo - - - - -	110	300	6 s. 3 d.
„ Detroit - - - - -	36	336	5 s. 0 d.
„ Milwaukie - - - - -	595	931	10 s. 0 d.
„ Chicago - - - - -	80	1011	10 s. 0 d.
„ any Port on Lake Michigan, except Green Bay.			10 s. 0 d.

Contract Rate from Montreal to Buffalo, per Champlain and St. Lawrence Railroad Company - - - -	-	-	20 s. 0 d.
Ditto Montreal to Chicago - - - - -	-	-	30 s. 0 d.

Emigration Department, Quebec,  
6 May 1850.

A. C. Buchanan, Chief Agent.

—No. 5.—

(No. 214.)

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

Government House, Toronto, 27 September 1850.

(Received, 14 October 1850.)

My Lord,

I HAVE the honour to transmit herewith the Chief Emigrant Agent's Return of Immigrants arrived at Quebec during the month of August, and the Abstract Quarterly Return for the quarter ending the 31st July.

I beg to call your Lordship's attention to the remarks therein made with respect to the 12 boys sent out by the Ragged School, in West-street, Smithfield.

I have, &c.

(signed) *Elgin & Kincardine*.

Enclosure in No. 5.

EXTRACT from Chief Agent's Report for the Month of August 1850.

“ON board the “Denham,” from London, there were 12 boys sent out by the Ragged School, in West-street, Smithfield. Two of them proceeded, on arrival, up the country; the remainder, on receipt of their landing-money, went to lodgings in this city. Several of them have been employed in discharging and loading the vessel; four have shipped themselves as sailors, and have returned to England, and the remainder are now desirous of making a similar arrangement. In future, the passage of such parties should be secured as far as Toronto, or instructions should be given, authorizing the application of their landing-money to this object, otherwise they will remain in idleness about the city as long as their money lasts, and then endeavour to secure a passage back to England, defeating altogether the object for which they were sent out.”

—No. 6.—

(No. 225.)

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

Government House, Toronto, 30 October 1850.

(Received, 18 November 1850.)

My Lord,

I HAVE the honour to transmit, for your Lordship's perusal, the copy of a Return which has been furnished to me by Captain Scott, Commandant at the Quarantine Station at Grosse Isle, containing some interesting statistical information with respect to the immigration into Canada, from 1833 to 1850 inclusive.

I have, &c.

(signed) *Elgin & Kincardine*.

No. 5.  
Governor the  
Earl of Elgin  
to Earl Grey,  
27 September 1850.

Encl. in No. 5.

No. 6.  
Governor the  
Earl of Elgin to  
Earl Grey,  
30 October 1850.

PAPERS RELATIVE TO EMIGRATION.

9

Enclosure in No. 6.

GENERAL RETURN, showing the Number of Passenger Vessels, Emigrants, Deaths on Passage, Sick on Arrival, Adults at Healthy Division, Admissions to Hospital, Disease and Deaths, per Centage, Daily Average, and greatest Daily Number of the same, at the Quarantine Station, Grosse Isle, from 1833 to 1850, inclusive.

YEAR	Date of		Number of Days.	Number of Passenger Vessels.	Number of Emigrants.	Deaths on Passage.	Sick on Arrival.	Number of Adults landed at Healthy Divisions.	QUARANTINE HOSPITAL.										
	Opening.	Closing.							Admissions.					Deaths.					
									Cholera.	Fever and Dysentery.	Small-pox.	Other Diseases.	TOTAL.	Cholera.	Fever and Dysentery.	Small-pox.	Other Diseases.	TOTAL.	
1833	-	Not known	-	-	22,062	-	-	-	-	159	34	46	239	-	-	-	-	-	27
1834	-	-	-	-	30,982	-	-	-	290	404	12	136	844	-	-	-	-	-	264
1835	-	-	-	-	11,580	-	-	-	-	24	48	54	126	-	1	6	3	-	10
1836	-	-	-	-	27,986	-	-	-	-	338	50	66	454	-	40	3	18	-	61
1837	3 May	21 Oct.	172	177	21,824	-	-	-	-	481	104	13	598	-	44	10	3	-	57
1838	1 "	31 "	184	59	4,430	11	20	-	-	42	17	6	65	-	4	-	2	-	6
1839	29 April	20 "	175	78	8,802	44	90	-	-	147	1	41	189	-	7	-	3	-	10
1840	3 May	20 "	171	167	22,093	219	329	-	-	485	60	16	561	-	31	10	3	-	44
1841	1 "	20 "	173	218	27,910	225	210	-	-	184	32	74	290	-	22	2	19	-	43
1842	1 "	31 "	184	287	42,699	306	402	-	-	340	56	92	488	-	41	7	6	-	54
1843	1 "	31 "	184	196	20,236	75	106	-	-	173	26	46	245	-	12	3	4	-	19
1844	2 "	31 "	183	164	19,043	83	122	-	-	322	11	55	388	-	14	1	3	-	18
1845	6 "	20 "	168	198	24,331	112	263	-	-	362	73	30	465	-	21	4	5	-	30
1846	7 "	31 "	178	206	31,931	227	424	-	-	613	106	173	892	-	47	7	8	-	62
1847	11 "	3 Nov.	177	398	100,285	4,956	6,449	-	-	5,574	92	25	8,691	-	not classed			-	3,238
1848	10 "	10 Oct.	154	208	26,225	250	233	4,460	-	362	31	134	527	-	69	6	50	-	125
1849	8 "	20 "	166	258	37,600	681	342	8,796½	3	663	34	147	847	57	82	6	14	-	159
1850	1 "	17 "	170	235	29,704	186	202	4,216	-	253	38	68	359	-	19	2	5	-	26

PER CENTAGE ON EMIGRATION.									DAILY AVERAGE.			GREATEST DAILY NUMBER.			Proportion of Deaths to each Hundred Admissions.	YEAR.
Deaths on Passage.	Sick on Arrival.	Adults at Healthy Division.	Hospital Admissions.					Deaths.	Admissions to Hospital.	Sick in Hospital.	Adults at Healthy Division.	Sick in Hospital.	Deaths in Hospital.	Adults at Healthy Division.		
			Cholera.	Fever and Dysentery.	Small-pox.	Other Diseases.	TOTAL.									
-	-	-	-	.72	.15	.20	1.08	.12	-	-	-	-	-	-	11.29	1833
-	-	-	.93	1.30	.03	.44	2.72	.85	-	-	-	-	-	-	31.27	1834
-	-	-	-	.20	.41	.46	1.08	.09	-	-	-	-	1	-	7.93	1835
-	-	-	-	1.20	.17	.23	1.62	.21	-	-	-	-	4	-	13.45	1836
-	-	-	-	2.20	.47	.06	2.74	.26	3.47	73.51	-	-	4	-	9.53	1837
0.25	0.45	-	-	.95	.38	.13	1.47	.13	0.35	6.52	-	-	2	-	9.23	1838
0.50	1.02	-	-	1.67	.01	.46	2.14	.11	1.08	24.34	-	-	1	-	5.29	1839
0.99	1.48	-	-	2.19	.26	.07	2.53	.19	3.22	62.03	-	-	2	-	7.84	1840
0.80	0.75	-	-	.65	.11	.26	1.03	.15	1.09	27.83	-	-	3	-	14.82	1841
0.71	0.94	-	-	.79	.13	.21	1.14	.12	2.59	59.79	-	-	3	-	11.06	1842
0.37	0.52	-	-	.85	.12	.22	1.21	.09	1.33	27.01	-	-	2	-	7.75	1843
0.43	1.16	-	-	1.69	.05	.29	2.03	.09	2.12	46.73	-	-	2	-	4.63	1844
0.46	1.08	-	-	1.48	.30	.12	1.91	.12	2.76	50.74	-	-	2	-	6.45	1845
0.71	1.32	-	-	1.91	.33	.54	2.79	.19	5.00	92.32	-	-	3	-	6.95	1846
4.94	6.43	-	-	8.54	.09	.02	8.66	3.22	49.10	-	-	-	-	-	37.25	1847
0.95	0.88	17.00	-	1.38	.11	.51	2.00	.47	3.42	85.20	149.89	225	5	1,364	23.71 *	1848
1.81	0.90	26.07	.007	1.76	.09	.39	2.25	.42	5.01	92.56	260.42	196	11	1,461	18.77 †	1849
0.62	0.68	14.18	-	0.85	.13	.23	1.21	.87	2.11	-	76.14	-	-	-	7.24	1850

\* 28 Vessels landed passengers.

† 53 Vessels landed passengers.

Grosse Isle, 17 October 1850.

(signed) F. G. Scott, Captain 17th Lt. Infantry, Commandant.

— No. 7. —

(No. 5.)  
 EXTRACT of a DESPATCH from Governor the Right Honourable the Earl of *Elgin* to Earl *Grey*.  
 Government House, Toronto, 3 January 1851.  
 (Received, 28 January 1851.)

“I HAVE the honour to transmit herewith, the Chief Emigrant Agent’s return of emigrants arrived in Canada during the year 1850.”

Enclosure in No. 7.

RETURN of EMIGRANTS who have arrived in the Colony during the Year ending the 31st December 1850.

Whence Emigrating.	State Nature and Extent of Assistance afforded.	NUMBERS LANDED.									DEATHS ON THE VOYAGE.							
		14 Years and upwards.		Under 14, but not under 12 Months.		Under 12 Months.		TOTAL.			14 Years and upwards.		Under 14, but not under 12 Months.		Under 12 Months.		TOTAL.	
		M.	F.	M.	F.	M.	F.	M.	F.	Total.	M.	F.	M.	F.	M.	F.	M.	F.
<b>UNASSISTED :</b>																		
England	- - - - -	3,498	2,782	1,447	1,383	230	424	5,175	4,409	9,584	5	5	11	9	8	10	24	24
Scotland	- - - - -	1,068	776	379	350	54	52	1,501	1,178	2,679	3	1	11	15	3	3	17	19
Ireland	- - - - -	6,051	5,787	2,588	2,563	339	338	8,978	8,688	17,666	12	20	25	19	13	14	50	53
The rest of Europe	- - - - -	354	236	108	117	15	19	477	372	849	-	-	1	1	1	3	2	4
United States	- - - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sierra Leone	- - - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New Brunswick, Nova Scotia, &c.	- - - - -	263	191	112	117	7	5	382	313	695	-	-	-	-	-	-	-	
<b>TOTAL Unassisted Emigration</b>	- - - - -	<b>11,234</b>	<b>9,772</b>	<b>4,634</b>	<b>4,530</b>	<b>645</b>	<b>658</b>	<b>16,513</b>	<b>14,960</b>	<b>31,473</b>	<b>20</b>	<b>26</b>	<b>48</b>	<b>44</b>	<b>25</b>	<b>30</b>	<b>93</b>	<b>100</b>

BIRTHS ON THE VOYAGE.			Number of Agricultural Labourers.	Number of Domestic Servants.		Number of Mechanics, &c., not included in the foregoing Columns.	Amount per Head of Emigrant Tax, and under what Authority levied.	Gross Amount of Emigrant Tax received during the Year.	State the Number of Ships arrived with Emigrants.	State the Average Length of the Voyage.	Whence Emigrating.
Male.	Female.	TOTAL.		M.	F.						
8	9	17	986	9	285	444	Adults, 7 s. 6 d.	9,560 6 3	131	39½	England.
4	2	6	101	2	3	293	Children, 5 to 15 years, 5 s.		50	40	Scotland.
10	21	31	3,712	24	322	172	Undr. 5 years, free.		120	41	Ireland.
2	2	4	33	2	3	69	Provincial Act.		11	55½	The rest of Europe.
-	-	-	-	-	-	-	-	-	-	-	United States.
-	-	-	-	-	-	-	-	-	-	-	Sierra Leone.
-	-	-	-	-	-	-	-	-	39	21½	New Brunswick, Nova Scotia, &c.
24	34	58	4,532	37	613	978	- - -	9,560 6 3	351		

—No. 8.—

(No. 46.)

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

Government House, Toronto, 29 March 1851.

My Lord,

(Received 29 April 1851.)

I HAVE the honour to transmit herewith the Report of the Chief Agent of Emigration for the year 1850, with the copy of a Minute of the Executive Council of the Province, to whom, in accordance with your Lordship's instructions, I have submitted it.

No. 8.  
Governor the Earl of *Elgin* to Earl *Grey*, 29 March 1851.

I have, &c.

(signed) *Elgin & Kincardine*.

Enclosure 1, in No. 8.

CANADA.—EMIGRATION REPORT, 1850.

To the Right Honourable the Earl of *Elgin & Kincardine*,  
Governor-general, &c. &c.

Office of Her Majesty's Chief Agent  
for the Superintendence of Emigration to Canada,  
Quebec, 30 December 1850.

My Lord,

I HAVE the honour to submit to your Excellency, for the information of Her Majesty's Government, my Annual Report relating to the Emigration to this Province during the season of 1850, accompanied by the usual Statistical Tables.

Encl. 1, in No. 8.

Table No. 1 presents a synopsis of the season's emigration. The total number of souls embarked from Europe, exclusive of cabin passengers, was 30,933, which, with the births on the passage, 58, gives a total of 30,991 on board. The deaths at sea were 193, and in quarantine 20, making the total mortality 213, and leaving, as the number of emigrants from the United Kingdom and the Continent of Europe, landed in the province, 30,778; added to which were 813 classed as cabin passengers from Europe, and 701 persons from New Brunswick and Nova Scotia, making the total number of persons arrived in the colony, 32,292. This total, when compared with that of 1849, shows a decrease of 6,202 souls, equal to 16 per cent.

The following is a comparative statement of the emigration of the two seasons:

	1849.	1850.
From England	8,980	9,887
„ Ireland	23,126	17,976
„ Scotland	4,984	2,879
„ Continent of Europe	436	849
„ Lower Ports, &c.	968	701
	<u>38,494</u>	<u>32,292</u>

This comparison shows an increase of the number from English ports equal to 348.

CANADA.

10 per cent. The number from the Continental ports is doubled. While from Ireland there is a decrease of 22½, from Scotland 42½, and the Lower ports, 27½ per cent.

From this Return (Table No. 1) it will appear that the number of vessels engaged in the passenger trade from Europe generally, was 312, measuring 127,160 tons, and navigated by 4,867 seamen. Of this number, 18 were foreign vessels, measuring 5,442 tons, 11 of which came from Continental ports, 6 from Ireland, and 1 from Scotland.

The foreign vessels which, under the operation of the amended Navigation Laws, have engaged in the passenger trade to Quebec in the past year, appear very generally to have given satisfaction. The ships have been of a good class, and well found, and the commanders men of intelligence and kindness. The passengers by these ships were, almost without exception, landed in excellent health; the consequence, perhaps, of a generally strict observance of cleanliness on board.

Of the whole number of passenger vessels, 18 brought out exclusively cabin passengers; 63 had not sufficient steerage passengers to bring them within the regulations of the Passenger Act; 48 had less than 50 passengers; 54 above 50 and under 100; 53 under 150; 34 under 200; 12 under 250; 7 under 300; 21 under 500; and 2 had over 500 each, on board.

Forty-two vessels made two passages within the season; so that 270 vessels only were employed in the conveyance of emigrants to the port within the year.

The total adult passengers from European ports was 25,939; while the vessels in which they embarked, according to their tonnage, would have been permitted, under the Passenger Act, to carry 58,713, exclusively of their crews. The 131 ships from England might have legally carried 19,690 passengers more than the number embarked; the 50 vessels from Scotland might have carried 8,668 more than they had on board; the vessels from the Irish ports were 120, which were filled to within 3,638 adult passengers; and the 11 vessels from Continental ports could have accommodated 778 additionally, or more than double the number they had on board.

The average length of passage to the quarantine station was, from England, 39½; from Ireland, 41; from Scotland, 40; and from the Continental ports, 55½ days.

In the ratio of mortality on board and in quarantine the emigration of 1850 offers a favourable comparison with the previous years; indeed, excepting the seasons of 1843 and 1844, no emigration has arrived in this province subject to a smaller loss.

The deaths at Sea, in 1850, have been	-	-	-	193
„ in Quarantine	-	-	-	20
Altogether	-	-	-	<u>213</u>

equal to a proportion of .67 per cent. In 1849, this proportion was 2.73 per cent.

As is usually the case, particularly in the absence of ship fever, cholera, and other similar fatal disease, the mortality of the year has been almost confined to infants and children: of the 213 deaths, only 58 occurred among adult persons.

The deaths at sea have occurred chiefly among the midsummer and fall passengers. The only vessels in which mortality to any important extent occurred, were the "Three Bells," from Glasgow, with 262 passengers, arrived here on the 14th August; the "Wandsworth," from Greenock, with 377 passengers, arrived on the 20th of August; and the "Jessy," from Limerick, with 390 passengers, arrived so late as the 10th of October: the "Three Bells" had 15 deaths; the "Wandsworth" 14, and the "Jessy" 18, deaths at sea; and the last showed four additional fatal cases after landing in quarantine, making her total 22, and exhibiting the most extensive mortality of the season.

At Table No. 2 of the Appendix will be found a return of the same passenger ships, showing the number from each port and country, the total number of emigrants from each port, with the deaths on the passage and in quarantine.

The whole number of deaths among 4,615 emigrants from England, excluding Liverpool, was but 10; among 22,979 from Ireland, including Liverpool, from which port the chief emigration is Irish, is 161, equal to 70 per cent.; among

2,709 from Scotland, 36 died, or 1.33 per cent.; and among 851 from the Continental ports, 6, equal to .70 percent.

I have to report the loss of three emigrant vessels in the course of the year, unattended, however, by any serious loss of life; the first, the "Neptune," from Whitby, with 32 passengers, was lost on the 2d of May, near Trinity Bay, in the Gulf of St. Lawrence, passengers all saved; the brig "Wave," from Limerick, ran ashore at Cape Rosier, on the 6th July, the passengers 166 in number, were all saved and brought to the city in river craft; the third, the ship "Bridgetown," from Liverpool, with 347 passengers, was wrecked on the coast of Newfoundland, near Cape Rae, on the 4th of August. Excepting three children, the passengers were saved and conveyed to St. John's, whence three vessels arrived with them at this port, on the 10th of September. The passengers by the "Wave" and "Bridgetown," landed here in a very destitute state, having lost all their baggage, on which account they caused a heavy expenditure to the department. The outlay incurred at this and the Montreal agency, for their inland transport and provisions, was 153 *l.* 5 *s.*, for which expense, owing to the loss of the vessels, no dues had been received.

I have found it unnecessary to adopt any legal proceedings for violation of the Passenger Act during the past season, no case of an aggravated nature having come under my notice. Complaints were made by the passengers of three vessels, the "Empire," from New Ross, the "Bon Accord," from Limerick, and the "Sylvanus," from Westport, with claims for compensation for detention after the day fixed for sailing, as specified in the contract ticket. On representing the case to the masters, and informing them that legal proceedings would be taken, they at once paid all the claims which were supported by the proof of their contract tickets: the sum refunded from the three vessels amounted to 40 *l.* 3 *s.* 9 *d.* sterling.

The amended Imperial Passenger Act has been in operation throughout the year, and has appeared to work well, and give very general satisfaction. This is fully borne out in the absence of all complaints worthy of particular notice. Every desire is evinced by the masters engaged in the passenger trade to give the fullest effect to the provisions of this law; and, from the knowledge that not only every direct evasion will be inquired into, and the penalties enforced against them, but that any negligence in overlooking the performance of required duties by others will equally involve them, they have been led to take greater care to assure themselves that the supplies furnished by passenger brokers were in strict accordance with the Act.

Owing to the strict construction put upon the wording of the 5th and 10th clauses of the Provincial Passenger Act, it has caused some dissatisfaction among the shipowners and others engaged in the passenger trade to this port, and will be likely, unless amended, or unless room should be found for a more favourable construction to be given to the objectionable clauses, to act unfavourably on the emigration to this colony.

On board one or two vessels from Irish ports, in the course of the season, ophthalmia of a severe type declared itself during the passage, and, after arrival, several of the passengers who had suffered became blind. Under the 10th clause of the Act the masters in these cases were held to be liable to enter into a bond in the sum of 75 *l.* that such persons should not become chargeable on the province for a space of three years.

I have inquired into the law of the state of New York on this matter, and find that a similar clause applies only to the case of parties afflicted with disease at the time of their embarkation at the foreign ports. I here insert the clause referred to as taken from the revised laws concerning passengers in vessels coming to the state of New York, published during the present year (1850):

"3. It shall be the duty of the commissioners of emigration hereinafter named to examine into the condition of passengers arriving at the port of New York in any ship or vessel, and for that purpose all or any of the said commissioners, or such other person or persons as they shall appoint, shall be authorized to go on board and through any such ship or vessel; and if, on such examination, there shall be found among such passengers any lunatic, idiot, deaf, dumb, blind or infirm persons, not members of emigrating families, or who from attending circumstances are likely to become permanently a public charge, or who have been paupers in any other country, or who from sickness or disease existing at the time of departing from the foreign port are or are likely soon to become a public charge,

CANADA.

they shall report the same to the said mayor particularly, and thereupon, and unless a bond as required in the second section of this Act shall have been given, the said mayor, or the person discharging the duties of his office, shall require, in the indorsement to be made as aforesaid, or on any subsequent indorsement or indorsements thereon, and in addition to the commutation-money, that the owner or consignee of such ship or vessel, with one or more sufficient sureties, shall execute a joint and several bond to the people of the state, in a penalty of 500 dollars for every such passenger, conditioned to indemnify and save harmless the commissioners of emigration, and each and every city, town or county within this state from any further cost or charge which said commissioners or any such city, town or county shall incur for the maintenance or support of the person or persons named in such bond, or any of them, within ten years from the date of such bond. The sureties to the said bond shall be required to justify, before and to the satisfaction of the officer making such indorsement, and by their oath or affirmation shall satisfy such officer that they are respectively residents of the state of New York, and worth double the amount of the penalty of such bond, over and above all debts, liabilities and all property exempt from execution. The subsequent indorsement authorized in this section may be made at any time within ten days after such examination or of the landing of any such person or passenger."

Since the repeal or alteration of the clause objected to in the Provincial Act would probably open the door to imposition, I am unprepared at present to suggest any change in the enactment, unless the particular case were made subject to the examination of some Board or Commission at the port of arrival, with the view of determining it as one of casualty before granting the exemption that might be sought. It might also be proper, in the event of any parties proposing to subject the master to a bond, that he should be allowed the option of thus binding himself as required, or of taking immediate charge of the maintenance and transport of his disabled passengers back to their port of embarkation.

In July last an\* Act was passed by the Legislature to encourage emigrants from Europe to the United States, to adopt the St. Lawrence route.

It is proposed in this Act to refund one-half the duty now levied on each emigrant who shall come into this province with the declared intention of passing directly through it to the United States, and who shall not have been chargeable upon the province since his arrival therein. This law has been acted upon in one instance this year, the case of a party of Norwegians (the first that have ever arrived at this port), per the ship "Lyna," from Drammen, who all proceeded direct to Chicago. One-half the tax levied on this vessel, amounting to 22 *l.* 1 *s.* 3 *d.*, was refunded to the master. There is every prospect that the advantages which this Act affords, in addition to the other inducements that the route of the St. Lawrence offers, will lead to a further increase in this portion of our emigration. This party from Drammen, owing to the competition which existed at the time of their arrival, were carried through, from this place to Chicago, for 25 *s.* each adult, including luggage.

Table No. 3 is a statement of the number of persons who have received assistance, either from their landlords or from their parishes, in furtherance of their emigration.

The number sent out from England, under the superintendence of the Poor Law Commissioners, was 921. They received, on landing, 1 *l.* sterling each adult, amounting to 752 *l.* 4 *s.* 10 *d.* sterling, 562 *l.* 4 *s.* 10 *d.* of which was paid through this office, and 190 *l.* was directed to be paid by the masters or other agents of the vessels on arrival at this port; 60 were aided by their respective parishes, either with a free passage or a small donation of money.

On board the ship "Elsbeth," there was a party of females, 18 in number, sent out under the auspices of the London Female Emigration Society. They were well provided with every necessary comfort during the passage, and forwarded, at the expense of the Society, to Toronto, where arrangements had been previously made, and a committee appointed to receive them. They were all placed in situations in the course of a few days. As this is the first party sent out by this Society to Canada, it is gratifying to find that the result has been satisfactory, and that, if proper selections be made, there is no doubt that a very considerable number can be annually provided for in Canada.

From Scotland, the number assisted appears to have been 332: 200 of whom were

\* See Appendix to this Paper. p. 66.



were sent out by the Duke of Argyle, from Tyree and Mull; 50 from Thurso, from the estate of the Duke of Sutherland; and on board the "George," from Oban, there were 11 families, 82 persons, sent out by their landlord, Mr. M'Donald. This party, being very poor, were forwarded at the expense of the emigrant fund to their destination in Glengarry.

The number aided in their emigration from Ireland was 2,427, being a decrease of 1,865 of the same class sent out in 1849. There was an increase of 292 of those sent out by Poor Law Unions, the number being this year 1,573, against 1,261 in 1849. These last were well provided during the voyage, and received from 10 s. to 20 s. sterling each adult, to enable them to reach their destination; 705 were paid landing-money through this department, amounting to 458 l. 2 s. 6 d. sterling; 366 received, on arrival here, from the masters of the vessels or other agents, the sum of 307 l. 10 s. sterling, and 502 were paid their money previous to embarkation.

The number of persons sent out from the several Unions, for whom funds were remitted to this department, was as follows:—

		£.	s.	d.
Cork Union	254	136	17	6
Londonderry Union	56	28	10	—
Cootehill Union	44	36	—	—
Waterford Union	90	67	10	—
Enniscorthy Union	23	19	15	—
Dunfanaghy Union	46	19	10	—
Dungarvan Union	192	150	—	—
	705	£. 458	2	6

Paid by the masters or through their agents:

		£.	s.	d.
Inenderry and Lockington Unions	140	119	—	—
Charleston Workhouse	11	No return.	—	—
Rathdown Union	215	183	10	—
	366	£. 302	10	—

Paid previous to embarkation:

Baltinglass Union	275
Athy and Abbeylease Unions	227
	502

Some delay occurred in the remittance of the funds for two of the parties, those from the Cootehill and Dungarvan Unions; but, although the parties had become scattered throughout the country, arrangements were made, through the agents of this department, by which each person received the amount due to him.

Of the emigrants sent out by the Unions, a large proportion consisted of single females, women and children. The proportions are as follows:—

Male adults	350
Female adults	808
Children	415
	1,573

The single females were chiefly from the Cork, Waterford and Dungarvan Unions. As female domestics were much required throughout the country, they were all without difficulty placed in situations in a satisfactory manner. The party from the Dungarvan Union, notwithstanding the length of time they were on the passage, and the late period of their arrival (9th October), landed here in good health, and were provided for most satisfactorily, as will be seen in the full particulars given of this party in the Appendix.

## CANADA.

The number who were assisted by private individuals in Ireland was 854, being a decrease of 2,689 persons, when compared with the same class in 1849.

They sailed from the following ports:—

Limerick - - - - -	219
Waterford and New Ross - - - - -	348
Dublin - - - - -	147
Sligo - - - - -	10
Belfast - - - - -	18
Donegal - - - - -	9
Liverpool - - - - -	94
Glasgow - - - - -	9
	854

The greater number of these people landed in extreme poverty. In some instances, a small sum of money had been given to each family to aid their outfit: but generally, as far as I could learn, nothing beyond a free passage had been provided.

Table No. 4 contains a Return of the Adult Male Emigration, distinguishing the trades and callings. The total males embarked was 11,260; of these there appear to have been 978 artisans or tradesmen, domestic servants, 37, farmers and farm servants, 5,413, and unskilled labourers, 4,832.

Table No. 5 presents a General Hospital Return, showing the number of emigrants admitted for medical relief at the Quarantine Establishment to its close, on the 17th October, at the Marine and Emigrant Hospital, Quebec, and at the General Hospital, Montreal; from which it appears, that the total number of cases under treatment, during the season, in Canada East, was 1,301, and the total deaths, 66.

Table No. 6 is an approximate view of the distribution of the year's emigration, on reference to which, in the Appendix, it will be seen, that the total number arrived in the colony was 32,648; viz.—

By the route of the St. Lawrence - - - - -	32,292
By the route of the United States - - - - -	356
	32,648

Of this number, there remained in the eastern section of the province - - - - -	3,900
Throughout the districts in West Canada - - - - -	14,980
	18,880

Proceeded to the United States from Montreal, by the route of Lake Champlain - - - - -	9,333
Ditto from Western Canada, <i>via</i> Oswego and Buffalo - - - - -	4,390
And went to New Brunswick - - - - -	45
	32,648

From this it appears, that of the year's emigration but 18,880 have settled in Canada, and that 13,723 have gone to the United States.

The number who have left the province is unusually large, and is to be accounted for from the fact that employment existed very generally throughout the northern and eastern states in the construction of railroads, affording the description of labour which most of the emigrants required.

Table No. 7 shows the amount of emigration landed in the province, from the year 1829 inclusively. The total number landed at the port of Quebec, since that period, has been 655,053, affording an average of 29,775 per annum for 22 years past.

The total expenditure of the Emigration Department, including the expenses of the Grosse-Isle Establishment, amounts to 8,721 *l.* 13*s.* 7*d.*; of this sum there was

was disbursed by the Commissariat Department, for the expenses of the Quarantine Establishment, 2,491*l.* 0*s.* 4*d.*, being a decrease of 672*l.* 9*s.* 10*d.*, when compared with this portion of the expenditure of 1849. The expenditure for the past season was as follows:—

	£.	s.	d.
Pay of Quarantine Establishment - - -	1,405	6	6
Supplies to Hospital - - -	230	12	2
Miscellaneous Implements and Stores - - -	92	1	7
Fuel Wood - - -	42	1	-
Straw for Bedding - - -	7	13	7
Boards for Coffins - - -	4	9	2
Washing - - -	38	6	3
Cartage - - -	51	16	9
Steam-boat Transport - - -	581	10	-
Contingencies - - -	37	3	4
Expenditure, under the authority of the Board of Works, for Building, Repairs, including an addition to the present Wharf and Landing-place - - -	1,008	18	3
Amount chargeable on the fund for the medical treatment and care of 520 Emigrants, admitted to the Marine and Emigrant Hospital, Quebec, from the 1st January to 31st December 1850, at 1 <i>s.</i> 3 <i>d.</i> per day - - -	737	17	6
	<hr/>		
	£. 4,237	16	1

The balance was disbursed for emigration purposes through the agents of this department, as follows:—

For Transport - - -	£. 2,868	3	4
For Provisions - - -	202	8	4
For Agencies - - -	1,413	9	2
	<hr/>		
	4,484	1	2

Total chargeable against Emigration Fund of 1850, £. 8,721 17 3

At Quebec the outlay was as follows:—

For Transport - - -	£. 1,122	-	7
For Provisions - - -	76	8	10
For Agency - - -	248	12	-
	<hr/>		
	1,447	1	5

At Montreal Agency—

For Transport - - -	1,272	17	11
For Provisions - - -	35	8	8
For Agency - - -	257	1	1
	<hr/>		
	1,565	7	8

At Kingston—

For Transport - - -	176	2	7
For Provisions - - -	66	8	7
For Agency - - -	289	17	2
	<hr/>		
	532	8	4

At Toronto—

For Transport - - -	297	2	7
For Provisions - - -	24	2	3
For Agency - - -	617	18	11
	<hr/>		
	939	3	9

£. 4,484 1 2

## CANADA.

The number of persons forwarded from—	Adults.
Quebec to Montreal, was - - - - -	3,877
Kingston and intermediate places - - - - -	20 $\frac{1}{2}$
Toronto and Ports on Lake Ontario - - - - -	379 $\frac{1}{2}$
Burlington - - - - -	7
Lower Ports - - - - -	9
	<u>4,303</u>

At an average cost for transport of 4 s. 10  $\frac{1}{2}$  d.

Montreal to Kingston, Toronto, and intermediate places on the St. Lawrence and Lake Ontario - - - - -	Adults.
Montreal to Bytown, <i>via</i> the Ottawa - - - - -	2,609 $\frac{1}{2}$
Montreal to St. John's - - - - -	173
	262 $\frac{1}{2}$
	<u>3,045</u>

At an average cost of 8 s. 2 d. per adult.

The number of persons assisted at the Kingston and Toronto Agencies was 2,752, equal to 1,837 adults, at an average cost of 5 s. 1  $\frac{3}{4}$  d. each, for transport.

They were forwarded as follows:—

Kingston to Coburg and Port Hope - - - - -	353
Darlington and Windsor - - - - -	351
Toronto - - - - -	361
Posts on Bay of Quinte - - - - -	30
Hamilton - - - - -	58
Port Credit - - - - -	10
Oakville - - - - -	15
Wellington-square and Hamilton - - - - -	200
Niagara and Queenston - - - - -	445
Whitby - - - - -	14
TOTAL full passengers - - - - -	<u>1,837</u>

These statements, when compared with those of 1849, show a large diminution in the amount of assistance rendered throughout the province. The comparison appears as follows:—

	Adults Assisted.	Amount of Expenditure for Transport.
1849 - - - - -	30,386	£. 5,336 2 4
1850 - - - - -	9,185	2,868 3 8
Decrease - - - - -	<u>21,201</u>	<u>£. 2,467 18 8</u>

Although this comparison shows a very large diminution in the number of persons to whom relief was extended this year, yet the reduction of the expenditure does not present an equally favourable result, the average cost being increased nearly double in 1850 to that of 1849.

The rates of transport upon all the leading routes in 1849 were unusually low, in consequence of the opposition between the steam-boat proprietors; but during the past year there has been but little competition, unless at one period, on the route from Montreal to Kingston. The rates charged on Lake Ontario have been the same as in previous years.

The total expenditure under the superintendence of this department was, in—

	£.	s.	d.
1849 - - - - -	8,267	-	10
1850 - - - - -	4,484	1	2
Decrease - - - - -	<u>£. 3,782</u>	<u>19</u>	<u>8</u>

The average cost of assistance rendered to the emigration landed from Europe, exclusive of course of cabin passengers, was in 1849, 4*s.* 5½*d.*; in 1850, 2*s.* 10*d.*

This reduction in the expenditure during the past season is to be attributed mainly to the arrangements which your Excellency was pleased to authorize, of discontinuing, except in extreme cases, all relief at the agencies in Western Canada. At the same time, owing to the improvements of our inland navigation, parties whom it might be considered necessary to relieve could be, in almost all cases, at once forwarded to their destination.

The average cost of transport during the past season has been from—

	<i>s.</i>	<i>d.</i>	
Quebec to Montreal - - - - -	3	9	each adult.
Quebec to Kingston - - - - -	10	-	"
Quebec to Toronto - - - - -	15	-	"
Quebec to Hamilton - - - - -	17	6	"
Quebec to Buffalo - - - - -	25	-	"

From Montreal, owing to the competition between the forwarding companies, the rates were proportionately less :

	<i>s.</i>	<i>d.</i>	
Montreal to Bytown - - - - -	4	2	each adult.
Montreal to Kingston - - - - -	5	2	"
Montreal to Hamilton - - - - -	8	4	"
Montreal to Buffalo - - - - -	17	6	"

The rates paid by the department on Lake Ontario, during the season, were as follows :—

	<i>s.</i>	<i>d.</i>
From Kingston to Coburg and Port Hope - - - - -	4	-
From Kingston to Bond Head and Darlington - - - - -	5	-
From Kingston to Whitby and Toronto - - - - -	6	3
From Kingston to Hamilton - - - - -	8	9
From Toronto to Port Credit - - - - -	1	3
From Toronto to Oakville - - - - -	2	-
From Toronto to Hamilton - - - - -	2	6

The Emigrant Fund of 1850 has been constituted of the amount of duty levied under the Provincial Act, 12 Vict. c. 6, and the sum of 1,500*l.* sterling, the imperial appropriation for the payment of the Agent's salaries.

The duty realized in the course of the season was as follows :

At Quebec—	<i>£.</i>	<i>s.</i>	<i>d.</i>
On 20,217 adults, at 7 <i>s.</i> 6 <i>d.</i> - - - - -	7,581	7	6
On 6,180 children, 5 to 15 years, at 5 <i>s.</i> - - - - -	1,545	-	-
On 98 uncertified, at 50 <i>s.</i> - - - - -	245	-	-
	<hr/>		
	9,371	7	6
Less returned duty under the Provincial Law, 13 Vict. c. - - - - -	22	1	3
	<hr/>		
	9,349	6	3
At Montreal—			
On 476 adults, at 7 <i>s.</i> 6 <i>d.</i> - <i>£.</i> 178 10 -			
On 130 children, 5 to 15 years, at 5 <i>s.</i> - - - - - 32 10 -			
	<hr/>		
	211	-	-
Total tax received - - - - -	9,560	6	3
Imperial appropriation, 1,500 <i>l.</i> sterling, at 24 <i>s.</i> 4 <i>d.</i> - - - - -	1,825	-	-
	<hr/>		
	<i>£.</i> 11,385	6	3

On a comparison of this amount of resources with the amount of the expenditure, it would appear that a balance of 2,663*l.* 9*s.* should remain.

## CANADA.

In the foregoing statement appear all the charges against the fund comin under my supervision ; but in addition to what is here stated, there will be a claim from the municipal authorities at Kingston, Toronto and Hamilton, on account of the expenses they may have incurred for the care and maintenance of sick emigrants during the season, which will amount to about 250 *l.*, as also one for the sum of 158 *l.* 10 *s.* for ground rent of land on which the hospitals, &c. at Point St. Charles are erected. To these may be added the pay of the inspecting physician at Quebec, which I have assumed at the amount charged in 1849, 346 *l.* 3 *s.* 2 *d.*, making the total expenditure 9,466 *l.* 10 *s.* 5 *d.*, and reducing the balance to 1,918 *l.* 15 *s.* 10 *d.*, the amount available for next year's service.

My Report of 1849 presented an abstract of the comparative expense per head on the emigration embarked, which I continue here in a tabular form :

	1848.	1849.	1850.
Number embarked - - - -	27,423	38,472	31,746
	<u>          </u>	<u>          </u>	<u>          </u>
	<i>s.</i> <i>d.</i>	<i>s.</i> <i>d.</i>	<i>s.</i> <i>d.</i>
Cost of medical assistance - - - -	5 9	2 -	2 - $\frac{1}{2}$
Cost of Transport - - - -	6 2	2 10	1 9 $\frac{1}{2}$
Cost of Provisions - - - -	- 8 $\frac{1}{2}$	- 4 $\frac{1}{2}$	- 1 $\frac{1}{2}$
Cost of Agency and Superintendence -	1 11 $\frac{1}{2}$	1 - $\frac{1}{2}$	- 10 $\frac{1}{2}$
Cost of Total Emigration Expenditure -	14 7 $\frac{1}{2}$	6 2 $\frac{1}{2}$	4 10

The above averages comprise the whole direct expenditure incurred for the relief of emigrants, but exclude that incurred under the Board of Works, which, as before stated, amounted, during the season, to 1,008 *l.* 18 *s.* 3 *d.*

This emigrant tax received during the year 1850, averaged 6 *s.* per head on the number embarked, exclusive of infants ; and the actual expenditure 9,466 *l.* 10 *s.* 5 *d.*, less 1,500 *l.* sterling, the amount of imperial appropriation, makes the average cost 5 *s.* per head.

The accommodation and facilities for the conveyance of emigrants by the route of the St. Lawrence are now very complete ; and their transportation is conducted upon a satisfactory and equitable system, which guarantees full protection to the emigrants, and presents, in every respect, a most favourable contrast to that from New York, *via* the Erie Canal, to Buffalo.

The several railway companies and steam-boat proprietors interested in the routes from Montreal to the United States, *via* Lake Champlain, with a view to attract a portion of the emigrant travel from the St. Lawrence, advertised that they would convey emigrants from Montreal to Buffalo for four dollars each, which was one dollar less than by the St. Lawrence. They were to be forwarded, by steamer and railroad, to Schenectady, where they were to be transhipped to the Erie Canal packets. Being aware of the loss of time, and liability to imposition, to which the emigrants would be exposed on this route, I felt called upon publicly to caution them against it. The time occupied, under the most favourable circumstances, was 12 days ; and instances have come to my knowledge of 22 days being taken to reach Buffalo, from Montreal, by this route. The time required by the St. Lawrence route is three-and-a-half days, and frequently no more than seventy hours, for the performance of the whole distance.

The steamers on the St. Lawrence are large and commodious, and afford complete protection to the deck passengers from the weather at all times.

A line of steamers from Montreal to Toronto and Hamilton, calling at all the intermediate ports on the route, and having a speed equal to that of the Royal Mail steamers, came first into operation last season. By this line, emigrants were subjected to but one transhipment between Quebec and Hamilton, a distance of about 570 miles, and performed regularly in from three to three-and-a-half days.

In consequence of the advantages secured in this route, two extensive firms in London, largely connected with the passenger trade, established a correspondence with a leading firm engaged in the forwarding and inland transport business

business in this country, through which parties were enabled to secure, in London, their passages direct to any place in the Western States. A very considerable number of persons from London and Southampton availed themselves of this arrangement; and I have every reason to believe, from the satisfactory manner in which the engagements with those parties were fulfilled, and the now more generally diffused knowledge of the advantages of this route of the St. Lawrence, that it will be adopted by a large increase both of English and foreign emigration.

The foreign shipping arrived at this port in the course of the year, many of them coming in ballast, after landing passengers at New York, have shown much interest in acquiring all the information connected with the Canadian line of inland communication; and I have taken pleasure in making them acquainted with its superiority for emigrants of all classes. There is little room to doubt that the foreign emigration, by way of this province, will be largely increased next year.

It has come to my knowledge, also, that the German and Norwegian emigrants, who came by this route last season, were fully satisfied with it, and the accommodation and protection they received upon their journey westwards. I anticipate that the favourable accounts they have sent to their friends will be the means of inducing others to follow their course.

The appointment which your Excellency was pleased to make of a German interpreter during the past season was found most beneficial. It was the means of conveying to the German people arriving here a great degree of confidence; and they were invariably much satisfied on finding a countryman of their own placed here to advise and protect them. Although the emigration of this class did not realize the expectation entertained at the commencement of the season, I am of opinion that the expense incurred by this appointment will not be without advantageous results. At the same time, owing to the exertions and enterprise of the numerous agents of interested parties in the United States, who are dispersed over all Germany, circulating tracts with glowing descriptions of the settlements in the western country, and offering every inducement to emigrants to proceed by the New York route, and the constant and regular sailing of first-class passenger ships, with superior fittings and accommodation, I much fear that, unless the parties interested in this route establish a counter-agency, and adopt some measures to maintain their competition more advantageously, no immediate change in the numbers or character of our foreign emigration can be expected.

In the emigration of 1850, the proportion of Irish, as will be found on reference to the Return, shows its usual preponderance. The emigration from the port of Liverpool gives an increase of 700 over the number from that port last year. Of the whole number, 5,003 persons, there were from

England	-	-	-	-	-	-	-	765
Scotland	-	-	-	-	-	-	-	110
Foreign Ports	-	-	-	-	-	-	-	19
Ireland	-	-	-	-	-	-	-	4,109
								<hr/>
								5,003
								<hr/>

the proportion from Ireland being equal to five-sixths of the whole; and making the total Irish emigration embarked 23,066, equal to three-fourths of the whole emigration from the United Kingdom.

I have from time to time brought under the notice of your Excellency, in my periodical reports, which will be found in the Appendix, the condition of the parties arriving. Among those sent out by landlords a large proportion consisted of helpless families, selected on account of their total uselessness and inaptitude for labour of any kind. In the "Perseverance," from Dublin, there were from 25 to 30 families sent out, as they stated, by their landlord, from Queen's County, and furnished to the extent of a free passage to this port. On landing here, the party soon exhibited, in almost every individual, the physical weakness and depression, as well as the confirmed pauper habits, which, combined, form the least desirable class of colonists; some few families who had friends within reach were forwarded into the country, but the greater part, having no destination in view, could not claim the public assistance; they re-

CANADA.

mained for some time in the city, where they became exposed to disease, and a large proportion eventually involved the expense of hospital treatment.

Such cases are not mentioned for the purpose of reflecting censure upon parties sending out this description of emigrants, who, it may be, are not tenants, but merely paupers upon the land; but with the view of showing that the mere transporting of this class of people from one country to another is insufficient to place them in circumstances to enable them to depend upon their own exertions for support, a small further outlay, in affording them the means of at once proceeding into the interior of the country, or to points at which suitable employment could be found, would immediately effect the desired object of rendering them independent.

Another, and very destitute class of the Irish emigrants, who annually arrive by the route of the St. Lawrence, are the wives and families of parties who have emigrated in previous years, and who, by their industry, have been enabled to send home sufficient means to bring them just across the Atlantic. A large portion of this class have their destinations in the Western States; they are induced to take this route, it being cheaper than that by New York, and to some extent they were formerly encouraged in the expectation of being aided, on their arrival here, out of the emigrant fund; a large number of this class arrived during the past season whose destinations were throughout the frontier States, from Vermont to Missouri. In all cases where these families were without means, I obtained the husband's address, and wrote for immediate assistance to their families. In many cases money was sent, and I received sums amounting in the aggregate, during the season, to nearly 200*l.*; but in several cases no answer was ever received.

The whole number of cases assisted at this agency, during the year, gave the following per centage on the number from each country respectively:—

From England	-	-	-	-	5 $\frac{1}{2}$ per cent.
From Ireland	-	-	-	-	24 $\frac{1}{2}$ "
From Scotland	-	-	-	-	$\frac{1}{2}$ "
From Foreign	-	-	-	-	5 $\frac{1}{2}$ "

The Scotch emigration was generally forwarded through to Montreal either with the vessel, or at the expense of the ship; the Irish, almost without exception, landed here.

In concluding this Report, I may allude to the increased proportion of the emigration landed in the province, which has ultimately proceeded to the United States, and express the anticipation that, in the ensuing year, the number will be even further augmented. This is the natural result of a more general knowledge of the advantages of the St. Lawrence route for all emigrants whose destinations are fixed in the extreme west. I cannot but look for a considerable increase in the number of passengers from the continental ports, the largest part of whom are bound for the New States; and I anticipate a diversion of many of the foreign ships engaged in the passenger trade of the Irish ports from New York, where they have hitherto landed, to Quebec.

I may add, that the province, which is steadily extending its resources, promises to offer a fair field for skilled labour. The emigration remaining in Canada having been very moderate for the past two years, the supply of labour is not more than sufficient to meet such a demand as follows the progress of the struggling settler of one period, into the condition of the commercial farmer of another, only a few prosperous seasons later.

There are now two railways in active construction, and the extent of the works to be executed in the course of the ensuing season is very considerable, so that, although they will not employ recent emigrants alone, there must still be openings for this class of labourers in large numbers.

I have, &c.

(signed) *A. C. Buchanan*, Chief Agent.



APPENDIX.

No. 1.

RETURN of the Number of EMIGRANTS Embarked, with the Number of Births and Deaths during the Voyage and in Quarantine, the Total Number Landed in the Colony, distinguishing Males and Females and Adults from Children, with the Number of Souls from each Country; also the Number of Vessels, Tonnage and Seamen employed, and the Average Length of Passage during the Season of 1850.

Whence.	Number of Vessels.	Average Days on Passage.	Tonnage.	Number of Seamen.	Number Embarked.							Births.		Total Souls on Board.	Deaths on the Passage.							
					Cabin Passengers.	Adults.		Children, 1 to 14 Years.		Infants.	Total Steerage.	M.	F.		M.	F.	Adults.		Children 1 to 14 Years.		Infants.	Total.
						M.	F.	M.	F.								M.	F.	M.	F.		
England - -	131	39½	59,802	2,190	303	3,504	2,789	1,458	1,392	475	9,618	8	9	9,938	5	5	11	9	18	48		
Ireland - -	120	41	40,105	1,625	310	6,068	5,811	2,614	2,587	675	17,755	10	21	18,096	12	20	25	19	27	103		
Scotland - -	50	40	24,024	919	200	1,071	777	390	365	106	2,709	4	2	2,915	3	1	11	15	6	36		
Continent of Europe	11	55½	3,229	133	-	354	336	109	118	34	851	2	2	855	-	-	1	1	4	6		
Lower Ports, &c. -	39	21½	-	-	6	263	191	112	117	12	695	-	-	701	-	-	-	-	-	-		
<b>TOTAL - -</b>	<b>351</b>	<b>-</b>	<b>127,160</b>	<b>4,867</b>	<b>819</b>	<b>11,260</b>	<b>9,804</b>	<b>4,683</b>	<b>4,579</b>	<b>1,302</b>	<b>31,628</b>	<b>24</b>	<b>34</b>	<b>32,505</b>	<b>20</b>	<b>26</b>	<b>48</b>	<b>44</b>	<b>55</b>	<b>193</b>		

Whence.	Deaths in Quarantine.							Total Deaths.	Total Landed in the Colony.										GRAND TOTAL Landed in the Colony.
	Adults.		Children 1 to 14 Years.		Infants.	Total.	Total Deaths.		Adults.		Children, 1 to 14 Years.		TOTAL.		Infants.	Total Steerage.	Cabin Passengers.		
	M.	F.	M.	F.					M.	F.	M.	F.	M.	F.					
England - -	1	2	-	-	-	3	51	3,498	2,782	1,447	1,383	4,945	4,165	474	9,584	303	9,887		
Ireland - -	3	4	1	5	2	17	120	6,051	5,787	2,588	2,563	8,639	8,350	677	17,666	310	17,976		
Scotland - -	-	-	-	-	-	-	36	1,068	776	379	350	1,447	1,126	106	2,679	200	2,879		
Continent of Europe	-	-	-	-	-	-	6	354	236	108	117	462	353	34	849	-	849		
Lower Ports, &c. -	-	-	-	-	-	-	-	263	191	112	117	375	308	12	695	6	701		
<b>TOTAL - -</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>20</b>	<b>213</b>	<b>11,234</b>	<b>9,772</b>	<b>4,634</b>	<b>4,530</b>	<b>15,868</b>	<b>14,302</b>	<b>1,303</b>	<b>31,473</b>	<b>819</b>	<b>32,292</b>		

Emigration Department, Quebec, }  
December 1850.

(signed)

A. C. Buchanan,  
Chief Agent.

No. 2.

ABSTRACT STATEMENT of the Total Number of EMIGRANTS Embarked, Died on the Passage and in Quarantine, with the Number of Births, and the Total Number Landed in the Colony, distinguishing the Countries and Ports whence they sailed, during the Season of 1850.

ENGLAND.

Ports whence Sailed.	Number of Vessels.	Passengers.		Deaths.		Births.	Landed in the Colony.
		Steerage.	Cabin.	At Sea.	In Quarantine.		
Aberystwith - - -	3	26	3	-	-	-	29
Bideford - - -	2	91	3	1	-	-	93
Bristol - - -	5	34	3	-	-	-	37
Cardiff - - -	2	4	-	-	-	-	4
Carlisle - - -	2	25	-	-	-	-	25
Carmarthen - - -	1	11	-	-	-	-	11
Cowes - - -	1	7	-	-	-	-	7
Dartmouth - - -	2	7	-	-	-	-	7
Exeter - - -	1	6	-	-	-	-	6
Falmouth - - -	4	71	12	-	-	-	83
Fowey - - -	4	257	-	-	-	-	257

CANADA.

No. 2.—STATEMENT of the Number of Passengers, Deaths, Births, &c.—*continued.*ENGLAND—*continued.*

Ports whence Sailed.	Number of Vessels.	Passengers.		Deaths.		Births.	Landed in the Colony
		Steerage.	Cabin.	At Sea.	In Quarentine.		
Gloucester - - -	3	292	6	-	-	-	298
Hull - - - - -	5	587	28	-	-	1	616
Liverpool - - -	36	5,003	90	38	3	9	5,061
London - - - - -	16	795	77	4	-	3	871
Maryport - - -	2	-	12	-	-	-	12
Newcastle - - -	1	1	-	-	-	-	1
Newport - - - -	1	-	1	-	-	-	1
Padstow - - - -	3	200	1	1	-	-	200
Plymouth - - -	11	1,038	12	1	-	-	1,049
Poole - - - - -	1	10	-	-	-	-	10
Scarboroughh -	1	11	-	-	-	-	11
Shields - - - -	1	19	7	-	-	-	26
Southampton -	5	796	22	3	-	4	819
St. Ives - - - -	3	21	-	-	-	-	21
Stockton - - - -	1	27	-	-	-	-	27
Sunderland - - -	3	41	17	-	-	-	58
Swansea - - - -	2	7	1	-	-	-	8
Torquay - - - -	3	111	7	-	-	-	118
Truro - - - - -	2	69	-	-	-	-	69
Whitby - - - - -	1	32	-	-	-	-	32
Whitehaven - - -	1	1	-	-	-	-	1
Workington - - -	1	8	-	-	-	-	8
Yarmouth - - - -	1	10	1	-	-	-	11
	131	9,618	303	48	3	17	9,887

## I R E L A N D.

Ports whence Sailed.	Number of Vessels.	Passengers.		Deaths.		Births.	Landed in the Colony.
		Steerage.	Cabin.	At Sea.	In Quarentine.		
Belfast - - - - -	11	1,717	22	4	-	3	1,738
Cork - - - - -	9	1,141	20	2	2	2	1,159
Donegal - - - -	3	286	6	-	-	1	293
Dublin - - - - -	7	1,545	19	10	-	-	1,554
Killala - - - - -	2	202	-	-	-	-	202
Kilrush - - - - -	3	248	3	-	-	-	251
Limerick - - - -	37	6,066	135	58	10	15	6,148
Londonderry - -	3	355	-	4	-	1	352
New Ross - - - -	11	2,461	32	11	2	6	2,486
Newry - - - - -	3	358	4	4	-	-	358
Sligo - - - - -	7	877	27	3	-	-	901
Tralee - - - - -	2	365	-	2	-	-	363
Waterford - - -	14	1,350	8	2	-	1	1,357
Westport - - - -	5	498	20	3	3	2	514
Wexford - - - -	2	186	8	-	-	-	194
Youghal - - - -	1	100	6	-	-	-	106
	120	17,755	310	103	17	31	17,976

## S C O T L A N D.

Ports whence Sailed.	Number of Vessels.	Passengers.		Deaths.		Births.	Landed in the Colony.
		Steerage.	Cabin.	At Sea.	In Quarentine.		
Aberdeen - - - -	4	246	28	1	-	-	273
Ardbroath - - -	1	6	-	-	-	-	6
Ardrossan - - -	1	66	-	-	-	-	66
Ayr - - - - -	1	7	-	-	-	-	7
Dundee - - - - -	1	21	2	-	-	-	23
Glasgow - - - - -	34	1,677	128	20	-	4	1,789
Greenock - - - -	2	455	30	15	-	1	471
Leith - - - - -	1	10	-	-	-	-	10
Montrose - - - -	1	31	4	-	-	-	35
Oban - - - - -	1	82	2	-	-	1	85
Stromness - - -	1	5	-	-	-	-	5
Thurso - - - - -	1	103	-	-	-	-	103
Troon - - - - -	1	-	6	-	-	-	6
	50	2,709	200	36	-	6	2,879

No. 2.—STATEMENT of the Number of Passengers, Deaths, Births, &c.—*continued.*

CONTINENT OF EUROPE.

Ports whence Sailed.	Number of Vessels.	Passengers.		Deaths.		Births.	Landed in the Colony.
		Steerage.	Cabin.	At Sea.	In Quarentine.		
Drammen - - -	2	224	- -	- -	- -	2	227
Gothenburg - - -	1	11	- -	- -	- -	-	11
Hamburg - - -	6	599	- -	6	- -	1	594
Sandefjord - - -	1	2	- -	- -	- -	-	2
Tönsberg - - -	1	15	- -	- -	- -	-	15
	11	851	- -	6	- -	4	849

LOWER PORTS, &c.

Ports whence Sailed.	Number of Vessels.	Passengers.		Deaths.		Births.	Landed in the Colony.
		Steerage.	Cabin.	At Sea.	In Quarentine.		
Bathurst - - -	1	13	- -	- -	- -	-	13
Carquette - - -	1	68	- -	- -	- -	-	68
Carbonière - - -	1	6	- -	- -	- -	-	6
Halifax - - -	9	90	4	- -	- -	-	94
Harbour-de-Grace - - -	1	2	- -	- -	- -	-	2
Miramichi - - -	4	36	- -	- -	- -	-	36
New Carlisle - - -	1	20	- -	- -	- -	-	20
Pictou - - -	4	75	- -	- -	- -	-	75
Prince Edward Island - - -	1	91	- -	- -	- -	-	91
Richibuctoo - - -	1	5	- -	- -	- -	-	5
St. John's, Newfoundland - - -	6	42	2	- -	- -	-	44
Sydney - - -	3	232	- -	- -	- -	-	232
Bermuda - - -	1	4	- -	- -	- -	-	4
Bona - - -	1	3	- -	- -	- -	-	3
Cienfuegos - - -	1	1	- -	- -	- -	-	1
Gibraltar - - -	1	4	- -	- -	- -	-	4
Jersey - - -	1	2	- -	- -	- -	-	2
Matanzas - - -	1	1	- -	- -	- -	-	1
	39	695	6	- -	- -	-	701

RECAPITULATION.

Countries whence Sailed.	Number of Vessels.	Passengers.		Deaths.		Births.	Landed in the Colony.
		Steerage.	Cabin.	At Sea.	In Quarentine.		
ENGLAND - - -	131	9,618	303	48	3	17	9,887
IRELAND - - -	120	17,755	310	103	17	31	17,976
SCOTLAND - - -	50	2,709	200	36	- -	6	2,879
CONTINENT OF EUROPE - - -	11	851	- -	6	- -	4	849
LOWER PORTS, &c. - - -	39	695	6	- -	- -	-	701
TOTAL - - -	351	31,628	819	193	20	58	32,292

Emigration Department, Quebec, }  
December 1850.

A. C. Buchanan,  
Chief Agent.

CANADA.

No. 3.

NUMBER of PERSONS who appear to have received ASSISTANCE to enable them to Emigrate,  
during the Season of 1850.

VESSEL.	WHENCE.	Date of Arrival.	ENGLAND and SCOTLAND.		IRELAND.	
			Poor Law Commissioners.	Parish and Private Funds.	Parish Funds.	Landlords and Private Funds.
Secret - - -	Bideford - -	May 16	- -	1	-	-
Pearl - - -	London - -	" 16	- -	8	-	-
Jessy - - -	Limerick - -	" 19	- -	- -	- -	20
India - - -	New Ross - -	" 19	- -	- -	- -	150
George Ramsay -	" - -	" 19	- -	- -	- -	1
Sprite - - -	Dublin - -	" 19	- -	- -	140	-
Ava - - -	Southampton -	" 19	112	-	-	-
Rose - - -	Plymouth - -	" 19	5	-	-	-
Perseverance -	Dublin - -	" 20	- -	- -	- -	130
Corsair - - -	Gloucester - -	" 20	226	-	-	-
Laurel - - -	London - -	" 20	117	-	-	-
Fergus - - -	Hull - -	" 21	- -	11	-	-
Countess of Arran -	Donegal - -	" 22	- -	- -	11	-
Prince Regent -	Hull - -	" 22	3	-	-	-
Belle - - -	Padstow - -	" 20	13	-	-	-
Thorney Close -	Limerick - -	" 20	- -	- -	- -	30
Andromache - -	Waterford - -	" 30	- -	- -	- -	18
Anna - - -	Sligo - -	" 30	- -	- -	- -	5
Etheldred - - -	London - -	June 11	52	-	-	-
Columbus - - -	Dublin - -	" 11	- -	- -	104	-
Congress - - -	Limerick - -	" 11	- -	- -	- -	20
Washington - - -	Dublin - -	" 14	- -	- -	275	-
England's Queen -	Belfast - -	" 16	- -	- -	- -	18
Sophia M'Kenzie -	Cork - -	" 25	- -	- -	186	-
Ann - - -	Donegal - -	" 26	- -	- -	- -	2
Argent - - -	Limerick - -	" 26	- -	- -	- -	14
Souvenir - - -	" - -	" 30	- -	- -	- -	25
Henderson - - -	Sligo - -	July 3	- -	- -	- -	5
Juno - - -	New Ross - -	" 3	- -	- -	- -	40
Adept - - -	Liverpool - -	" 17	- -	- -	56	-
Hampshire - - -	Southampton -	" 19	82	-	-	-
Gentoo - - -	London - -	" 20	40	-	-	-
Milicete - - -	Liverpool - -	" 20	- -	- -	44	-
Woodman - - -	" - -	" 20	- -	- -	- -	9

No. 3.—Number of Persons who received Assistance to Emigrate—*continued.*

VESSEL.	WHENCE.	Date of Arrival.	ENGLAND and SCOTLAND.		IRELAND.	
			Poor Law Commissioners.	Parish and Private Funds.	Parish Funds.	Landlords and Private Funds.
Eliza Jane - - -	Waterford - -	July 22	- -	- -	40	—
Blanch - - -	Donegal - -	" 25	- -	- -	- -	7
Triton - - -	New Ross - -	" 25	- -	- -	- -	59
Wave - - -	Limerick - -	- -	- -	- -	- -	74
Viceroy - - -	Liverpool - -	" 26	- -	- -	- -	65
Belle - - -	Waterford - -	" 29	- -	- -	- -	68
Agnes - - -	Dublin - -	Aug. 6	- -	- -	227	—
Argo - - -	Thurso - -	" 13	- -	50	—	—
Conrad - - -	Glasgow - -	" 13	- -	200	—	—
Alfred - - -	Southampton - -	" 16	82	—	—	—
Durham - - -	London - -	" 20	30	1	—	—
Jane Avery - - -	Dublin - -	" 22	- -	- -	111	17
Amelia Hill - - -	Glasgow - -	" 22	- -	- -	- -	9
George - - -	Oban - -	" 24	- -	82	—	—
Empire - - -	New Ross - -	" 25	- -	- -	23	—
Vittoria - - -	Southampton - -	Sept. 8	81	8	—	—
Bridgetown - - -	Liverpool - -	- -	- -	- -	46	—
Colonist - - -	" - -	" 12	- -	- -	50	—
Try-again - - -	Cork - -	" 18	- -	- -	68	—
Elsbeth - - -	London - -	" 21	20	20	—	—
Ava - - -	Southampton - -	Oct. 2	20	—	—	—
Solway - - -	Gloucester - -	" 5	29	—	—	—
Jenny Lind - - -	New Ross - -	" 9	- -	- -	- -	12
Essex - - -	Liverpool - -	" 9	- -	- -	192	—
Jessy - - -	Limerick - -	" 10	- -	- -	- -	36
			921	392	1,573	854

TOTAL - - - 3,740.

Emigration Department, Quebec, }  
December 1850.(signed) A. C. Buchanan,  
Chief Agent.

CANADA.

No. 4.

RETURN of the TRADES or CALLINGS of the EMIGRANTS who arrived at the Port of *Quebec* and *Montreal*, during the Year 1850.

Bakers - - - - -	26	Brought forward - - -	577
Butchers - - - - -	16	Saddlers and Harness-makers - - -	5
Braziers, Plumbers, Tin-smiths, &c. - - -	12	Sail-makers - - - - -	3
Bookbinders and Printers - - - - -	14	Sawyers - - - - -	13
Bricklayers, Stone-masons, &c. - - - - -	55	Ship-builders - - - - -	1
Cabinet-makers and Turners - - - - -	18	Shoe-makers - - - - -	95
Carpenters and Joiners - - - - -	172	Smiths - - - - -	93
Cart and Wheel-wrights - - - - -	7	Stone-cutters - - - - -	1
Coach-makers - - - - -	4	Tailors - - - - -	63
Coopers - - - - -	14	Watch and Clock-makers - - - - -	7
Curriers and Tanners - - - - -	1	Wool and Flax-dressers - - - - -	3
Dyers - - - - -	2	Weavers - - - - -	59
Engineers - - - - -	11	Unenumerated Callings - - - - -	58
Gardeners - - - - -	35	Male Servants - - - - -	37
Millers and Mill-wrights - - - - -	20	Farmers and Agricultural Labourers - - -	5,413
Miners - - - - -	34	Common Labourers - - - - -	4,332
Merchants and Clerks - - - - -	110		
Moulders and Foundrymen - - - - -	8		
Painters and Glaziers - - - - -	11	Deaths of Male Adults at Sea - - -	20
Plasterers - - - - -	3	Ditto - ditto in Quarantine - - -	6
Rope-makers - - - - -	4		26
Carried forward - - -	577	TOTAL - - -	11,234

Emigration Department, Quebec, }  
December 1850.

(signed) A. C. Buchanan,  
Chief Agent.

No. 5.

RETURN of the Number of ADMISSIONS into HOSPITAL, DISCHARGES and DEATHS, of EMIGRANTS who Arrived in *Canada* during the Season of 1850.

	Admitted.	Discharged.	Died.	Remaining.
Quarantine Hospital - - - - -	364	344	20	—
Marine and Emigrant Hospital, Quebec - - -	520	444	37	39
Montreal General Hospital - - - - -	417	391	9	17
TOTAL - - -	1,301	1,179	66	56

Emigration Department, Quebec, }  
December 1850.

(signed) A. C. Buchanan,  
Chief Agent.

No. 6.

DISTRIBUTION of the EMIGRANTS who Arrived in the Province of *Canada* during the Year 1850, as near as can be ascertained.

Number of Emigrants from the United Kingdom <i>via</i> St. Lawrence - - -	30,742
Ditto - - ditto - - Continent of Europe - ditto - - - - -	849
Ditto - - ditto - - Lower Ports, &c. - ditto - - - - -	701
Ditto - - ditto at the different Agencies in Canada West, by the route of the United States - - - - -	356
TOTAL - - -	32,648

No. 6.—EMIGRANTS who arrived in the Province of *Canada* during the Year 1850—*continued.*

DISTRIBUTION :			
Estimated Number settled in the City and District of Quebec	- -	400	
Proceeded to the Eastern Townships	- - - - -	800	
Settled in the Montreal District, and in the city and vicinity	- -	2,700	
TOTAL remaining in Canada East			3,900
Number settled at Bytown, and at various places on the Ottawa and Rideau	- - - - -	800	
At Kingston and Bay of Quinté, and in the Hastings, Prince Edward and Midland Districts	- - - - -	1,000	
At Cobourg, Port Hope, Windsor, Whitby and Darlington, and in the Newcastle and Colborne Districts	- - - - -	3,740	
At Toronto, and in the Home and Simcoe Districts	- - - - -	4,630	
At Port Credit, Oakville and Hamilton	- - - - -	2,660	
In the Wellington, Gore, Niagara, Brock and London Districts	- -	1,250	
TOTAL Number settled in Canada West			14,980
Gone to New Brunswick, Nova Scotia and Newfoundland	- - - - -	- -	45
„ the Western States	- - - - -	4,390	
„ the United States from Montreal, <i>via</i> Lake Champlain	- -	9,333	
TOTAL supposed gone to the United States			13,723
TOTAL		- - -	32,648

Emigration Department, Quebec, }  
December 1850.

(signed) A. C. Buchanan,  
Chief Agent.

No. 7.

COMPARATIVE STATEMENT of the NUMBER of EMIGRANTS arrived at the Port of *Quebec*, since the Year 1829 inclusive.

COUNTRY.	5 Years, from 1829 to 1833.	5 Years, from 1834 to 1838.	5 Years, from 1839 to 1843.	5 Years, from 1844 to 1848.	1849.	1850.
From England - - -	43,386	28,624	30,813	60,453	8,980	9,887
„ Ireland - - -	102,264	54,898	74,981	112,192	23,126	17,976
„ Scotland - - -	20,143	10,998	16,289	12,767	4,984	2,879
„ Continent of Europe	15	485	- -	9,728	436	849
„ Lower Ports, &c. -	1,889	1,346	1,777	1,219	968	701
TOTAL - - -	167,697	96,351	123,860	196,359	38,404	32,292

GRAND TOTAL - - - 655,053.

Emigration Department, Quebec, }  
December 1850.

(signed) A. C. Buchanan,  
Chief Agent.

CANADA.

No. 8.

EXTRACTS from the NOTES appended to the Periodical REPORTS of ARRIVALS of PASSENGER-SHIPS at the Ports of *Quebec* and *Montreal*, in the Season of 1850.

No. 1.—From the 4th to the 18th of May 1850.

THE emigrants arrived during the week ending this date, have all landed in excellent health. But one death occurred on the passage, on board the "Countess of Durham," from Waterford, and one case of sickness was landed at Grosse Isle, from the "Cornwall," from Plymouth. These vessels have made favourable passages, the average being 36 days.

The male adults are classed as follows: mechanics, 70; farmers, 237; labourers, 89; and servants 1; and have generally emigrated to join friends. The English and Scotch are all respectable people, and appear to possess considerable means; and there were a number of highly respectable families among the cabin passengers, who are possessed of capital, and intend settling in the London district.

Those by the "Transit," from Westport, are all very poor. They are chiefly emigrating to join friends and relations, and a large number, consisting of helpless women and children, required assistance from this office. The total number of souls relieved from the vessels in this Return was 153, equal to 99½ adults.

2.—From the 19th to the 31st of May 1850.

The emigrants arrived during the period embraced in this return have all landed in excellent health. The whole number of vessels is 80, bringing 9,135 passengers. Among this number there died on the passage but 32, and 26 reported sick on arrival at Grosse Isle, a proportion so small as scarcely to require notice.

These vessels have all been fortunate in having made most favourable passages; the average of the 54 ships, of which particulars are given, being but 33½ days. The averages from the chief ports were as follows:

London	-	-	-	1 vessel	-	-	27 days
Liverpool	-	-	-	5 "	-	-	31 "
Plymouth	-	-	-	4 "	-	-	35 "
Limerick	-	-	-	10 "	-	-	33 "
Waterford	-	-	-	4 "	-	-	32 "
New Ross	-	-	-	5 "	-	-	34 "
Sligo	-	-	-	3 "	-	-	30 "

The quickest passage was that of the "Jessy," from Limerick, 22 days; and the longest was that of the "Caledonia," from the same port, 47 days.

The male adults, exclusive of cabin passengers, number 3,494, and are classed as follows: viz. farmers, 1,575; labourers, 1,576; servants, 15; mechanics, 328. The proportion of male adults to the women and children, is as 1 to 1½.

The number who have been sent out by their landlords, or assisted from their respective parishes, is 1,003; of these there were from

Ireland	-	-	-	-	-	505
England	-	-	-	-	-	487

320 of those from Ireland received landing-money, and 185 were provided only with a free passage. From England 460 persons received 20s. sterling, each adult, on landing here, which was paid to them through this office, and 27 appear to have received only a free passage.

The amended Passenger Act, which came into operation this spring, has so far worked most satisfactorily; not a single complaint has been made to me by the passengers of any of these vessels, and the increased scale of provisions has, no doubt, tended to the comfort and health of the passengers.

Under the increased facilities which the St. Lawrence route offers for the transport of emigrants whose destination may be Upper Canada, or any of the Western States, arrangements were made last winter by the two principal London houses engaged in the emigration business, so that emigrants were enabled to secure their passage in London to any port in the West, by which means they saved themselves trouble, time and expense. On board the "Ava" and "Laurel" the following numbers were thus forwarded through:—

To Montreal	-	-	-	-	105	To Buffalo	-	-	-	-	2
„ Kingston	-	-	-	-	4	„ Cincinnati	-	-	-	-	14
„ Port Hope	-	-	-	-	18	„ Detroit	-	-	-	-	3
„ Toronto	-	-	-	-	27	„ Milwaukie	-	-	-	-	11
„ Hamilton	-	-	-	-	43	„ Chicago	-	-	-	-	2

and from the satisfactory report received from many of these parties, it is anticipated that a large number will adopt this plan next year.

Unquestionably



Unquestionably the route of the St. Lawrence offers many advantages over that of New York, to all persons whose destination may be the West; as emigrants can, under present arrangements, be carried from this to Chicago, a distance of 1,650 miles, in ten days, with but two transshipments, for 40 s. currency, or 32s. 9 d. sterling.

I enclose herewith a printed table of the several routes and modes of conveyance, showing the rates of transport, and the time occupied in the passage. This table applies only to steerage or deck passengers.

The "Marie Fredericke," the first vessel with German emigrants, arrived on the 29th instant. They at once secured through tickets, and were forwarded from this to Buffalo for \$5. 50 each adult, luggage free, and were carried through in from 3½ to 4 days. Had these passengers proceeded by the New York route, they would have been ten days in reaching Buffalo, and have had to pay at the rate of one dollar for each 100lbs. of luggage over 50lbs., besides being cooped up in a small canal boat the whole distance between Troy and Buffalo.

On board many of the vessels from the ports of Limerick, Dublin, Waterford and Sligo, there were a number of very poor families, consisting either of widows and orphans, or helpless women and children coming out in search of their husbands or other relatives. These parties chiefly emigrated voluntarily, landed here destitute, and in some instances without any correct knowledge as to their destination; they consequently became chargeable on this office, and I found it necessary to grant free passages to 1,375 persons, being equal to about 15 per cent.

The monthly return of the Grosse Isle Hospital, from the commencement of the season to the 31st May, is as follows:—

Admitted	-	-	-	-	-	-	-	-	44
Discharged	-	-	-	-	-	-	-	-	20
Died	-	-	-	-	-	-	-	-	2
Remaining	-	-	-	-	-	-	-	-	22
TOTAL									44

3.—From the 1st to the 29th of June 1850.

The vessels arrived during the period embraced in this return, have generally made favourable passages, the average of which has been 39 days.

The emigrants have landed in good health; the deaths on the passage being 27, 12 of which occurred on board the "Polly," from Liverpool, all children; and 44 were returned as sick, 19 of whom were from the "Sophia M'Kenzie," from Cork, who were suffering from a severe attack of ophthalmia.

The male adults are classed as follows; 683 farmers, 686 labourers and 134 mechanics.

Of the whole number, 671 were aided in their emigration; 52, in the "Etheldred," from London, were paid, through this office, 20s. sterling each adult, and were forwarded by the ship to Montreal; 104, in the "Columbus," from Dublin; were sent down by the Rathdown Union, and were paid 20s. sterling each adult on landing. In the "Congress," from Limerick, there were four families, 20 in number, sent out by Mr. Ryan from his property in the county Tipperary, they received only a free passage. On board the "Washington," there were 275 persons (a large portion of whom were women and children) sent out by the Baltinglass Union, county Wicklow, they received 20s. each adult, and 10s. each child, which were paid them previous to embarking. Several of these parties had spent the greater part of their money previous to arrival, in purchasing extra provisions and luxuries from the captain. In the "England's Queen," from Belfast, there were 18 persons sent out by Colonel Close, who provided them with a free passage only. One young woman, by this vessel, Sarah Rice, was reported by the medical superintendent as an idiot, and the master, under the 10th clause of the Provincial Act, has been called on to enter into a bond on her account. As the party is now confined in the gaol, the master has expressed his determination to take her back to her family, who reside in Belfast. In the "Argent," from Limerick, there were 14 persons sent out by Colonel Vandeleur; and in the "Ann," from Donegal, two by Mr. Creighton, the extent of assistance granted them appears to have been a free passage to this port. By the "Sophia M'Kenzie," there were 186 persons sent out by the Cork Union, chiefly young men and women; viz. 54 men, 109 women and 23 children; they were paid 10s. sterling each on landing, through this office. A number of the females have obtained situations here, and the remainder have proceeded up the country in search of employment. From the statement by the surgeon of this vessel, it appears that two of the passengers were suffering from an attack of ophthalmia when they embarked, which, notwithstanding all the precautions taken, spread rapidly among the passengers; and on arrival here, it was found necessary to send 20 of them to hospital; several of whom, it is feared, will lose their sight. As a number of these poor people are destitute, and without friends or relations to support them, the master of the vessel has been informed, that he will be required to give the necessary bonds to provide for their support, and prevent their becoming a charge on the public.

The Germans, in the "Fortunatus," consisted of 33 agriculturists and 24 mechanics, with their families. They have emigrated to join friends in the Western States; three

CANADA.

families went to Toronto with the intention of purchasing land, and two young men have obtained employment on the Montreal and Portland Railroad at Melbourne.

116 of the emigrants by the "Etheldred," who emigrated at their own expense, were respectable farmers and tradesmen, with good means. They were chiefly going to settle in Western Canada; 21 adults had secured their passage in London, as far as Toronto, four to Detroit, and five to Milwaukie, State of Wisconsin.

The passengers by the "Niagara," from Glasgow, were all agriculturists, and they proceeded in the vessel direct to Montreal; 12 were Irish, one English, and the remainder Scotch. One family settled in Quebec, the others intended to proceed to Canada West, and appeared, generally, to possess means.

Those by the "Congress" from Limerick, were all poor labourers, with their families. A large number were entirely destitute on landing here; and 31 adults and 27 children (chiefly women and children proceeding to join their relations), were provided with a free passage.

The passengers from Liverpool, per the "Charlotte" and the "Polly," 692, are, with the exception of a few English, Scotch and Welsh families, Irish emigrants from the counties of Tyrone, Sligo, Armagh and Monaghan. They all emigrated voluntarily, and have come out to join their friends, chiefly in Western Canada. About one-third of their number are proceeding to the United States. There were a number of very poor families, consisting of women and children, whose friends had sent them the means of emigrating, and I was under the necessity of forwarding 99 souls, equal to 66 adults, to their relations.

Employment in this neighbourhood is now very limited; but a good demand exists for labourers on the various railroads in course of construction in this province, and in the States of New York and Vermont. The contractors on the Montreal and Portland Railroad are desirous of engaging 500 men, to whom they offer wages from 3s. 6d. to 4s. currency per day, with a promise of steady employment for a length of time.

The amount of emigrant tax received at this port, to the present time, is upwards of 4,000 l. currency.

By the hospital returns received, it appears that at the close of this month there were remaining in hospital at Grosse Isle, 70; Marine and Emigrant Hospital, Quebec, 112, and in the hospital at Montreal, 15.

#### 4.—From the 30th of June to the 10th of July 1850.

The emigrants arrived since the 1st instant, have all landed in good health; but five deaths occurred at sea, and but 10 sick were sent to hospital at Grosse Isle.

The emigrants were chiefly agriculturists, and were classed on the ships' lists as follows: farmers, 372; labourers, 310; mechanics, 55; and domestic servants, 2. They emigrated at their own expense, with the exception of 70; 40 of whom were sent out by the Earl Fitzwilliam in the "Juno," from New Ross. According to their statement, they were paid 20s. each previous to embarking; four of the families, 21 persons, were destitute of means on arrival here, and as they had relations residing near Toronto, they were assisted with a free passage to that port. But few free passages have been given from these vessels; the total number assisted was 116 persons, equal to 85 adults.

The emigrants from Hamburg, 251, are Bavarians and Hanoverians, chiefly agriculturists. A few families intend settling in Canada, but the great majority proceeded direct to Buffalo, on their route to the West; and a few of the young single men went to the Montreal and Portland Railroad, for employment.

#### 5.—From the 10th to the 31st of July 1850.

The emigrants arrived during this period have all landed in good health, notwithstanding the long passage of a number of the vessels. The average is 53 days, being the highest for several years past. The emigrants are chiefly of the agricultural class; the male adults are returned in the several lists as follows:—farmers, 740; labourers, 883; mechanics, 77; and servants, 7.

Seven-eighths of the whole number are natives of Ireland, as although 2,090 are in the return as sailing from England, 1,629 of this number are Irish emigrants from the port of Liverpool. Their destination is principally to the United States; and I estimate that upwards of one-half have emigrated with the intention of proceeding to that quarter. A steady demand has existed for these last two months for labourers on the several railroads in course of construction in the States of New York and Vermont, as well as on the Montreal and Portland road; and agents from the several lines are constantly in Montreal, offering to engage all parties desirous of employment at 4s. per day. Labourers are also in much request throughout the country for harvest; and, in many parts of Upper Canada, the farmers have had to pay a dollar per day for men.

Of the emigrants in this Return, 574 have been assisted to emigrate, and 4,317 have emigrated voluntarily. Those assisted have been sent out by the following parties, viz. :—

Vessel.	Number.	By whom sent out.	Assistance given, besides a Free Passage.	Amount of Landing-money.
				£. s. d.
Adept - -	56	Londonderry Union	10s. sterling each on landing	33 10 -
Hampshire - -	82	Poor Law Union -	20 s. each adult on landing -	64 10 -
Gentoo - -	49	- ditto - -	20 s. each adult on landing -	46 5 10
Milicete - -	44	Cootehill Union -	- - nil - -	- - -
Woodman - -	9	Landlord - -	- - nil - -	- - -
Eliza Jane - -	40	Waterford Union -	-- young men 15s. each on landing.	30 - -
Blanch - -	7	Landlord - -	- - nil - -	- - -
Triton - -	59	- ditto - -	20 s. each on embarkation -	- - -
Wave - -	74	- ditto - -	- - nil - -	- - -
Viceroy - -	85	- ditto - -	10 s. each on embarkation -	- - -
Belle - -	68	- ditto - -	- - nil - -	- - -
	573			£. 174 5 10

Those by the "Milicete," from the Cootehill workhouse, all positively state that they were to have been paid through this office, 20s. each adult, and 10s. each child, on landing, and are now remaining here in hopes that the money will be sent them as promised.

The "Wave," from Limerick, with 166 passengers, was wrecked on the morning of the 6th July, on Cape Rosier, passengers all saved; but they lost the greater part of their luggage. They were sent forward by the captain. In consequence of the loss and detention they suffered, I found it necessary to assist the greater part of them to proceed from this. About two-thirds were sent to the railroad for employment, and a few of the women and children were assisted to reach their friends. With the exception of those on board the vessels from Liverpool, Donegal and Killala, but few others required assistance, and on board these vessels the relief granted has been almost exclusively to women and children that have emigrated to join their parents and husbands, who, in almost every instance, had sent them means to pay their passage to this port.

The total number assisted from the several vessels in this Return was 440 adults, 259 children, and 59 under age: of the 440 adults, 178 were sent to Port St. Francis for employment on the Portland railroad, at an expense of 2 s. each.

6.—From the 1st to the 31st of August 1850.

Five thousand one hundred and sixty-five emigrants arrived at this port during the month of August; 4,322 of whom emigrated voluntarily, and 843 were sent out by their landlords, or by parochial funds. Of this number, 286 received landing-money here, amounting to 237l. 10 s. sterling; 227 by the "Agnes," from Dublin, were paid their money previously to embarkation; and the remaining number (330) do not appear to have received anything beyond a free passage.

The deaths on the passage were 55, chiefly children; of this number 15 occurred on board the "Three Bells," from Glasgow, and 14 on board the "Wandsworth," from Greenock.

The male adults are classed as follows:—853 farmers, 679 labourers, 143 mechanics and four servants.

Fully two-thirds, including all the German emigrants, have proceeded to the United States, principally to friends.

On board the "Durham," from London, there were 12 boys sent out by the Ragged School in West-street, Smithfield. Two of them, on arrival, proceeded up the country; the remainder, on receipt of their landing money, went to lodgings in this city. Several of them have been employed in discharging and loading the vessel; four have shipped themselves as sailors, and have returned to England; and the remainder are now desirous of making a similar arrangement. In future, the passage of such parties should be secured as far as Toronto, or instructions should be given authorizing the application of their landing-money to this object; otherwise they will remain in idleness about this city as long as their money lasts, and then endeavour to secure a passage back to England, defeating altogether the object for which they were sent out.

Eighty-two passengers, per the "George," from Oban, were provided with a free passage to Montreal, by Mr. M'Donald, and they were landed there in great destitution. Owing to the number of women and children, it was found necessary to provide them, at the expense of this department, with a free passage to Lancaster, their destination being Glengarry, in the Eastern District.

Complaints were made by the passengers per "Empire," from New Ross, "Bon Accord," from Limerick, and "Sylvanus," from Westport, for detention after the day fixed for sailing, as specified in the contract tickets. Legal proceedings having been threatened, the masters satisfied the claims of such of the passengers as gave satisfactory proof by their contract tickets

## CANADA.

tickets that they had suffered such detention. The amount paid by the master of the "Empire" was 34*l.* 18*s.* 3*d.* sterling; the "Bon Accord," 4*l.* 5*s.* 6*d.*; and the "Sylvanus," 1*l.*

The emigrants of the "Black Nymph," from Limerick, had a long passage. The passengers were on board, including 10 days' detention at Grosse Isle, upwards of 74 days. Many cases of fever occurred; 27 were left in quarantine, and 27 sent to hospital in this city, within a day or two after being landed here, several of which have terminated fatally. The "Black Nymph" is an old north-country built vessel, and, although safe and perfectly seaworthy, is a very slow sailer, and therefore not a desirable vessel for emigrants. Passenger vessels which sailed the same tide with her, arrived here from a month to six weeks earlier. A large number of the passengers by this vessel were very destitute. Their own stock of provisions having been exhausted, they were depending entirely on the supplies provided by the ship, which, owing to the length of the voyage, soon became expended, with the exception of the oatmeal.

The total number of persons assisted by this department, from the several ships included in this Return, is 534 souls, equal to 383 adults, being equivalent to one-tenth of the whole number.

Labour on the public works in the vicinity of Montreal continues abundant, and those desirous of employment may obtain it without difficulty.

## 7.—From the 1st to the 30th of September 1850.

The emigrants arrived during the past month number 3,664 persons. They all landed in good health; but 21 deaths occurred on the passage, chiefly children. Several vessels have had unusually long passages, and the average is upwards of 46 days.

A large proportion are women and children. The male adults are classed as follows:—673 farmers, 347 labourers, 134 mechanics.

Of the whole number, 293 persons were aided in their emigration; viz., 129 from England, who received landing-money to the amount of 77*l.* 5*s.* sterling; and 164 from Ireland, who were paid 103*l.* 17*s.* 6*d.* on landing; the remainder, 3,371, emigrated at their own expense. Among those sent out from England were 20 young women, by the Female Emigration Society in London. They were well and amply provided for during the voyage, and forwarded, at the expense of the Society, to Toronto. A party of 42 females and eight males were sent out by the Waterford Union, in the ship "Colonist," from Liverpool; and on board the "Try-again" there were 68 females sent out by the Cork Union; these two parties received, through this office, 15*s.* sterling each on landing. On board the "Bridgetown," there were 15 families, 46 persons, sent out by the Dunfanaghy Union, county Donegal, who received 20*s.* each adult, and 10*s.* each child, on landing here. This vessel was unfortunately lost on the coast of Newfoundland, on the 4th August, passengers saved, excepting three children, but with loss of luggage. They were forwarded from St. John's to this port in three vessels, and arrived here on the 8th September. Owing to their destitute condition, I forwarded them all to Montreal, where employment could be obtained.

The passengers per "Lyna" and "Benedicte," from Drammen, 224 in number, are the first parties of Norwegians who have landed at this port. They were chiefly farmers, and all proceeded to the Norwegian settlement in Wisconsin. They secured the passage from this to Chicago for 25*s.* each adult, including luggage, which is 10*s.* under the regular fare; but competition among the forwarding companies, to secure the whole of these parties, cut down the price.

Of the emigrants included in this Return, nearly two-thirds are Irish, the greater portion of whom are going to the United States; a large number of these are women and children, coming out to join their husbands and other relations and friends, and many were in great destitution.

The number of free passages granted, exclusively of the passengers per "Bridgetown," were 365, equal to 223 adults.

There have been no complaints among the passengers of any of these vessels calling for the interference of this office. The ships have been well found, and the masters kind and obliging.

## 8.—From the 1st to the 29th of October 1850.

The emigrants arrived during the month of October number 2,303 souls. They are nearly all Irish, 2,080 being natives of that country. A large proportion are females and children, the number being 589 males, 855 females, 682 children, and 92 infants.

Of the female adults, 192 were sent out by the Dungarvan Union, in the ship "Essex," from Liverpool. This vessel, after being nine days at sea, sprung a leak, and put back to Cork, where she remained 42 days undergoing repairs, the passengers being landed and supported at the ship's expense. She sailed the second time from Cork on the 6th September, and completed the passage in 33 days, being 86 days since the passengers embarked at Liverpool; they all arrived in good health. During her detention at Cork, a number of the passengers left the vessel, and others were shipped in their places; and, on arrival here, there were found to be 15 uncertified persons on board, for which the master had to pay a fine of 50*s.* each,

The young women sent out by the Dungarvan Union were all to have received the sum of 15*s.* sterling each on landing here. The funds not having been remitted in time, these  
females

females were provided with food, and forwarded to Upper Canada, at the expense of the Emigrant Fund. Through the exertions of the several agencies, they all readily obtained situations at wages ranging from 6 *l.* to 9 *l.* a year, and were distributed as follows:—

Quebec, including the matron	-	-	-	-	-	-	-	-	-	11
Montreal	-	-	-	-	-	-	-	-	-	17
Kingston	-	-	-	-	-	-	-	-	-	8
Cobourg	-	-	-	-	-	-	-	-	-	97
Toronto	-	-	-	-	-	-	-	-	-	47
Proceeded to friends near Burlington	-	-	-	-	-	-	-	-	-	9
Proceeded to friends near Albany	-	-	-	-	-	-	-	-	-	3

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192

Those at Quebec received their full allowance, 18*s.* 4*d.* currency each. Deducting from the others their respective costs of transport and provisions, the allowances are as follows: to those at Montreal, 15*s.* 6*d.*; at Kingston, 10*s.* 10*d.*; at Cobourg, 5*s.* 7*d.*; and at Toronto, 3*s.* 4*d.* each.

The "Joseph Hutchinson" not only presented an undue proportion of women and children, but exhibited an instance of the determination of the heads of such families, mostly resident in the States, to burthen this Government with the cost of transporting their families, through Canada, to their destinations. The majority of these women and children landed here quite destitute; and it was found necessary to forward them, as the advanced period of the year precluded communication with their friends to obtain the means in time for removal from this port.

The sickness and mortality which prevailed during the month of October, exceed the average of any previous month of the season. The ships chiefly affected were the "Jessy" and the "Thorney Close;" the deaths on board the former were 18, on the latter, four, and on the whole of the vessels included in this Return, 27; and more than 50 of the passengers of the "Jessy" have been admitted to hospital at Grosse Isle, and in this city.

The number assisted with a free passage was 658, equal to 481½ adults, being above one-fourth of the whole number arrived. This excessive proportion of assistance has been rendered necessary on account of the greater destitution of the parties, the lateness of the season, and the greater number of discharges from hospital.

This Return closes the emigration for the season of 1850.

Emigration Department, Quebec, }  
December 1850.

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Enclosure 2, in No. 8.

EXTRACT from a Report of a Committee of the Honourable the Executive Council on Matters of State, dated 4th March 1851, approved by his Excellency the Governor-general in Council on the same day. Encl. 2, in No. 8.

On the letter of A. C. Buchanan, Esq., Chief Emigrant Agent, Lower Canada, dated 25th January, transmitting, for your Excellency's information his Annual Report on the emigration to this province during the season of 1850.

The Committee respectfully recommend, that this Report and its Appendix be sent to Her Majesty's Secretary of State for the Colonies; but that previously a copy thereof be made for the use of the Provincial Government.

(Certified.)

(signed) J. Joseph, C. E. C.

The Hon. the Provincial Secretary,  
&c. &c. &c.

CANADA.

## Despatches from the Right Honourable Earl Grey, Secretary of State.

—No. 1.—

(No. 411.)

Copy of a DESPATCH from Earl Grey to Governor the Right Honourable the Earl of Elgin.

No. 1.  
Earl Grey to  
Governor the  
Earl of Elgin,  
16 August 1849.  
\* Page 1.

My Lord,

Downing-street, 16 August 1849.

I HAVE the honour to acknowledge the receipt of your despatch, No. 76,\* of the 20th of June, enclosing a Report from the Emigration Agent at Quebec, relative to the emigrant vessel "Faithful."

Having referred this subject to the Colonial Land and Emigration Commissioners, I transmit, for your Lordship's information, a copy of their Report, from which you will learn the result of the inquiries which have been instituted in this case, and in conformity with the suggestion of the Commissioners, I have to request that your Lordship will instruct Mr. Buchanan, in the event of the Master of the "Faithful" returning to Quebec, and provided such evidence can be obtained as would hold out a prospect of success, to cause legal proceedings to be taken against him for infractions of the Passengers Act.

I have, &c.  
(signed) Grey.

Enclosure in No. 1.

Encl. in No. 1.

Sir,

Colonial Land and Emigration Office,  
7 August 1849.

WE have to acknowledge the receipt of your letter of the 21st ultimo, enclosing a despatch from the Governor-general of Canada, accompanied by a Report from the Emigration Agent at Quebec, Mr. Buchanan, on the subject of the emigrant ship "Faithful."

It appeared from Mr. Buchanan's report, and the affidavits enclosed in it, that the "Faithful," which sailed from Limerick, arrived at Matan, 200 miles below Quebec, with 18 passengers on board; that these passengers were not taken on board at Limerick, but at a place called Tiervoo; that on paying for their passage they did not receive the contract ticket required by the Act; and that during the voyage no provisions of any kind were issued to them. Mr. Buchanan under these circumstances suggested, that an inquiry should be instituted at Limerick, to ascertain whether this vessel had been cleared according to law.

3. We have communicated on the subject with our officer at Limerick, and are informed by him in answer, that the first intimation which he had received respecting this vessel, was in a letter from Mr. Buchanan, and that on inquiry at the Custom-house, he found that she had cleared in ballast. This answer might have been anticipated from the facts stated in the affidavit accompanying Mr. Buchanan's letter. The fact of the people having been taken on board, not at Limerick, but at a place below it, was almost conclusive evidence that the law had been evaded. And we must regret that, under these circumstances, Mr. Buchanan did not at once take steps for proceeding against the master at Quebec, for those infractions of the law which were deposed to, and could have been easily proved. It would be almost useless to attempt any such proceedings in this country, because it will be almost impossible to procure any evidence against the master. We have, however, instructed our officer at Limerick, to take proceedings, should he be able to obtain such evidence as would hold out a prospect of success. And we would suggest that a similar instruction should be given to Mr. Buchanan, in the event of the master returning to Quebec, and there being the opportunity of producing the evidence against him, of any of the emigrants or others, who went out in the "Faithful."

Herman Merivale, Esq.,  
&c. &c. &c.

We have, &c.  
(signed) T. W. C. Murdoch.  
Frederic Rogers.

No. 76, 20 June  
1849.

7 August 1849.

— No. 2. —

(No. 547.)

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

My Lord,

Downing-street, 4 January 1851.

WITH reference to my despatch, No. 339,\* of the 10th of March last, on the subject of the claim preferred by the Canadian Government, to an additional sum of 14,738*l.* 2*s.* 10*d.*, on account of the emigration expenses for the year 1847, I have the honour to transmit, for your Lordship's information and guidance, the copy of a letter from the Board of Treasury, remarking on the unsatisfactory and insufficient nature of the evidence adduced by the Provincial Government in support of this claim, and stating that it must preclude their Lordships from admitting it as a set-off against the claims of the Commissariat Department upon the local Treasury.

In conformity with the desire expressed by the Lords Commissioners, I have to request that your Lordship will cause every endeavour to be made to bring these accounts to an early and clear settlement.

I have, &c.  
(signed) Grey.

No. 2.  
Earl Grey to  
Governor the  
Earl of Elgin,  
4 January 1851.

24 December 1850.

## Enclosure in No. 2.

Sir,

Treasury Chambers, 24 December 1850.

WITH reference to the suggestion contained in your letter of the 7th February 1849, regarding the settlement of the additional claim of the Canadian Government on account of the distressed emigrants from the United Kingdom, therein submitted to my Lords, by making it a set-off against the larger claims of the British Commissariat upon the provincial revenues, and to the letter of this Board of the 6th March 1849 on that subject, I am commanded by the Lords Commissioners of Her Majesty's Treasury to transmit to you, in order that they may be submitted for Earl Grey's information, copy of a letter from Commissary-general Knowles, dated 3d September last, and extract of the letter therein enclosed, addressed to him by Deputy Commissary-general Lane, together with the report therein mentioned, and to request that, in laying these documents before Lord Grey, you will observe to his Lordship, that my Lords cannot but express their regret that the evidence the Canadian Government was prepared to adduce in support of the large claims for expenses by district Boards of Health, comprised in the general statement of expenditure for the destitute emigrants, furnished by the Governor-general, and on the faith of which repayments have been made to the Provincial Government to a very considerable amount, should have proved, on investigation, to be so very unsatisfactory and insufficient; and I am to state that, under the circumstances disclosed by the documents herewith transmitted, my Lords are obviously precluded from assenting to any admission of the claims for additional allowance put forward in the Earl of Elgin's despatch of the 18th January 1849, as a set-off against the claims of the Commissariat Department upon the Canadian Treasury; and that my Lords have therefore felt it incumbent on them to instruct the officer in charge of the Commissariat to recall the attention of the provincial Government to these claims, and to press for an early settlement of them; and I have to request that Lord Grey will enjoin the Governor-general to cause steps to be taken for the liquidation of them without further delay.

Encl. in No. 2.

H. Merivale, Esq.  
&c. &c. &c.

I have, &c.  
(signed) C. E. Trevelyan.

## Sub-Enclosure 1, to Enclosure in No. 2.

Sir,

Commissariat, Canada, Montreal, 3 September 1850.

IN reference to your letter of the 7th March 1849, I have the honour to submit to you, for the information of the Lords Commissioners of Her Majesty Treasury, a letter received by me from Deputy Commissary-general Lane, enclosing his report of inspection of the several accounts presented by the provincial Government on account of destitute and sick emigrants in 1847-8, amounting to 75,304*l.* 17*s.* 8*d.*

Sir Charles E. Trevelyan, K. C. B.,  
&c. &c. &c.

I have, &c.  
(signed) F. E. Knowles, C. G.

## CANADA.

## Sub-Enclosure 2, to Enclosure in No. 2.

EXTRACT of a Letter from Deputy Commissary-general *Lane* to Commissary-general *Knowles*; dated Montreal, 2 September 1850.

\* This bulky  
Report is omitted  
to be printed.

" I HAVE the honour to hand to you my report\* of inspection of the several accounts presented in support of the claim for expenses incurred by the provincial Government on account of destitute and sick emigrants in 1847-8.

" Upon a review of these accounts, the whole expenditure appears characterized by a most lavish waste of the public funds, both as regards the excessive issues of every description of provisions and medical comforts, and in the exorbitant rates charged, as well as the excessive establishment of medical attendants and hospital servants, at rates of pay very far exceeding the limits of the provincial authorities.

" Had the Order in Council of 1 June 1847, authorizing Boards of Health to contract for provisions, &c., been complied with, and public competition invited, there is little doubt but a saving of 30 to 40 per cent. would have been effected, as was demonstrated in the case where the Commissariat was requested to enter into contracts for the supply of bread and beef for the sick and destitute emigrants at Montreal, contracts were entered into for beef at 3½d. per lb., with the same individuals who were then receiving 5d. per lb. from the Board of Health, and bread at 6½d., instead of 1s. per loaf.

" Most of the accounts for Canada West appear to have undergone an examination by Mr. Hawke, the emigrant agent for that province, by whom numerous disallowances were recommended, particularly in the expenditure on account of medicines and medical attendants, which, in many instances, were at first confirmed by the Board of Council, but in almost every case their decisions were reversed at subsequent sittings, and the objectionable charges admitted.

" Taking into consideration the high rates charged, the excessive establishments and apparent unnecessary length of time which many of the hospitals appear to have been kept open, and also the great waste, it is not too much to submit that this service might have been efficiently carried out at an expense of at least one-third less.

" It is also submitted, that as the several buildings erected as hospitals, together with the furniture and bedding purchased, remains in the possession of the provincial Government, the expense thereof should not be claimed from the Imperial Treasury, which amounts, for buildings, to 5,783l. 10s. 8d., furniture, 7,648l. 1s. 5d."

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## NEW BRUNSWICK.

NEW  
BRUNSWICK.

## Despatches from Lieut.-Governor Sir Edmund Head.

— No. 1. —

(No. 92.)

COPY of a DESPATCH from Lieutenant-Governor Sir *Edmund Head*, Bart.  
to Earl *Grey*.Government House, Fredericton,  
27 November 1849.

(Received, 13 December 1849.)

My Lord,

I HAVE the honour to acknowledge your despatch of the 7th of November, No. 164,\* enclosing copies of two reports relating to the ship "Susan."

I ought to have stated before the reason why the information promised in my despatch of May 17, No. 51,† was never furnished by me. On the 29th of May, in answer to some inquiries of mine, Mr. Boyd wrote as follows:—

"Your letter of the 17th May I received, and should have replied to it ere this, but found much difficulty in getting the passengers by the "Susan" to acknowledge what poor-houses they came from. Fifteen of them, who remained until to-day, came from poor-houses in the parishes of Dingle, or Dingle de Couche, Ventry, in the county Kerry, and a few others from Cork. They all, however, persist in saying, that although they came out of poor-houses, their friends sent money from America to bring them out, which I believe to be the case, as, in many instances, a few dollars have been sent them since their arrival here, in consequence of my having written to their friends in the States."

I have now cautioned Mr. Boyd as to the importance of making such reports only as can be supported by detailed facts, and I have put him in possession of the remarks made by the Commissioners of Colonial Lands and Emigration on his complaints.

I have, &amp;c.

(signed) *Edmund Head*.No. 1.  
Lieut.-Governor  
Sir Edmund Head,  
Bart. to Earl Grey,  
27 Nov 1849.  
\* Page 48.

— No. 2. —

(No. 5.)

COPY of a DESPATCH from Lieutenant-Governor Sir *Edmund Head*, Bart.  
to Earl *Grey*.Government House, Fredericton,  
7 January 1850.

(Received, 23 January 1850.)

My Lord,

I HAVE the honour to enclose Mr. Perley's Annual Report on emigration.

It is, upon the whole, satisfactory, although no great opening exists for attracting any large body of emigrants unless in connexion with some public work, if such should be undertaken.

I believe that many of the persons who emigrated from this province to the United States, did so in consequence of having mortgaged their farms in connexion with speculations in lumbering; in fact, they were merely the nominal owners, and a change of ownership was essential.

I do not, therefore, really consider this emigration as absolute loss to the province, and the successful crops of this season will do much to encourage agriculture.

It is of some importance, too, that our autumn has been so mild. The short time which is available for farm-work in spring, renders it very important that as much work as possible should be done in the fall. This year ploughing continued up to the 1st of December, and a very large breadth of land was prepared for crops.

I trust

NEW  
BRUNSWICK.

I trust the Legislature will be disposed to make some alteration in the emigrant tax this Session.

Your Lordship will observe with pleasure what Mr. Perley says of the working of the new police in the city of St. John.

I have, &c.  
(signed) *Edmund Head.*

## Enclosure in No. 2.

To His Excellency Sir *Edmund Head*, Bart., Lieutenant-Governor and Commander-in-Chief of the Province of New Brunswick.

May it please your Excellency,

Encl. in No. 2.

I HAVE the honour to submit the annual report from this office, with the abstract return (in duplicate) of the immigration to New Brunswick during the year 1849, for the information of your Excellency and Her Majesty's Government.

The whole number of immigrants that arrived in this Province during the past year, was 2,671, being a decrease on the preceding year's immigration of 1,470 souls.

In 1848 - 4,141  
In 1849 - 2,671

The whole number of deaths during the past year, both on the voyage and in quarantine, amounted to 25 only, being less than one per cent. of the numbers embarked. In 1848 the mortality somewhat exceeded one per cent., but in the unfortunate year 1847 it amounted to 15 per cent.

Decrease 1,470

Probably not more than one-tenth of the emigrants that arrived during the past year have remained in this colony, there being no employment immediately remunerative to induce them to stay.

The Province having been blessed with a bountiful crop during the past season, and the potato disease being but slightly and partially felt, the hopes of the husbandmen have revived. The farmers of New Brunswick are in a much more comfortable position than they have been during the last five years; but it will probably need another good season to enable them to recover fully from the depressing effects of several successive short crops, and place them in a position once more to seek the assistance of hired labour.

At present it is very doubtful if there will be a demand for farm-labourers in this Province during the coming season; but if such demand should arise, it will be very limited in extent.

As no extensive works of a public or private nature are either in progress or about to be commenced in this Province, there is not the least prospect of a demand, either for ordinary or skilled labour, the resident population being quite sufficient to meet present requirements.

It is gratifying to state, that the passenger vessels of the past season generally arrived in good condition, and that the amount of sickness was very small indeed. There was not a single prosecution during the past year, nor any case in which there was reasonable grounds for commencing one. The vigorous and effective manner in which the provisions of the "Passengers Act" have been enforced by the local magistrates during the last six years, has gradually reduced the number of prosecutions until they have wholly ceased at this port.

The quarantine station at Partridge Island, has been put in excellent order during the past year; it is now in a fit condition for any emergency, and ready to receive any reasonable number of passengers.

The emigration from the Province has continued during the past year, but has been much more limited in extent than in 1848. Many families have departed from the northern part of the Province, and others from lumbering districts on the River St. John and its tributaries. More than 200 young females, natives of the Province, were induced to leave the country by agents for the cotton factories in the New England States. At these factories, they are now obtaining constant employment at liberal wages, varying from 6s. to 10s. sterling per week, with board and lodging. These young persons have been followed by many of their friends and relatives, who have found employment in the manufacturing villages of Maine and Massachusetts, and are not likely to return. There has been a small emigration also of active, intelligent and enterprising young men for California, but these, it is to be hoped, will, after a time, return to their native land.

As riots among the labouring population of this city (which consists almost exclusively of emigrants), have been heretofore of frequent occurrence, and sometimes of a violent character, it may be proper for me to observe, that the new police system introduced within the last six months, has been found to work admirably, and that since the organization of the police force, no riot or disturbance attended with violence has taken place in this city. It may now be reasonably anticipated, that such riots as have heretofore taken place, are not likely to occur hereafter.

As no public monies have been placed at my disposal, I have none for which to account. The current expenses for the year have been advanced by me as usual, of which an account will be sent to the auditor-general with the view to reimbursement.

All which is respectfully submitted.

Government Emigration Office,  
St. John, New Brunswick, 3d January 1850.

(signed) *M. H. Perley,*  
Her Majesty's Emigration Officer.

ABSTRACT RETURN of Immigration to *New Brunswick* during the Year ended 31st December 1849.

QUARTERS.	Number of Vessels arrived.	Number of Deaths on Board or in Quarantine.	Number of Births on Board or in Quarantine.	Adults.		Between 14 Years and 1 Year.		Under 1 Year.		TOTAL.		Whole Number of Souls.
				M.	F.	M.	F.	M.	F.	M.	F.	
Quarter ending:												
31 March -	nil.											
30 June -	13	22	2	509	440	189	205	34	24	741	669	1,410
30 September	30	3	1	399	451	188	171	24	24	611	646	1,257
31 December	2	-	-	2	2	-	-	-	-	2	2	4
TOTAL - -	45	25	3	910	893	386	376	58	48	1,354	1,317	2,671

RECAPITULATION.

	Males.	Females.
Adults - - - - -	910	893
Between 14 and 1 year - -	386	376
Under 1 year - - - - -	53	48
TOTALS - - -	1,354	1,317

Whole number of souls, 2,671

(signed) *M. H. Perley,*  
H. M. Emigration Officer,  
for New Brunswick.

Government Emigration Office,  
St. John, New Brunswick,  
3 January 1850.

—No. 3.—

(No. 53.)

Copy of a DESPATCH from Lieutenant-Governor Sir *Edmund Head*, Bart. to Earl *Grey*.

St. John's, New Brunswick, 15 August 1850.

(Received, 3 September 1850.)

My Lord, (Answered, 12 October 1850, No. 218, page 50.)

THE treasurer of this province now holds the sum of 1,960*l.* 19*s.* 4*d.* currency, equal to about 1,634*l.* sterling, subject to the decision of Her Majesty's Government.

This money is carried to a separate account, as will be seen by the copy of the treasurer's letter enclosed.

The circumstances connected with this sum are as follows:—

When the expenditure on the emigrants of 1847 and 1848 took place, previous to my arrival in this colony, the Commissioners of the almshouse at St. John were not able to meet the outlay from day to day, without assistance from the provincial government.

My predecessor, Sir *W. Colebrooke*, refused to issue warrants in their favour without a monthly account. Such an account was from time to time furnished; but the cost of maintenance, according to the mode in which the accounts were kept, had to be charged on an estimate, not on actual outlay. Warrants were then issued by Sir *W. Colebrooke*, and the sum repaid by the English Government in 1849 covered the expenditure of the provincial Government, made through the issue of these warrants.

No. 3.  
Lieut.-governor  
Sir Edmund Head,  
Bart., to Earl  
Grey,  
15 August 1850.

18 July 1850.

NEW  
BRUNSWICK.

When, however, the accounts of the Commissioners of the almshouse came to be finally made up, it appeared that they had received from the provincial treasury by such warrants a sum exceeding the actual expenditure, since the whole cost of the emigrants fell short of the money drawn from the colonial treasury.

The difference is represented by the balance to which this despatch relates.

Your Lordship will thus understand that the accounts forwarded by me, and reported on by the provincial secretary in connexion with my despatches of 3 May 1848 and 19 June 1848, Nos. 14 and 49, set forth the disbursements made by the colonial Government.

It now turns out that more money was advanced by the Colonial Government than the actual expenses required, and consequently the Commissioners of the almshouse are accountable to the Government here, and the Government here is accountable to the imperial treasury for the money overdrawn.

I do not believe that any bad faith led to this error, and it is due to all parties to add, that the error was, in the first instance, announced to me voluntarily by the provincial secretary, but I waited till the money was actually in the treasurer's hands before communicating with Her Majesty's Government.

I append a report from the provincial secretary, explaining the matter on his part; and I also enclose a representation from the sessions at St. John, expressing a desire that the balance in question may be granted in compensation for extraordinary expenses connected with emigrants, and incurred by that city and county; I acknowledged the application of the sessions, at the same time informing them that I could not undertake to support their request.

I now lay it before your Lordship, leaving it to Her Majesty's Government to determine whether this balance should be repaid to the British Treasury, as voted for a specific purpose, or should be applied for any object connected with emigration in the colony, which may be done with advantage hereafter.

I have, &c.  
(signed) *E. Head.*

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Enclosure 1, in No. 3.

Sir,

Treasury, St. John, 18 July 1850.

Encl. 1, in No. 3.

I HAVE the honour to report, for the information of his Excellency the Lieutenant-governor, that the Commissioners of the almshouse for this county have this day paid into the treasury one thousand nine hundred and sixty pounds, nineteen shillings and four-pence (1,960 l. 19s. 4d.), surplus money drawn by them for the support of "emigrants who may be sick or in want," and that I have entered the same in my ledger in a separate and distinct account, subject to the orders of the Lieutenant-governor.

The Hon. John R. Partelow,  
Provincial Secretary.

I have, &c.  
(signed) *B. Robinson, P. T.*

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Enclosure 2, in No. 3.

May it please your Excellency,

Fredericton, 12 August 1850.

Encl. 2, in No. 3.

THE Provincial Secretary, by command of your Excellency, has carefully examined the petition of the general sessions of the peace for the city and county of St. John, hereunto annexed, and numbered 2,333.

The allegations contained therein are substantially correct; but as the Provincial Secretary had the honour of submitting a communication to your Excellency on the 2d January 1849, a copy of which is herewith, accompanied by a particular statement of the amount expended, and which was sought to be reimbursed from the Imperial Treasury, he conceives it proper to make a few short remarks upon the causes which led to the withdrawal of a greater sum from the provincial funds than was actually expended.

The course that has obtained, in seeking reimbursement from the province for outlays made for the relief of sick and distressed emigrants, since the passing of the first Act imposing head-money, has been this: The parties absolutely entitled to relief have been sent to buildings appropriated as almshouses in St. John, which have been under the control of Commissioners appointed by the Government. In these houses, persons entitled to parochial relief are always sent, as well as emigrants arriving in sickness, debility, or in a state of destitution. They are all placed in charge of those employed about the building, and attended by the same medical practitioner or practitioners, and are fed at the same time and from the same means. This plan has been adopted with a view to economy, and has succeeded in that respect admirably well, by preventing the expenses necessarily attendant upon two establishments. The funds requisite for the support of all the inmates are supplied by the Commissioners, and at the end of each year an account is made up of all the expenses, when so much as has been advanced for the relief of the parochial poor is charged to the account of taxes levied upon the people, while that part which has been advanced for

for emigrant paupers, is claimed to be reimbursed from what is called the emigrant fund, under the control of the Legislature.

The calculation is made *pro rata*. If it cost 5,000 *l.* for instance, to provide for 800 people, 400 of whom are distressed emigrants and the remainder paupers, one-half is charged to the parish poor fund, the other half to the emigrant fund.

The medicines and medical advice are settled upon the same principle. An application is then made to the Legislature for reimbursement for so much advanced during the year, for the relief of such sick, distressed and diseased emigrants; the account is audited, and if found correct, the amount is granted. In 1847, the Provincial Secretary filled the position of Mayor of St. John. Hundreds of emigrants were daily arriving in a most wretched state of destitution and disease, and calls were made upon the Commissioners to provide for them as usual. The expenses were so alarmingly increased at an early period of the season, that funds could not be found by those who were accustomed to advance them. He accordingly applied to the Executive Government for assistance, but the then Lieutenant-governor, Sir William Colebrooke, refused to sanction any advances unless the accounts were audited monthly. The system in practice was fully explained to Sir William, and the utter impossibility shown of making up the accounts as desired for audit, unless they were prepared upon the average cost of supporting them for the last five years preceding 1847. This was not objected to, and the accounts were made up in that way, and a monthly audit took place accordingly. When in 1849, however, every thing was brought to a close ending in May 1848, it was discovered, from the immense numbers who had been fed, clothed, relieved and furnished with medicines and medical assistance, it had been done at a cheaper rate than formerly, and hence has arisen the discrepancy in the accounts. It is, however, due to the Commissioners to state, that the amount has been kept separate and apart in a distinct account, and that although they have acknowledged the amount to be in their hands, they considered it as a sum to be refunded to the Government, and not to be paid to the sessions.

Your Excellency will easily perceive how, and upon what basis the Provincial Secretary made up the statement contained in his communication of the 2d January 1849. He took up the advances as made by the Provincial Government from the warrants then drawn, supposing of course that the expenditure had been made agreeably to the accounts furnished, and the whole amount so claimed has been generously refunded from the Imperial Exchequer.

The over advance having been repaid to the Provincial Treasury by the Commissioners, being 1,960 *l.* 19 *s.* 4 *d.* instead of 1,981 *l.* 19 *s.* 4 *d.*, as contained in the memorial of the sessions, of course awaits the order of Her Majesty's Government as to its future disposal.

Respectfully submitted,

(signed)

J. R. Partelow,

Provincial Secretary.

His Excellency the Lieutenant-Governor.

Enclosure 3, in No. 3.

To his Excellency Sir *Edmund Walker Head*, Bart., Lieutenant-Governor and Commander-in-Chief, in and over the Province of New Brunswick, &c. &c. &c., the respectful Memorial of the Justice of the Peace in and for the City and County of St. John, in General Sessions assembled; Encl. 3, in No. 3.

Showeth,

THAT in 1847, large numbers of poor and distressed emigrants arrived at the port of St. John, who immediately upon their landing, became claimants for support upon the parochial funds of the city; these funds being soon found insufficient to afford adequate relief, the Commissioners of the Almshouse applied to the Executive Government for assistance and direction; which was promptly and liberally given. The Commissioners were required to submit accounts of the expenditure they had incurred, and warrants were issued in their favour from time to time, as the same were produced. In the nature of the case, those accounts could only be based upon an estimate formed from previous expenditure for a like service, and when the accounts of the total outlay were made up, the following year, it appeared that the expenditure on emigrant account had been over-estimated to the amount of 1,718 *l.* 11 *s.* 10 *d.*; that is, after charging merely for the actual cost of the provision, &c., expended, without including therein any claim for the services of the officers of the establishment, the uses of the buildings, and other expenses that might have been added to swell the amount to the sum represented; and indeed which should have been considered as just and equitable charges on their account.

That this surplus occurred and may be wholly attributed to the circumstance of the Commissioners being compelled to produce accounts, predicated upon assumed data, previous to the necessary aid being given; instead of the Executive advancing such amounts as might have been required by the said Commissioners for this service.

That your memorialists have learned, that the total amount of the expenditure stated to have been incurred, was included in the account made up against the Imperial Government, and fully exhibited in Act 11 Vict. c. 7, which amount has since been received by the province; and the advances it had made to this country thus fully reimbursed.

That your memorialists respectfully represent, that the whole number, or nearly so, of the emigrants coming to this province, are landed at this, its chief port of entry; and whether arriving with the intention of remaining in the province or proceeding further, the most aged, infirm and decrepit among them are left with us, and thrown for support upon our parish

NEW  
BRUNSWICK.

parish funds; to such an extent is this the case, that out of an expenditure of over 2,300*l.* per annum for the poor, ten of the adult recipients are only natives of this province.

That in consequence of the legislature refusing to provide for the support of any emigrant after a residence of 12 months; vast numbers of those very emigrants of 1847, besides numerous others prior and since that period, have been receiving, and still continue to receive relief and maintenance out of the taxes wrung from this already heavily burthened community, and this subject has called forth the serious complaints and remonstrances of the grand juries and the public, and engaged their most deliberate and earnest attention.

That your memorialists therefore, in consideration of the premises, conceive that the said amount of 1,718*l.* 11*s.* 10*d.*, as well as the sum of 263*l.* 7*s.* 6*d.*, which arose in a similar manner immediately subsequent to the above; and both which amounts the Commissioners state they hold subject to the orders of the Government, should be applied to relieve this community, and reimburse them in some measure for the grievance and injustice they have been and are now labouring under, and most respectfully pray that your Excellency will be graciously pleased to direct the said Commissioners of the Almshouse to pay the said amounts over to the credit of the Sessions of the Peace; or to hold the same for the uses and purposes of the parish poor of this city and county.

And as in duty bound, will ever pray.

(signed) *J. Brugthutt,*  
Mayor.

By order of the Sessions,  
Geo. Wheeler, Clerk of the Peace.

St. John, 14 June 1850.

— No. 4. —

(No. 71.)

COPY of a DESPATCH from Lieutenant-Governor Sir *Edmund Head*, Bart.  
to Earl *Grey*.

Government House, Fredericton, New Brunswick,  
23 November 1850.

(Received, 12 December 1850.)

My Lord,

I HAVE the honour to enclose the ship return of the "Susan," together with a copy of a letter from Mr. Perley, with reference to her arrival at the port of St. Andrew's; I also enclose for your Lordship's information, a copy of the answers which I have directed to be sent to Mr. Perley, in relation to the cases mentioned in his letter.

The same difficulty as exists in relation to some of these cases, has presented itself previously; I am advised, that by the law of this colony, the charge of destitute persons falls ordinarily on the parish where they are found destitute, whilst special provision is made for the relief of "emigrants" from the produce of the tax.

At St. Andrew's, endeavours have more than once been made, to throw on the latter fund, the charge of persons who have been working on the railroad, or have been otherwise employed there, simply because they have not been 12 months in the colony, and have been temporarily disabled.

Although no one can be dealt with as an "emigrant," who has been more than a year in the colony, it does not follow that every one who has been less than a year here, is an "emigrant" within the meaning of the law.

I understand, by the term "emigrant," a person who has lately arrived in the country, and has not yet settled himself therein; when a man accepts employment at the hands of an individual, or a company, he seems to me to lose this character, and accidental destitution arising afterwards, does not appear to take him out of the class of ordinary poor, simply because he has been less than a year in the colony.

These are points on which my legal advisers, and ultimately, the courts must of course decide; but, so far as I am hitherto advised, such appears to be the spirit of the law.

Your Lordship will observe, that Mr. Jones is directed to attend to the urgent and immediate wants of the parties.

I have, &c.  
(signed) *Edmund Head.*

Enclosure 1, in No. 4.

Government Emigration Office, St. John,  
16 November 1850.

Encl. 1, in No. 4.

Sir,  
I HAVE to report the arrival at St. Andrew's of the "Susan," from Cork, having on board 80 paupers from the Union workhouse there, and enclose the ship return, forwarded by my assistant, Captain Jones.

Prior

Prior to the arrival of these paupers, I received from the clerk of the Cork Union, a letter, copy of which is enclosed, and also a draft for 57*l.* 15*s.* sterling, therein mentioned.

This draft I sold for 70*l.* currency, which amount was instantly transmitted to Captain Jones.

On the arrival of the "Susan," no less than 27 of the paupers were landed ill with various complaints, but principally catarrhal ophthalmia; for these Captain Jones had immediately to hire a house as a hospital, to engage a nurse, and procure medical attendance, food, and common necessaries, including fuel, straw and rugs for bedding. Under date 26 October, Captain Jones advised me, that the sick had recovered, with the exception of six, although occasionally some of those who had been discharged, returned with dysentery. Two of the six who remained in hospital, he feared would never recover, being far gone in consumption. In addition to the six in hospital, three other of these paupers who are in lodgings with their relatives, are receiving medical assistance furnished by Captain Jones.

Under date the 14th inst., Captain Jones advises me, that one of the emigrants by the "Susan," an old man, had died, and that he was obliged to pay the expenses of the funeral. The death of two more was daily expected. Another of these emigrants, a man who had been working on the railway, had just been brought in with a broken leg, who will not be able to stir for six weeks at least. This man has a wife and one child; they were without fuel or bedding, which Captain Jones was compelled to furnish. Another pauper, a woman, is about to be confined, her husband is sick, and provision must be made for her.

Speaking of these paupers from the Cork Union, Captain Jones says, "I can scarcely state to you the annoyance, vexation and trouble, I have had with them; the greater part are the worst emigrants that ever came here. They are helpless, idle, ignorant and dissipated, without the desire or pride to help themselves."

The 70*l.* sent to Captain Jones, has been distributed and spent long since, and he is now considerably in advance for these unfortunate and worthless people. He requests that the further sum of 100*l.* may be advanced to him without delay, to reimburse expenses already incurred, and to meet those which must be incurred during the winter. He promises to use the utmost economy in the expenditure of this money; and I respectfully urge that a warrant may issue to Captain Jones, as early as possible, for the amount he asks, which it is quite certain will all be required.

In the expectation that some difficulty of this sort might arise, Captain Jones, by my direction, in August last, addressed a note to the overseers of the poor for the parish of St. Andrew's, requesting them to take charge of the emigrant paupers, copy of which is enclosed.

A copy of the answer of the overseers, positively refusing to have anything to do with pauper emigrants, is also enclosed.

I had hoped that the sum sent out by the Cork Union, would have been sufficient to save the province from expense on account of these paupers. As Captain Jones keeps a separate account of all expenses incurred on their behalf, it may be advisable hereafter, to call upon the Cork Union to repay the amount so expended, as it justly ought to do.

I have to add, that besides the paupers from Cork, Captain Jones is obliged to relieve weekly, a woman with three children (passengers by the "Primo Vera"), who awaits at St. Andrew's a remittance from her husband in Wisconsin, and he has also had to advance for sick and destitute emigrants of last year, transferred to him by Mr. Boyd.

I have, &c.

(signed) *M. H. Perley,*

H. M. Emigration Officer.

The Honourable John R. Partelow,  
Provincial Secretary.

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Enclosure 2, in No. 4.

Secretary's Office, Fredericton,  
21 November 1850.

Sir,

I HAVE laid your communication of the 16th inst., relating to emigrants at St. Andrew's, before the Lieutenant-governor, and a warrant for 100*l.* has been ordered in favour of Captain Jones, as assistant emigration officer at that port. Encl. 2, in No. 4.

His Excellency remarks, that the Government do not understand the term "emigrant" to apply, as a matter of course, to any person who has not been in the province 12 months, provided such person has once settled himself by accepting employment or otherwise.

I am, however, directed to instruct you to have the urgent wants of the individuals to whom you allude, provided for in the mean time; but you are immediately to furnish information as to the state of their landing, and for whom they have worked. If they prove to be, in the opinion of the law officers, persons, the burthen of whose maintenance should be defrayed by the parish, and not by the emigrant fund, the Attorney-general will be instructed to enforce against the parish officers any future claim of this nature.

I have, &c.

(signed) *J. R. Partelow.*

*M. H. Perley, Esq.,*  
Emigration Officer, St. John.

NEW  
BRUNSWICK.

— No. 5. —

(No. 4.)

Copy of a DESPATCH from Lieutenant-Governor Sir *Edmund Head*, Bart.,  
to Earl *Grey*.No. 5.  
Lieut.-Governor  
Sir *Edmund Head*,  
to Earl *Grey*,  
21 January 1851.Government House, Fredericton, New Brunswick,  
21 January 1851.

(Received, 10 February 1851.)

My Lord, (Answered, 19 May 1851, No. 253, page 50.)

I HAVE the honour to enclose, for your Lordship's information, copies of the  
annual Reports made by the emigration officers stationed at St. John and  
St. Andrew's; and also an Abstract Return of the immigration to this province  
during the past year.I have, &c.  
(signed) *Edmund Head*.10 January 1851.  
31 December 1850.

Encl. 1, in No. 5.

Enclosure 1, in No. 5.

To his Excellency Sir *Edmund Head*, Bart., Lieutenant-Governor and Commander-in-Chief  
of the Province of New Brunswick, &c. &c. &c.

May it please your Excellency,

I HAVE the honour to submit the annual Report from this office, with the Abstract Return  
of Immigration to New Brunswick during the year 1850, for the information of your Excel-  
lency, and of Her Majesty's Government.

	Souls.
In 1849	- 2,071
1850	- 1,507
Decrease	- 1,164

The whole number of immigrants landed in the province during the past year was 1,507,  
being a decrease on the preceding year's immigration of 1,164 souls.The mortality on the voyage during 1850 was unusually small, only three deaths having  
occurred, amounting to one-fifth of one per cent. on the numbers embarked. The increased  
allowance of provisions under the late Passengers' Act appeared to have a very beneficial  
effect, and prevented much suffering and privation, which have heretofore occurred from the  
improvident and wasteful habits of the emigrants themselves.All the emigrants of the past season were Irish of the humblest class, many of whom  
obtained employment immediately on arrival at very remunerative wages, while others pro-  
ceeded to the United States to join friends and relations there.The St. Andrew's and Quebec Railroad Company employed 400 labourers during the past  
summer at 4s. currency, equal to 3s. 4d. sterling per day; and they have now 200 employed  
on their line. As yet the company have not decided to what extent their works will be  
prosecuted next summer, and consequently cannot state how many labourers they will  
require.Last Autumn I had more inquiries from the rural districts for farm-servants, especially  
females, than for several years previously. I venture to state that several hundred females  
accustomed to farm and dairy work will find employment next spring in the farm-houses of  
this province at 5*l.* sterling per annum; and that agricultural labourers will also readily  
obtain employment, in several districts, at 12*l.* to 15*l.* sterling per annum for the first year,  
with increasing wages as the labourer becomes better skilled.I refrain from offering any observations on the present system of selling land in this  
province, which offers so many impediments to emigrants acquiring forest-land on their  
arrival, as well as to others who wish to become settlers, in the full expectation that another  
year will not be allowed to elapse without measures being adopted for the actual commence-  
ment of some portion of one of the great railways which have been projected to cross the  
province—either that from Halifax to Quebec, or the European and North American  
Railway from Halifax toward the United States—and in connexion therewith, a compre-  
hensive plan of emigration and colonization upon a large scale. Unless some such great  
public work be undertaken which will place this province in connection with other countries  
that, impelled by the progressive spirit of the age, are moving vigorously onward in the  
great march of public improvement, it must continue, as at present, to languish, and its  
millions of fertile acres will remain covered with primeval forest, undisturbed and unpro-  
ductive.In the full and confident hope that some measure of internal improvement will be  
devised and carried into effect during the present year, I reserve further observations which,  
at the proper time, I shall be prepared to offer with reference to the employment of labour  
and the settlement of the country under a well-digested system, and on an extensive scale.

All of which is respectfully submitted.

(signed) *M. H. Perley*,  
Her Majesty's Emigration Officer.Government Emigration Office, St. John, N. B.,  
10 January 1851.



Sub-Enclosure to Enclosure 1, in No. 5.

ABSTRACT RETURN of Immigration to *New Brunswick* during the Year ended 31 December 1850.

QUARTERS.	Number of Vessels arrived.	Number of Deaths on Board or in Quarantine.	Number of Births on Board or in Quarantine.	Adults.		Between 14 Years and 1 Year.		Under 1 Year.		TOTAL.		Whole Number of Souls.
				M.	F.	M.	F.	M.	F.	M.	F.	
Quarter ending:												
31 March -	nil.											
30 June -	7	1	-	203	229	116	93	14	8	333	330	663
30 September	9	-	-	227	258	103	99	14	9	344	366	710
31 December	2	2	-	38	43	22	25	3	3	63	71	134
TOTAL - -	18	3	-	468	530	241	217	31	20	740	767	1,507

RECAPITULATION.

	Males.	Females.
Adults - - - - -	468	530
Between 14 and 1 year - -	241	217
Under 1 year - - - - -	31	20
TOTALS - - - - -	740	767

Whole number landed in the colony, 1,507 souls.

(signed) *M. H. Perley,*  
H. M. Emigration Officer  
for New Brunswick.

Government Emigration Office,  
St. John, New Brunswick,  
10 January 1851.

Enclosure 2, in No. 5.

Sir, Emigration Office, St. Andrew's, 31 December 1850.

THE present year being about to close, it will not be deemed improper, perhaps, for me briefly to report, for your information, the number, condition and prospects of those immigrants who arrived here during it, as well as the number that, in my opinion, may be advantageously employed should they come in the ensuing year of 1851. Encl. 2, in No. 5-

By a reference to my quarterly returns, you will perceive that 176 men, women and children arrived here in the three ships, "Volante," "Prima Vera" and "Susan."

The few who came in the "Volante" were young women of respectable appearance that had been sent for by relatives resident in the province, and who found a home immediately after landing.

Not so fortunate were those who came in the "Prima Vera," with few exceptions, for most part the poorest class from Ireland. Their destination was originally for the United States; but they either could not find a direct conveyance thither from Cork, or implicitly believed; as they told me, a dishonest shipping agent there, who assured them that St. Andrew's was within a stone's throw from New York. And here I beg permission to observe, that were this trick represented to Lieutenant Friend, Her Majesty's Emigration Agent there, he might devise some means of protecting the ignorant and credulous immigrant from such a practice, and save him much suffering and disappointment, and the province some expense.

All of these passengers who possessed sufficient means proceeded to the United States, and were spared much trouble and expense by going direct from the ship, without landing, in a vessel hired by them, with my advice, for that purpose; the remainder stayed here till they had earned sufficient to pay their passages, or had received remittances from their friends, with the exception of two women without husbands, but with several children; these I was obliged to assist, and eventually to forward at the public charge, to prevent their becoming chargeable for the whole winter. About half-a-dozen of that vessel's passengers have remained; they hired themselves out as servants, and are now comfortably situated.

The ship "Susan's" passengers were all paupers sent from the Cork Union Poor-house; they were well provided with suitable clothing, and, in addition, were furnished with 18s. currency, out of funds transmitted by the Guardians of that institution. About one-half of these

NEW  
BRUNSWICK.

these immigrants were active young lads and girls, who soon got employment about the town and country; but many of the rest were apparently the "Do-no-goods" of a large city, idle, worthless and dissipated. I informed you before of the unfortunate construction of the Immigration Act made by Dr. M'Stay, the visiting physician, by which the master of the "Susan" escaped being compelled to indemnify the province. Dr. M'Stay, taking his own view of the law, permitted three aged persons, one nearly blind, one consumptive (since dead), and another almost as bad, and 27 men and women, mostly all blind with catarrhal ophthalmia, caught on the passage out, to land without demanding any security from the master. These unfortunate people, as I have already reported to you, were obliged to be supported and attended at the public cost. Out of that number six are still unrecovered; and three of them, at least, will become a permanent charge on the public. Of the whole number, two have died; and the death of a third is daily anticipated. A slight alteration in the Emigration Act might prevent a recurrence of a similar mishap, to the effect that the Collector of Customs should not clear out a vessel till the master of it had satisfied the immigration officer that no passenger brought by him should become chargeable to the province in consequence of old age, infirmity, disease, &c.

Excepting the young persons, as a class, these were the worst description of immigrants that ever came to this port. Their former mode of life had disqualified them for hard labour; and their dependence upon parochial relief had taught them to distrust the resources of their own industry. Many are now out of employment; and these, during this inclement weather, I am forced to assist. Some I have lately managed to get places for, whilst others are tempted by a small sum of money to cross the lines, and seek employment elsewhere; but a few will become pensioners for the rest of the winter.

I trust you will point out to Her Majesty's Government the impolicy and injustice of our being saddled with such burthens. Young people, and single people, of both sexes, from Unions, of good character, we could dispose of almost in any number; but the aged, infirm and diseased must become chargeable to us.

It is very important that immigrants, either with the view of going to the United States, or of settling, or of finding employment in this province, should arrive here early in the season; that is to say, during the months of May, June and July. The weather is then beautiful, and labour is abundant. Were they to come as early as that, some four or five hundred might easily be disposed of in some of the above ways during 1851.

There is still a demand for mechanics and servants throughout the country; and labourers would be certain of employment, either in the country or on the St. Andrew's and Quebec railroad, which is progressing to completion as fast as the directors find convenient.

My observations apply principally to single persons. No married labourer, with a family of small children, should be induced to come here unless he possess the means of supporting them for 12 months. I hope, however, that the time is not far distant when a more wealthy class of settlers will be induced to seek our shores, and invest their capital in the cultivation of our vacant lands; such a description of people would furnish the poorer with a more permanent dependence than a reliance on public works for labour.

In conclusion, I beg leave to say, that, agreeably to your wishes and instructions, and in consonance with my own feelings, I have always afforded the poor immigrant who has arrived here all the assistance in my power, and furnished him with the best advice and information which I possessed.

M. H. Perley, Esq.,  
H. M. Emigration Officer, St. John.

I have, &c.  
(signed) *Thos. Jones,*  
Assistant Emigration Officer.

## Despatches from the Right Honourable Earl Grey.

— No. 1. —

No. 1.

(No. 164.)

COPY of a DESPATCH from Earl Grey to Lieutenant-Governor  
Sir Edmund Head, Bart.

Earl Grey to  
Lieut.-Governor  
Sir Edmund Head,  
Bart.  
7 November 1849.

Sir,

Downing-street, 7 November 1849.

WITH reference to your despatch, No. 51,\* of the 17th of May last, accompanied by representations from Mr. Boyd of the destitute state in which Irish emigrants had arrived at St. Andrew's, and of an irregularity in the case of the ship "Susan," I enclose, for your information, copies of two reports addressed to me on this subject by the Commissioners, which appear to me to show every reason to conclude that Mr. Boyd's complaints, especially in regard to the Irish emigrants, were exaggerated.

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

16 October 1849.  
20 October 1849.

## Enclosure 1, in No. 1.

Colonial Land and Emigration Office,  
16 October 1849.NEW  
BRUNSWICK.

Encl. 1, in No. 1.

Sir,

WE have the honour to acknowledge the receipt of your letter of the 8th instant, accompanied by copies of a despatch from the Lieutenant-governor of New Brunswick, and of the correspondence which has passed with the Home Office respecting the destitute condition of the Irish emigrants on their arrival at the port of St. Andrew's in that province: part of these emigrants, it is said, were sent from certain poor-houses in Kerry.

2. It appears, from the reports of the several Poor Law Inspectors in Ireland, copies of which are enclosed in Mr. G. Cornwall Lewis's letter of the 2d October, 1st, that the pauper emigrants sent out by the Boards of Guardians in that country have chiefly gone to Canada, and that the Unions have, with one exception, made some provision for the emigrants on landing, in most cases not less than 10s., a sum which, considering the demand for labour in that colony, and the provision then in force there for forwarding them into the interior, appears to us sufficient; and, 2dly, that no emigrants from any of the Unions referred to in those returns were sent to New Brunswick. Nor do we find from the ship returns forwarded by Mr. Perley, that any emigrants are stated to have been sent out last year to the port of St. John from the Poor-law Unions in Ireland. Sir E. Head, however, expresses his intention to apprise Lord Grey from what poor-houses the emigrants, of whose condition Mr. Boyd complains, did proceed, and till this information arrives we do not see that any definite conclusion can be arrived at on this matter.

3. With respect to the deception referred to in Mr. Boyd's letter of the 12th May, that the tonnage of the "Susan" was stated to be 600 tons, instead of 165, we would observe, that the excess of emigrants on board that vessel, calculated on its actual tonnage, only amounted to two emigrants; and we observe that Mr. Boyd did not take proceedings against the master for that excess, which he might have done if he thought the case required it.

We have, &amp;c.

(signed) *C. A. Wood.*  
*Frederic Rogers.*Frederick Elliot, Esq.,  
&c. &c. &c.

## Enclosure 2, in No 1.

Colonial Land and Emigration Office,  
30 October 1849.

Encl. 2, in No. 1.

Sir,

WE have the honour to acknowledge the receipt of your letter of the 25th instant, instructing us to communicate such information as we can obtain from the emigration officer at Cork, relative to an erroneous description of the tonnage of the "Susan" in one of the passenger's contract tickets, and to report what means exist for punishing any such case of deception.

2. In reply, we beg leave to state, that we had communicated this case to Lieutenant Friend before we made our last report, and we now enclose a copy of his answer, which we had not then received. It will be seen that Lieutenant Friend did not consider that the mis-statement in the present instance was intentional, as the parties concerned in the "Susan" are generally correct in their conduct.

3. With respect to the means of punishing parties, where it could be proved that the allegation of increased tonnage was made fraudulently, and was not in error, the 49th section of the Passengers' Act imposes a penalty of 10*l*. upon the person fraudulently inducing another to take a passage.

4. It will be seen, from Lieutenant Friend's letter, that the number of adults who were on board when the passengers were mustered were only 82, and not 84, as stated in the ship return sent from New Brunswick, but that there was still an excess of two passengers. Lieutenant Friend explains that he had allowed this excess to pass, as there was an unoccupied space of 5 feet long by 20 wide, equal to 100 superficial feet, which, in measuring the ship for passengers, he had been obliged to deduct, as this space was below the legal height, and he mentions that he had endorsed the list to this effect; he also explains that this was the only vessel going to St. Andrew's; and, under these circumstances, we are not disposed to think that there was much objection to the course.

We have, &amp;c.

(signed) *C. Alexander Wood.*  
*Frederic Rogers.*T. F. Elliot, Esq.,  
&c. &c. &c.

## Sub-Enclosure to Enclosure 2, in No. 1.

Government Emigration Office, Queenstown,  
16 October 1849.

Sir,

I HAVE to acknowledge the receipt of your letter of the 13th instant, respecting the "Susan," and requiring any explanation respecting the excess of two passengers which she had on board.

NEW  
BRUNSWICK.

On referring to her passenger's list, I find she had on board 82 adults, not 84, and that on measuring her before clearing, a portion of the passenger deck was under six feet, which I deducted from the measurement, leaving 960 superficial feet, or equal to 80 adults; however, on mustering the passengers, there were 82 on board; I therefore permitted the extra two to occupy the space I had deducted, 5 feet long by 20 wide, equal to 100 superficial feet, although rather under the legal height, being only 5 feet 6 inches. I did this as there was no other vessel going to St. Andrew's, and it would have caused much disappointment had they been landed; I find the list was endorsed by me to this effect.

With respect to the tonnage entered on the contract ticket being incorrect, I should think it was not intentional, as the parties who had this vessel are generally very correct in their conduct; but the practice of advertising vessels at an assumed tonnage is very reprehensible, and I wish it could be stopped. I think, however, in this case it was a mistake of the passage-broker's clerk.

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

I am, &c.  
(signed) *Charles Friend*,  
Emigration Officer.

— No. 2. —

No. 2.  
Earl Grey to  
Lieut.-Governor  
Sir Edmund Head,  
Bart.  
12 October 1850.  
\* Page 41.

(No. 218.)

COPY of a DESPATCH from Earl Grey to Lieutenant-Governor  
Sir Edmund Head, Bart.

Sir,

Downing-street, 12 October 1850.

I HAVE to acknowledge the receipt of your despatch, No. 53,\* of the 15th of August, explanatory of the circumstances under which the sum of 1,634*l.* sterling is retained in the hands of the Provincial Treasurer, subject to the decision of Her Majesty's Government, being the amount of an over-payment made to the Commissioners of the Almshouses of St. John, on account of emigrants from the United Kingdom, who arrived in New Brunswick in the year 1847.

As the money in question forms a portion of the sum voted by Parliament to meet the expenditure for emigration for the years 1847 and 1848, Her Majesty's Government are of opinion that it would not be consistent with good faith to appropriate it to any purpose not contemplated by Parliament when the vote was taken.

I have therefore to instruct you to cause the amount to be paid into the Commissariat chest, whence it will be transferred to Her Majesty's Exchequer.

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

— No. 3. —

No. 3.  
Earl Grey to  
Lieut.-Governor  
Sir Edmund Head,  
Bart.  
19 May 1851.  
\* Page 46.

(No. 258.)

COPY of a DESPATCH from Earl Grey to Lieutenant-Governor  
Sir Edmund Head, Bart.

Sir,

Downing-street, 19 May 1851.

1. I HAVE to acknowledge your despatch, No. 4,\* of the 21st of January last, accompanied by the annual reports of the Emigration Commissioners, stationed at St. John's and St. Andrew's.

2. I am happy to see by Mr. Perley's report, that the mortality on the voyage during 1850 was unusually small, only three deaths in all having occurred, amounting to not more than one-fifth of one per cent. on the whole number embarked. I am also glad to perceive the favourable testimony borne by Mr. Perley to the working of the new Passengers Act.

3. My attention having been attracted by the statement in Mr. Jones's report from St. Andrew's, respecting the quality of the emigrants from the Cork work-house in the ship "Susan," and the state in which they arrived, I thought it right to address to the Home Department on the subject, the letter of which a copy is enclosed, and I now transmit to you a copy of the Report which has been received, in reply, from the Poor Law Commission in Ireland. The Report appears to me to put the case in a more favourable light.

4. The Commissioners point out, that of the 80 emigrants sent out in the "Susan," only four were above 40 years of age, and that of these, two were accompanied by adult families; they state that all the emigrants were inspected

22 February 1851.

31 March 1851.

by the medical officers of the Union before they were embarked, and were passed as healthy; that they were also examined on board the vessel by the medical inspector under the Passengers Act, who not only passed them, but spoke in praise of their appearance; that none of them showed symptoms of ophthalmia before embarking, and that it is admitted that those who landed with it caught it on the passage; and that the Commissioners are unable, without being informed of the names of those who are described as "consumptive" or stated to have died, to give any further information respecting them. The Commissioners add, that they do not see what further precautions could be taken to ensure that emigrants at the time of embarkation are in a good state of health.

5. In regard to the statement that some of these emigrants were idle and worthless, the Poor Law Commissioners do not deny that this may have been the case, but they suggest that this disposition on the part of the emigrants may possibly have been fostered by a well-intentioned, but injudicious distribution of the money sent out for their assistance.

6. In these statements, I think that the Poor Law Commissioners sufficiently vindicate their officers from the charge of having knowingly sent out emigrants who were physically incapable of earning their own livelihood, although the officer at St. Andrew's acted very properly, and only did his duty, in drawing particular attention to the misfortunes of the passengers by the "Susan," and to the expenses which they had occasioned.

7. I would call your attention to the concluding sentence of the Poor Law Commissioners' Report, in which I quite concur. The emigration officers must be instructed that they are not at liberty in any way to alter the distribution of money specially confided to them for payment to particular individuals.

I have, &c.  
(signed) Grey.

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Enclosure 1, in No. 3.

Sir,

Downing-street, 22 February 1851.

I AM directed by Earl Grey to transmit to you, for the consideration of Secretary Sir George Grey, an extract from a Report of the Emigration Officer at St. Andrew's, New Brunswick, relative to the class of emigrants sent out from the workhouse at Cork in the ship "Susan," and I am to state that his Lordship would suggest to Sir George Grey that this report should be communicated to the Irish Poor Law Commissioners, with a view to their taking steps to prevent sending out such emigrants in future.

Encl. 1, in No. 3.

H. Waddington, Esq.  
&c. &c. &c.

I have, &c.  
(signed) H. Merivale.

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Enclosure 2, in No. 3.

Sir,

Poor Law Commissioners' Office, Dublin,  
31 March 1851.

THE Commissioners for administering the Laws for Relief of the Poor in Ireland, desire me to acknowledge the receipt of your letter of the 1st instant, forwarded by command of the Lord Lieutenant, papers received from the Home Office, consisting of a letter from the Colonial Office to Mr. Waddington, with an extract of a report therein referred to from the Assistant Emigration Agent at St. Andrew's, New Brunswick, relating to emigrants sent out from the workhouse at Cork, in the ship "Susan."

Encl. 2, in No. 3.

In Mr. Merivale's letter of the 22d February last, transmitting the Assistant Emigration Agent's Report to the Home Office, it is suggested that the Irish Poor Law Commissioners should take steps to prevent sending out such emigrants in future.

On the subject of these papers, I am directed to state, for the information of his Excellency, that a previous report from Mr. Perley, Emigration Agent, regarding these same emigrants, had been already communicated to the Commissioners by the Colonial Land and Emigration Board; and that the Commissioners at once caused inquiry to be made regarding the circumstances under which the persons objected to as emigrants were sent out from the Cork Union; and the Commissioners are now enabled to place the result of these inquiries before his Excellency.

It would be supposed from the last paragraph of the report of the Assistant Emigration Agent, of the 31st December 1850, that a considerable number of aged, infirm and diseased persons had been sent from Cork workhouse to New Brunswick, by the ship "Susan." Annexed, however, is the list of the emigrants referred to, which was submitted to the Commissioners by their inspector, previously to the embarkation of the persons selected.

NEW  
BRUNSWICK.

From this list it will appear, that of the entire number selected, the only persons above the age of 40, were:—

Patric Coghlan,	-	-	-	-	41 years of age.
Patrick Driscoll	-	-	-	-	59 "
Thomas Leary -	-	-	-	-	50 "
Johanna Leary -	-	-	-	-	50 "

These two latter persons seem to have been accompanied by a family of six persons of the same name, three males, of the respective ages 18, 16 and 12, and three females of the respective ages of 24, 22 and 20.

With regard to the state of health of these emigrants, when they left Cork, it is admitted in the Assistant Agent's report, that the 27 persons who landed with ophthalmia, caught it on their passage out.

With regard to the person who landed "consumptive," and the other person "who was almost as bad." With regard also "to the two other persons who had died," at the date of the report, and "the third person whose death was daily anticipated," it would have been convenient for the purpose of inquiry here, if the Emigration Agent had mentioned the names of those parties, in order that their state of health, at the time of embarkation, might be made the subject of a more direct and explicit inquiry.

The Commissioners are enabled to state, however, that an inspection of all these emigrants was made by the medical officers of the Union workhouse before they embarked, and that no symptom of ophthalmia was at that time upon any of them, and that they were passed as healthy in other respects. They were also subjected to medical examination by the Emigration Officer, Dr. Scott, on board the vessel; three or four supernumeraries having been taken thither by the workhouse master, in order to replace any who might be rejected by Dr. Scott. They were, however, all passed by Dr. Scott, and the other Emigration Officer, Captain O'Brien, who, according to the master's report, expressed their gratification at the healthy and comfortable appearance of the emigrants, adding that it was most creditable to the Guardians to see them so.

The Commissioners do not see what general precautions could be taken to secure the healthy state of emigrants on embarkation which were not taken in the present case, but they regret that their ignorance of the names of the parties who landed "consumptive," and who died soon after arriving in the colony, prevents their making the close inquiry which they would wish to make, as to the attention and vigilance of the medical officers of the Union, in reference to those particular cases.

The Commissioners will now advert to that part of the Assistant Emigration Agent's reports, in which he complains of the trouble which he experienced in dealing with those emigrants, whom he describes, not as "aged, diseased or infirm," but as "idle, worthless and dissipated."

The Commissioners fear that this description of the persons selected for emigration from an Irish workhouse, may be correct, as to some of them, and that the selection of good colonists from such an institution cannot always be secured; but there are other passages of the Assistant Agent's Report, which lead the Commissioners to apprehend, that in his dealings with the characters which he has described as above, he is not proceeding on sound and prudent principles, and that the difficulties which he has to contend with, have been, in some measure, occasioned by that circumstance. For example, it is stated in Mr. Perley's report of the 16th November 1850, on the subject of the same emigrants, that, "the 70*l.* sent to Captain Jones has been distributed and spent long since, and that he is now considerably in advance for these unfortunate and worthless people." Again, Captain Jones himself, states in the present report: "Their former mode of life had disqualified them for hard labour, and their dependence on parochial relief had taught them to distrust the resources of their own industry; many are now out of employment, and these, during the inclement weather, I am forced to assist; some I have lately managed to get places for, while others are tempted, by a small sum of money, to cross the lines and seek employment elsewhere; but a few will become pensioners for the rest of the winter."

The Commissioners dwell more particularly on these passages, because in an extract from a report of Mr. Buchanan, dated 16th December 1850, which had been communicated to them by the Colonial Land and Emigration Board, as to certain emigrants from Dungarvon workhouse to Upper Canada, they find the following passage:

"The results of the disposal of this party may tend to prove, that the application of the landing money by this department is attended with more beneficial results to emigrants of this class, than if the amount were paid to each on landing here, and left to their own disposal."

The Commissioners feel by no means sure that they are right in conjecturing, from these passages, that the sums intended by the Guardians of the Cork Union to be given to the emigrants by the ship "Susan," on landing, amounting to 70*l.* sterling, were held in hand by Captain Jones, and applied by him (there can be no doubt with the best possible intentions), to meet the general necessities of the whole body, instead of being distributed among them individually; but the Commissioners are so satisfied of the impolicy of such a course, or of any course at all resembling it, that they have thought it right to act upon mere conjecture, however, on the statements above cited, and to express to the Government their dissent from the establishment of a general fund, to relieve with money, emigrants from Irish workhouses not "aged, infirm or diseased," but, who from an indisposition to work, as stated in the present instance, may be without employment for some time after their landing in the colony.

Sir T. N. Redington, K. C. B.  
&c. &c. &c.

I have, &c.  
(signed) W. Stanley,  
Secretary.

## Sub-Enclosure to Enclosure 2, in No. 3.

## CORK UNION.

List and Description of Persons whom the Guardians of the above Union propose to Assist to Emigrate.

No.	NAMES.		Age.	Whether Married or Single.	If an Inmate of the Workhouse, how long.	Previous Occupation.	Where Emigrating to.	Estimated Cost of Emigration.	REMARKS.
	Males.	Females.							
1	Coghan, Patrick	-	41	single	6	labourer			
2	Dudley, Christopher	-	19	"	7	"			
3	Dudley, James	-	17	"	7	"			
4	-	Dudley, Margaret	14	"	6	servant			
5	Driscoll, Timothy	-	28	"	6	labourer			
6	-	Driscoll, Mary	28	"	6	servant			
7	Driscoll, Patrick	-	59	"	6	weaver			
8	Leary, Thomas	-	50	married	7	labourer			
9	Leary, Thomas	-	18	single	7	"			
10	-	Leary, Johanna	50	married	7	"			
11	-	Leary, Mary	20	single	7	"			
12	-	Leary, Margaret	24	"	7	"			
13	-	Leary, Ellen	22	"	7	"			
14	Leary, Patrick	-	16	"	7	"			
15	Leary, John	-	12	"	-	"			
16	Noonan, Denis	-	17	"	6	"			
17	-	Noonan, Mary	37	"	6	servant			
18	-	Noonan, Ellen	16	"	6	"			
19	Hyde, Cornelius	-	20	"	7	baker			
20	Martin, Peter	-	22	"	6	"			
21	Connor, William	-	16	"	7	labourer			
22	Clifford, Florence	-	17	"	6	"			
23	Downy, John	-	27	"	6	"			
24	Driscoll, William	-	17	"	7	"			
25	Remm, John	-	19	"	5	"			
26	Corkery, John	-	24	"	7	"			
27	Condon, Hugh	-	27	"	6	"			
28	-	Griffith, Catharine	26	"	7	servant			
29	Herlihy, Jeremiah	-	25	"	6	labourer			
30	Buckly, John	-	27	"	7	"			
31	Keeffe, William	-	20	"	7	"			
32	Keeffe, John	-	18	"	7	"	St. Andrew's,	£.7 each	Cork.
33	Creedon, William	-	18	"	6	"	New Brunswick.		
34	Rogers, Owen	-	17	"	7	"			
35	Sheehan, John	-	17	"	7	"			
36	-	Murphy, Mary	40	"	7	"			
37	Murphy, James	-	17	"	7	"			
38	Shea, Jerry	-	25	"	5	"			
39	-	Sullivan, Anne	22	"	5	"			
40	Connell, Patrick	-	17	"	6	"			
41	-	Connell, Catherine	28	"	6	"			
42	-	Connell, Ellen	16	"	7	"			
43	Supple, Edward	-	17	"	6	servant			
44	M'Carthy, Daniel	-	18	"	6	labourer			
45	-	M'Carthy, Mary	13	"	7	servant			
46	M'Goveon, Patrick	-	18	"	7	"			
47	-	M'Goveon, Eliza	24	"	6	"			
48	Hackett, Martin	-	21	"	6	baker			
49	-	Carrall, Mary	20	"	7	servant			
50	Desmond, Jeremiah	-	34	"	7	labourer			
51	Desmond, Cornelius	-	25	"	5	"			
52	Desmond, William	-	22	"	7	"			
53	Riley, Thomas	-	16	"	6	"			
54	Doody, Patrick	-	17	"	7	"			
55	-	Doody, Honora	40	widow	5	servant			
56	Doody, John	-	18	servant	5	labourer			
57	Callanan, John	-	17	"	5	"			
58	Buckley, Patrick	-	18	"	5	"			
59	Buckly, Michael	-	20	"	5	"			
60	-	Buckly, Ellen	25	"	5	servant			
61	-	Walsh, Johanna	19	"	6	"			
62	-	Walsh, Julia	14	"	6	"			
63	Duggan, Edward	-	40	"	6	labourer			

CORK UNION—List and Description of Persons whom the Guardians of the above Union propose to assist to Emigrate—*continued.*

No.	NAMES.		Age.	Whether Married or Single.	If an Inmate of the Workhouse, how long.	Previous Occupation.	Where Emigrating to.	Estimated Cost of Emigration.	REMARKS.
	Males.	Females.							
64	-	Duggan, Honora	35	widow	6	single	St. Andrew's, New Brunswick.	£. 7 each	Cork.
65	Duggan, Michael	-	14	single	6	labourer			
66	Moore, Michael	-	16	"	6	"			
67	-	Clancy, Jane	24	"	5	single			
68	Reynolds, Joseph	-	19	"	5	labourer			
69	Reynolds, Benjamin	-	16	"	5	"			
70	-	Magner, Eliza	30	"	10	single			
71	-	Hogan, Anne	25	"	6	"			
72	-	Dally, Ellen	23	"	5	"			
73	-	Smith, Johanna	41	widow	7	"			
74	-	Smith, Margaret	21	single	7	"			
75	-	Rogan, Mary Ann	22	"	6	"			
76	-	Davis, Ellen	30	"	6	"			
77	-	Duffy, Jane	23	"	6	"			
78	Murphy, Daniel	-	20	"	6	labourer			
79	Mahony, John	-	20	"	6	"			
80	Kepple, James	-	20	"	7	baker			

(signed) *George Carr,*  
Master of Workhouse.

(signed) *George Huband,*  
Poor Law Inspector.



## NOVA SCOTIA.

NOVA SCOTIA

## Despatches from Lieutenant-Governor Sir J. Harvey.

## — No. 1. —

(No. 134.)

COPY of a DESPATCH from Lieutenant-Governor Sir *John Harvey* to Earl *Grey*.

Government House, Halifax, 15 August 1849.

(Received, 27 August 1849.)

My Lord,

I HAVE had the honour to receive your Lordship's despatch No. 185\* of the 1st of August, on the subject of head-money paid by two families landed at Pictou, from the barque "Ellen," and who had been, on reaching their port of destination, compelled to give bonds for head-money to the authorities of Prince Edward Island. Regretting the trouble which has been given to your Lordship in reference to this matter, I have determined to direct that any amount paid in this province by those poor people, should be remitted for their benefit, leaving the general principles raised by the case, and the correspondence which has grown out of it, to the revision of the Legislature, at its next Session.

I have, &amp;c.

(signed) *J. Harvey.*

No. 1.  
Lieut.-Governor  
Sir John Harvey  
to Earl Grey,  
15 August 1849.  
\* *Vide infra.*

## — No. 2. —

(No. 143.)

COPY of a DESPATCH from Lieutenant-Governor Sir *John Harvey* to Earl *Grey*.

Government House, Halifax, 27 September 1849.

(Received, 8 October 1849.)

My Lord,

(Answered, 29 October 1849, No. 198, page 56.)

I TRANSMIT to your Lordship copies of two Reports\* of Committees of the House of Assembly of this Province in the last Session, to which my attention has been directed, with the view of obtaining the repayment of various expenses incurred by the Provincial Government, in relieving several distressed emigrants and shipwrecked seamen during the last year.

A statement of those expenses is enclosed; and agreeably to the recommendation contained in the Report No. 87, I beg to request that your Lordship will bring under the consideration of Her Majesty's Government, the earnest claim of the Assembly, that the amount, being 867*l.* 14*s.* 11*d.* sterling, may be refunded from the Imperial Treasury.

I have, &amp;c.

(signed) *J. Harvey.*

No. 2.  
Lieut.-Governor  
Sir John Harvey to  
Earl Grey,  
27 Sept. 1849.  
\* These Reports  
being on details of  
Accounts, are not  
printed.

## Despatches from the Right Honourable Earl Grey.

## — No. 1. —

(No. 185.)

COPY of a DESPATCH from Earl *Grey* to Lieutenant-Governor Sir *John Harvey*.

Sir,

Downing-street, 1 August 1849.

I HAVE to acknowledge your despatch, No. 121,† of the 12th June last, containing a further report on the subject of the head-money levied on certain emigrants at Pictou, landed from the barque "Ellen," on the 29th June 1848.

2. Your

No. 1.  
Earl Grey to  
Lieut.-Governor  
Sir John Harvey,  
1 August 1849.

† Page 69, of House of Commons Paper, "North American Emigration," No. 593-II. 1849.

NOVA SCOTIA.

2. Your report and its enclosures appear to show, that under the existing law this head-money was properly levied from the emigrants in question, with the exception of two families who were transhipped for Prince Edward Island, without landing. But whether or not the head-money was levied from these two families, it is impossible to ascertain from the enclosures to your despatch, as this is nowhere directly stated or denied, and the total number of immigrants is left in blank in the copy of the Comptroller's letter.

3. I am thus left without accurate information as to a point, which however unimportant in itself, is of some importance towards satisfying the parties who have made complaints to me in the present instance. If the head-money was in fact levied from these two families, you will probably agree with me that an illegal act was inadvertently committed, and that the amount ought to be remitted to Sir Donald Campbell, for the benefit of the two families in question.

4. With respect to the Nova Scotia law itself, I would observe, that in the Act passed by the Legislature of Prince Edward Island for the same purpose, there is an exception in favour of emigrants who merely touch at the island, without any intention of remaining there. There is no such provision in the Nova Scotia Act as regards British emigrants, although I find in it an exception of the same kind in favour of parties landing from the other North American colonies. I wish to bring this omission to your notice, as it must occasionally, as in the present instance, cause some hardship to the poorer class of British emigrants; but it is possible that reasons of which I am not aware, may have operated to prevent the introduction of such a provision.

I have, &c.  
(signed) Grey.

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— No. 2. —

No. 2.  
Earl Grey to  
Lieut.-Governor  
Sir John Harvey,  
29 October 1849.  
\* Page 55.

(No. 198.)  
COPY of a DESPATCH from Earl Grey to Lieutenant-Governor Sir John Harvey.

Sir,

Downing-street, 29 October 1849.

I HAVE the honour to acknowledge your despatch No. 143,\* of the 27th of September last, accompanied by two Reports of Committees of the House of Assembly, to which your attention had been requested, with a view to your obtaining repayment of certain expenses incurred by the Provincial Government in relieving several distressed emigrants and shipwrecked seamen during the year 1848.

I think that this claim, so far as regards sick emigrants, has been made under a misapprehension; for the Committee state, I observe, in their Report, that the principle has already been recognized in favour both of Canada and New Brunswick. This, however, has not been the case. Owing to the extraordinary burthens which were thrown upon those two provinces—but happily not upon Nova Scotia,—in the season of Irish famine and distress in 1847, Her Majesty's Government was enabled by Parliament to repay to them their expenses for emigrants on that particular occasion, but only as an exceptional measure; and with the express agreement that the provincial authorities should in all future years bear the whole charge of immigration for themselves. The immigrant tax was doubled for the very purpose of meeting that object, and was in like manner doubled in Nova Scotia at the same time; and no part whatever of the expenses incurred for immigrants into Canada and New Brunswick in the year 1848, have been defrayed from imperial funds. I regret, that under these circumstances, it is quite out of my power to hold out the prospect that Parliament could be applied to for the means of repaying any expenses of that kind incurred in Nova Scotia.

The charged incurred for shipwrecked seamen stand of course on an entirely different footing; and upon them I shall address you in a further communication.

I have, &c.  
(signed) Grey.

## PRINCE EDWARD ISLAND.

Despatch from Lieut.-Governor Sir D. Campbell, Bart.

PRINCE EDWARD  
ISLAND.

— No. 1. —

(No. 54.)

COPY of a DESPATCH from Lieutenant-Governor Sir *Donald Campbell*, Bart.  
to Earl *Grey*.Government House, Prince Edward Island,  
2 October 1849.

(Received, 18 October 1849.)

My Lord,

(Answered, 5 November 1849, No. 90, page 58.)

I HAVE the honour to transmit to your Lordship, for Her Majesty's confirmation or disallowance, a Proclamation issued by me, declaring the rule of computation for the length of the voyage of any ship or vessel carrying passengers from this Island to any port or place in the Province of Canada, or in the island of Newfoundland, the port of New York, and all other ports or places in the United States of America to the northward thereof, on the seaboard of the Atlantic Ocean, and the port of St. John, in the Province of New Brunswick shall be 20 days, in the terms of the 62d section of an Act passed in the last Session of the Imperial Parliament for regulating the carriage of passengers in merchant vessels.

I have confined my proclamation to the places above enumerated, as they include the limits to which the trifling emigration from this colony at present extends.

I have, &c.  
(signed) *Donald Campbell*,  
Lieut.-Governor.

No. 1.

Lieut-Governor  
Sir Donald Campbell,  
Bart., to  
Earl Grey,  
2 October 1849.

Enclosure in No. 1.

PRINCE EDWARD ISLAND.

Encl. in No. 1.

(SEAL.)

*Donald Campbell*,  
Lieut.-Governor.

By his Excellency Sir *Donald Campbell*, Bart., Lieutenant-Governor and Commander-in-Chief in and over Her Majesty's Island Prince Edward, and the Territories thereunto belonging, Chancellor, Vice-Admiral and Ordinary of the same, &c. &c. &c.

## A PROCLAMATION.

WHEREAS, in and by an Act of the Imperial Parliament of Great Britain and Ireland, made and passed in the 12th and 13th years of the reign of Her present Majesty Queen Victoria, intituled, "An Act for regulating the Carriage of Passengers in Merchant Vessels," it is enacted and declared, that it shall be lawful for the Governor of any of Her Majesty's possessions abroad, by any proclamation to be by him from time to time issued for that purpose (which shall take effect from the issuing thereof), to declare the rule of computation by which the length of the voyage of any ship conveying passengers from such possession to any other place whatsoever, shall be computed, for the purposes of the said Act.

Now, therefore, by virtue of the power and authority in me vested in and by the before recited Act, I do hereby proclaim and declare, that the rule of computation by which the length of the voyage of any ship or vessel carrying passengers in terms of the said recited Act from this colony to any port or place in the Province of Canada, or in the Island of Newfoundland, the port of New York, and all other ports or places in the United States of America to the northward thereof, on the seaboard of the Atlantic Ocean, and the port of St. John in the Province of New Brunswick shall be computed, shall be 20 days.

Given under my hand, and the great seal of the said Island, at Charlotte-town, this 24th day of September, in the year of our Lord 1849, and in the 13th year of Her Majesty's reign.

By Command.

(signed) *T. H. Haviland*, Colonial Secretary.

PRINCE EDWARD  
ISLAND.

## Despatch from the Right Honourable Earl Grey.

— No. 1. —

(No. 90.)

COPY of a DESPATCH from Earl *Grey* to Lieutenant-Governor Sir *Donald Campbell*, Bart.

No. 2.  
Earl Grey to  
Lieut.-governor  
Sir Donald Camp-  
bell, Bart.,  
5 November 1849.  
\* Page 57.

Sir,

Downing-street, 5 November 1849.

I HAVE to acknowledge your despatch, No. 54,\* of the 2d October, enclosing a Proclamation issued by you under the authority of the Act passed in the recent Session of the Imperial Parliament, to regulate the carriage of passengers in merchant vessels, declaring the length of the voyage in the case of vessels carrying passengers from Prince Edward Island to Canada, Newfoundland and New York.

I have received the Queen's commands to acquaint you that Her Majesty has been pleased to confirm and allow this proclamation.

I have, &c.

(signed) *Grey*.

## BERMUDA.

BERMUDA.

## Despatch from Earl Grey to Governor Elliot.

— No. 1. —

(No. 473.)

COPY of a DESPATCH from Earl Grey to Governor Elliot.

Earl Grey to  
Governor Elliot.  
8 February 1851.

Sir,

Downing-street, 8 February 1851.

3 February 1851.

I TRANSMIT for your information the copy of a Report of the Colonial Land and Emigration Commissioners, enclosed in a correspondence with the Board of Customs relative to proceedings taken in Bermuda against the master of the brig "James," for an evasion of the Passengers Act.

Concurring in the opinion expressed by the Commissioners as to the course which it would be proper to take in this case, I have to instruct you to cause the penalties incurred under the bond which has been exacted from the master and owners of the vessel to be recovered from Mr. A. J. Musson, one of the owners, who resides in Bermuda.

I have, &c.  
(signed) Grey.

Enclosure in No. 1.

Colonial Land and Emigration Office,  
3 February 1851.

Sir,

WE beg leave to transmit to you, for Earl Grey's information, a copy of a letter from the secretary to the Board of Customs, with its enclosure, relative to proceedings taken in Bermuda against the master of the brig "James," for an evasion of the Passengers Act.

Encl. in No. 1.

2. In the course of last year, the same vessel took out to Bermuda 15 children and eight adults, who, with two exceptions, were paupers, under the designation of cabin passengers, in order that the vessel might not come within the provisions of the Act. The object of that evasion was, apparently, to enable the ship to carry gunpowder on board, an article prohibited by the Act. The Commissioners of Customs having applied to us for directions how their officer should proceed in any similar case which might occur, we suggested that he should be instructed to summon the master before two justices of the peace in the colony, for a breach of any of the regulations of the Passengers Act. This course has accordingly been adopted in the present instance, but instead of the penalty being enforced at the time, it will be seen that a bond was taken for the amount, to await the decision of the Commissioners of Customs.

23 January 1851.

3. We would submit our opinion, that the Governor should be instructed to recover the penalties in the present case from Mr. Augustus James Musson, one of the owners of the vessel, who resides in the colony, and who joined in the bond; and we have stated to the Board of Customs, for the information of their officers, that in any similar case which may hereafter occur, it would be desirable not to take a bond, but to enforce the penalty at the time of conviction.

We have, &amp;c.

(signed) T. W. C. Murdoch.  
Frederic Rogers.

H. Merivale, Esq.,  
&c. &c. &c.

Sub-Enclosure 1, to Enclosure in No. 1.

Sir,

Custom-House, 23 January 1851.

WITH reference to your letter of the 30th August last, relative to the evasion of the provisions of the Passengers Act in the case of the brig "James," Richardson, master, which had arrived at Bermuda with certain pauper children, who had been shipped at this port under the denomination of "cabin passengers."

I am commanded to state, that the Board have recently received a Report from their officers at the Bermudas, from which it appears that the brig "James," Burrows, master, having arrived under similar circumstances at St. George's, proceedings had been taken against the master for an infringement of the Passengers Act, in conformity with the suggestion contained in your letter of the 30th August referred to, and that the master having been convicted in a penalty of 5 *l.*, bond had been taken to abide our decision in the matter.

BERMUDA.

In transmitting copies of these Reports for such directions as the Commissioners of Colonial Land and Emigration may see fit to give thereon, and for any observations with which they may deem it proper to favour the Board. I am to state, that the Comptroller of Hamilton has been apprised that the Board are advised that the Comptroller of St. George's was not authorised to take bond for the penalty, the amount of which should have been paid by the master previously to his departure; and further, that as all penalties incurred in the colonies are, by the 53d section of the Passengers Act, directed to be paid into the Colonial Treasury, the Board cannot interfere in the matter, but must leave the recovery of the penalty in the hands of the Governor, to whom the bond given in this case is to be delivered, in order that his Excellency may adopt such measures thereupon as he may think proper.

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

I am, &c.  
(signed) W. Maclean.

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Sub-Enclosure 2, to Enclosure in No. 1.

Honourable Sirs,

Customs, Bermuda, 9 December 1850.

I HAVE the honour to transmit the enclosed statement from the Comptroller of Custom and Navigation Laws at the Port of St. George in these islands, reporting the arrival of the brig "James," Thomas William Burrows, master, from London, having on board 22 passengers, 21 of whom were boys and girls from the St. Paucras Union. The latter having been shipped under circumstances similar to those reported to your Honor in my letter No. 22, of the 23d July last, the master was duly summoned before two justices of the peace at the port of St. George, and convicted, as per memorandum herewith, of violating the 17th and 19th sections of 12 & 13 Vict., c. 33, though, from some unknown cause, the penalty adjudged for this infringement of the law has been laid at 5 L only, whereas the Act expressly declares, that nothing less than that amount shall be imposed for each and every such offence. Finding such to be the case, I directed the Comptroller at the Port of St. George to request the magistrates to reconsider their judgment; this course, the Comptroller informs me, they have objected to, on the plea of not attaching much importance to the absence of a life-boat, the vessel being otherwise well found in boats, and their desire to impose the smallest possible fine upon the master, being convinced that he had infringed the law through ignorance. This occurred on the 6th instant, at which period the master of the "James" had again sailed from the Port of St. George for London.

A bond, executed by the master in conjunction with Mr. Augustus James Musson, one of the owners of the "James," to abide the pleasure of your honourable Board, touching the payment of the said penalty of 5 L, has been forwarded to me by the Comptroller of St. George's, and is now deposited in the Queen's chest.

I regret the imperfect manner in which the proceedings appear to have been decided in the magistrate's court, at the same time I respectfully beg leave to bear testimony to the merits of the master, S. W. Burrows, who, in the present instance (being his first voyage as a master), appears to have been entirely ignorant of the requirements of the Passenger Act.

I have, &c.  
(signed) John L. Hurdis,  
Comptr. C. & N. Laws.

The Honourable  
The Commissioners of Her Majesty's Customs.

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Sub-Enclosure 3, to Enclosure in No. 1.

Sir,

Her Majesty's Customs, Port of St. George's,  
Bermuda, 23 November 1850.

I BEG to report the arrival on the 6th instant at this port of the brig "James," Thomas William Burrows, master, from London, Great Britain, bringing an assorted cargo of British and foreign goods, and also 22 passengers, 21 of whom are boys and girls from the St. Paucras Union. Immediately on the arrival of this vessel, I went on board of her for the purpose of ascertaining whether the provisions of the Passengers Act had been complied with, and on examining the master, discovered that he had infringed the 19th section of that Act by having 12 kegs of gunpowder on board as cargo, and again, the 17th section, by not being furnished with a life-boat. In compliance with the directions contained in the Honourable Board's letter of the 13th September last, No. 21, I summoned the master of the "James" before two justices of the peace for infringing the law in the above cases, and a penalty of 5 L. has been imposed on him by them, for which I have taken his bond jointly with Mr. A. J. Musson (one of the owners of the vessel), to await the decision of the Honourable Board.

In reporting this matter, I cannot but regret that it should have become my duty to enforce the law in this instance, being convinced that the master of the "James" had no intention of committing any breach of the Passengers Act, and that he has done so now solely through ignorance of the law. I think it right to mention, that the children on being questioned with regard to the treatment they had received during the voyage, expressed themselves

themselves as being perfectly satisfied and comfortable, which was confirmed by their healthy and cleanly appearance, as well as by the regret shown by them all at parting with their late master.

BERMUDA.

John L. Hurdis, Esq.,  
Comptroller Customs and Navy Laws.

I am, &c.  
(signed) *G. Cockburn Harvey,*  
Comptroller Customs and Navy Laws.

Memorandum from proceedings at a Magistrate's Court, St. George's, Bermuda,  
20 November 1850.

WE convict Thomas William Burrows, of British brig "James," of having violated the 17th and 19th sections of the Act of Parliament, 12 & 13 Vict., c. 33; viz., by not providing himself with a properly fitted life-boat, and by having on board said vessel 12 kegs of gunpowder, with 21 passengers, on her voyage from London here during the last month, and now direct that said Thomas William Burrows shall pay over to G. C. Harvey, Comptroller of Her Majesty's Customs and Navigation Laws, for said offences, 5*l.*, for the use of Her Majesty and Her successors.

Port of St. George's, Bermuda,  
2 December 1850.

(signed) *John Stewart Hunter.*  
*John S. Fisher.*

## Despatch from Governor Elliot.

— No. 2. —

(No. 19.)

Copy of a DESPATCH from Governor *Elliot* to Earl *Grey*.

Bermuda, 22 March 1851.

(Received, 22 April 1851.)

Governor *Elliot*  
to Earl *Grey*,  
22 March 1851.

My Lord,

In reply to your Lordship's despatch, No. 473, I have the honour to transmit a copy of a letter from the Attorney-general, reporting that the penalty of 5*l.* imposed on the master of the brig "James" by the magistrates at St. George's in November last, for an evasion of the Passenger Act, has been duly paid into the Colonial Treasury.

2. I take this opportunity to mention, that I have received a letter from the authorities of St. Pancras parish by the last mail, requesting me to furnish information respecting the disposal and welfare of the children sent out from that place to this colony, and I hope to be able to reply to that communication by the next mail. In the mean time I would wish to observe, that, although I have not heard of any instance of ill-treatment or neglect towards these children, but believe on the contrary that they are generally well cared for, still I cannot but think it would be more prudent that children should not be sent out by the parishes, without previous communication with the government of the colony.

3. It seems to me to be desired that persons wishing to receive children from England in this way, should be called upon to forward a clear statement of the conditions on which they are willing to do so, to the parishes, through the Secretary of the Government, and that a certificate should be required from the Governor of their respectability and ability to fulfil those conditions.

4. I entertain the opinion that it would be advantageous to this colony to introduce a limited number of white children under these precautions, and I am also persuaded that in this way, there would be no risk of unfortunate consequences as regards the children themselves. But your Lordship is aware that there is not a large number of white persons at Bermuda of sufficiently easy means to be entrusted with the care and instruction of friendless children, and I think it right to recommend that they should not be sent out in future without previous inquiry and precaution of the nature here suggested.

I have, &c.  
(signed) *Charles Elliot.*

Enclosure in No. 2.

Sir,

Hamilton, 11 March 1851.

With reference to your Excellency's communication to me on the 5th instant, on the subject of the penalty of 5*l.* imposed on the master of the brig "James," by the Magistrates at St. George's in November last, for an evasion of the Passengers Act, for the payment of 34*s.*

BERMUDA.

of which penalty the master, with Mr. Musson as his surety, gave a bond, subject to the decision of the Board of Customs.

I beg leave to acquaint your Excellency, that having written to Mr. Musson on the subject, he has paid the penalty into the Colonial Treasury. The magistrates having adjudicated no more than 5*l.* to be paid by the master, I have felt myself precluded from demanding any further amount.

I return the papers forwarded to me by your Excellency.

I have, &c.

(signed) *John Harvey Darrell,*  
Attorney-General.

His Excellency Governor Elliot,  
&c. &c. &c.

Appendix.

## APPENDIX.

— No. 1. —

COPY of a LETTER from the Colonial Land and Emigration Commissioners  
to *Herman Merivale, Esq.*

Colonial Land and Emigration Office,  
1 January 1850.

Sir,

A NARRATIVE having recently appeared in the "Times" newspaper of the destruction by fire of the emigrant ship "Caleb Grimshaw," in which it was alleged that that vessel was deficient in boats; that she was unprovided with a life-boat; that she had not on board the usual appliances for making signals at night; and that if the fire was not the consequence of spontaneous combustion, it must have been smouldering in her from the time she left Liverpool. We thought it our duty to call on the emigration officer at the port of Liverpool for any information on the subject which he might possess. We now enclose, for Earl Grey's information, copies of two letters received from him.

It will be seen from these letters that the "Caleb Grimshaw" was a very fine vessel, built expressly for the passenger trade; and that she was fitted with the proper boats required by the law, including a life-boat. That those boats would have been insufficient to contain the whole of the passengers and crew of the vessel, if such a service had been necessary for them, is no doubt true; but this must, we fear, be the case with every passenger ship, since no such vessel could stow boats sufficiently large to carry the whole number of passengers conveyed in her; but that the boats were in a perfectly efficient state, is proved by the fact stated in the narrative itself, that they were towed astern of the ship, full of people, for several days, in a heavy sea, and were afterwards used in landing the people at Flores. In regard to the origin of the fire, we cannot venture to hazard a conjecture, but it will be seen, from the manifest of the cargo, that she had no articles on boards which are usually considered liable to spontaneous combustion, unless indeed it were the coals.

With respect to the means of making signals at night, there seems reason to suppose that in this respect the "Caleb Grimshaw" was deficient. We have directed the emigration officers at the out-ports, to pay particular attention to this point in future, and to require masters of emigrant vessels to carry both a gun and blue lights or rockets, for the purpose of making signals at night in case of need.

We have, &c.

(signed) *T. W. C. Murdoch.*  
*Frederic Rogers.*

Enclosure.



Enclosure 1, to No. 1.

Government Emigration Office, Liverpool,  
26 December 1849.

Sir,

In reply to your letter of the 24th instant, relative to the destruction of the ship "Caleb Grimsham," I beg to forward Mr. Ramsden's statement, he having cleared her; I also beg to transmit a summary of her cargo, taken from the manifest, from an examination of which it would not appear that any of the contents were liable to spontaneous combustion.

Encl. 1, to No. 1.

The "Caleb Grimshaw" was a particularly fine ship, especially built for the passenger trade, with very superior accommodations, and remarkably well found.

Some time since, the master's account of her destruction, as well as that of the American consul at Fayal, was received in Liverpool, which differs very much from the statement of the person signing himself a cabin passenger, and which appears to have been written in London.

I have, &c.

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

(signed) T. E. Hodder, Lieut. R.N.,  
Government Emigration Officer.

Enclosure 2, to No. 1.

Government Emigration Office, Liverpool,  
26 December 1849.

Sir,

In obedience to your directions to report upon the boats, &c. of the ship "Caleb Grimshaw," I beg to state, that on the 22d October, I cleared her for sea, and she then had a long-boat and three other boats of suitable size, one of which was fitted as a life-boat. The fittings for the life-boat were obtained at the shop of Mr. G. T. Hills, ship-chandler of this place, on the 19th October, and the same party also supplied two new life-buoys, to enable the ship to comply with the New Passenger Act.

Encl. 2, to No. 1.

The ship had a fire-engine and 12 fire-buckets.

The question was also put by me to the master, "Whether he had any gunpowder, vitriol, green hides, guano or any other article on board as cargo, likely to endanger the safety of the ship, or the health or lives of the passengers," and was answered in the negative.

I have, &c.

T. E. Hodder, R.N.  
&c. &c. &c.

(signed) George Ramsden, R.N.,  
Assistant Emigration Officer.

Cargo on board the "Caleb Grimshaw."

- 230 Tons iron, tin, &c. chains.
- 100 Tons coals.
- 56 Tons soda ash.
- 24 Tons bleaching powder.
- 35 Tons painters' colours (dry).
- 276 Packages hardware.
- 47 Casks leather and skins, say dry sheep-skins.
- 500 Packages fine goods (boxes and bales).
- 2 Barrels ale.
- 75 Crates, earthenware.

Weight - - - - - 679 tons.

Measurement - - - - 400 tons.

1,079 tons cargo.

Enclosure 3, to No. 1.

Government Emigration Office, Liverpool,  
27 December 1849.

Sir,

In my letter of yesterday to the Board relative to the ship "Caleb Grimshaw," I could not positively ascertain whether she had a gun or not, but as far as I can learn, I believe she had not; and it would also appear likely she was not provided with rockets or blue lights, otherwise they in all probability would have been used; this deficiency seems extraordinary in a vessel otherwise so well provided.

Encl. 3, to No. 1.

With regard to our practice, no notice relative thereto has ever been taken, presuming as a matter of course, that all vessels are provided with at least blue lights, in order to meet an emergency.

I have, &c.

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

(signed) T. E. Hodder, Lieut. R.N.  
Government Emigration Officer.

## NEW BRUNSWICK.

Anno Decimo Tertio Victoriae Reginae.

## CAP. III.

AN ACT to regulate Vessels arriving from Europe with Passengers.

(Passed 18 March 1850.)

1. BE it enacted, by the Lieutenant-governor, Legislative Council and Assembly, that an Act made and passed in the 2d year of the reign of his late Majesty King William the Fourth, intituled, "An Act to regulate Vessels arriving from the United Kingdom with Passengers and Emigrants," be and the same is hereby repealed.

2. And be it enacted, that the master of any vessel which may arrive at any port or place in this province from any port or place in Europe with passengers, shall at the time of reporting such vessel pay to the treasurer of the province, or any deputy treasurer at the port or place where such vessel may arrive, the sum of 5 s. for each and every such passenger, provided that such vessel shall be reported to the treasurer of the province, or the deputy treasurer at the port or place of arrival, on or after the 1st day of April and before the 1st day of September in any year; and if any vessel with passengers, as aforesaid, shall be so reported as aforesaid, on or after the 1st day of September and before the 1st day of October in any year, that then the master of such vessel shall, at the time of reporting as aforesaid, pay to the treasurer of the province or deputy treasurer as aforesaid, the sum of 7 s. 6 d. for each and every such passenger; and if any vessel with passengers as aforesaid, shall be so reported as aforesaid, on or after the 1st day of October in any year and before the 1st day of April in the succeeding year, that then the master of such vessel shall, at the time of reporting as aforesaid, pay to the treasurer of the province or deputy treasurer, as aforesaid, the sum of 10 s. for each and every such passenger; all which several sums the said treasurer and deputy treasurers respectively are hereby authorized and required to demand and receive.

3. And be it enacted, that if any vessel arriving at any port or place in this province from any port or place in Europe, with passengers, shall be placed in quarantine on any other account than merely for the purpose of cleaning or observation, that then, in such case, the master of any such vessel, at the time of reporting such vessel, in addition to and over and above all or any other sum or sums required to be paid by this Act, shall pay to the treasurer of the province, or the deputy treasurer at the port or place where such vessel may arrive, the further sum of 2 s. 6 d. for each and every passenger on board such vessel; and if any such vessel so placed in quarantine as aforesaid shall be detained in such quarantine for any longer period than 10 days, that then and in such case the master of such vessel, in addition to and over and above all other sum or sums of money required to be paid by this Act, shall pay to the treasurer or deputy treasurer as aforesaid the further sum of 2 s. 6 d. for each and every passenger on board such vessel; and which said additional and further sum or sums the said treasurer and deputy treasurers respectively are also hereby authorized and required to demand and receive.

4. And be it enacted, that upon the refusal or neglect of the master of any vessel arriving with passengers as aforesaid to pay the said several sum or sums for each and every passenger on board such vessel as aforesaid, it shall and may be lawful to and for the treasurer of the province or deputy treasurer, as the case may be, to sue and prosecute for the same before any two of the magistrates for the county, or city and county, where such vessel may be; and, on conviction, the said magistrates shall and may levy the same by warrant of distress, under their hands and seals, directed to any sheriff, marshal or constable at or near any port or place where such vessel may be, and by sale, under the said warrant, of the guns, boats, anchors, chains, tackle, machinery, apparel and furniture of such vessel; and the overplus (if any) of such distress and sale, after deducting the costs, shall be paid to the master of such vessel: and provided also, that no vessel which may have arrived at any port or place in this province with passengers from Europe, as aforesaid, shall be cleared out or allowed to proceed to sea until all and every such sum or sums of money due and payable for and on account of such passengers, by virtue or authority of this Act, shall be first paid to the treasurer of the province, or the deputy treasurer at the port or place where such vessel may have arrived.

5. And be it enacted, that it shall be the duty of the visiting physician at the Quarantine Station at Partridge Island, in the port of St. John, or, in his absence, the duty of any other visiting physician of the said port, duly appointed, and of the visiting physician or other competent person duly appointed for the purpose, at any other port or place in this province, forthwith after the arrival thereof of any vessel carrying passengers, to examine into their condition, and for that purpose the said visiting physician, or other competent person, shall have authority to go on board and through any such vessel, and to inspect the passenger list of such vessel, and the bill of health, manifest, log-book or otherwise of the said vessel, and, if necessary, to take extracts from the same; and if, on examination of such

such passengers, there shall be found among them any lunatic, idiotic, maimed, blind or infirm person not belonging to any emigrant family, and any such person shall, in the opinion of the visiting physician or other competent person as aforesaid, be likely to become permanently a public charge, the said visiting physician or other competent person shall forthwith report the same officially to the treasurer or deputy treasurer at the port or place of arrival, who shall require the master of such vessel, in addition to the sum or sums of money payable for the passengers generally, to execute, jointly and severally with two sufficient sureties, a bond to Her Majesty, according to the form in the Schedule to this Act, in the sum of 75 L. currency, for every such passenger so specially reported, conditioned to indemnify and save harmless this province, or any county, city, town, parish or charitable institution within the same, from any expense or charge which shall or may be incurred within the space of three years from the execution of the said bond, for the maintenance and support of any such passenger; and the said sureties shall justify before and to the satisfaction of the said treasurer or deputy treasurer, and by their oath or affirmation (which such treasurer or deputy treasurer is hereby authorized to administer) shall satisfy him that they are respectively residents in this province, and each worth double the amount of the penalty of such bond, over and above all their debts and liabilities.

6. And be it enacted, that in case any passenger, for whom any bond shall be given as aforesaid, shall at any time within three years from the execution thereof become chargeable upon this province, or upon any county, city, town, parish or charitable institution within the same, the payment of such charge or expense incurred for the maintenance and support of such passenger shall be provided for out of the monies collected on and under such bond, to the extent of the penalty therein contained, or such portion thereof as shall be required for the payment of such charges or expenses.

7. And be it enacted, that if the master of any vessel on board which such passenger, specially reported as aforesaid, shall have been carried, shall neglect or refuse to execute the said bond forthwith after the said ship shall have been reported to the treasurer or deputy treasurer as aforesaid, such master shall incur a penalty of 100 L. currency; and the said vessel shall not be cleared on her return voyage until the said bond shall have been executed, nor until the penalty shall have been paid, with all costs which shall have been incurred on any prosecution for the recovery thereof.

8. And be it enacted, that after the execution of any such bonds as aforesaid, before any deputy treasurer in this province, the same shall be transmitted forthwith to the provincial treasurer, who shall keep and hold all such bonds during the said period of three years from the execution of the same, or until the payment of the penalty therein mentioned (if incurred) shall be enforced; and for the purpose of ascertaining the necessity of such enforcement, it shall be the duty of the chief emigration officer, or any assistant emigration officer in this province, upon representation made to either of them, to ascertain the right and claim to indemnity for the maintenance and support of any such specially reported passenger, and to report the same to the Executive Government of this province, and the said report shall be final and conclusive in the matter, and shall be evidence of the facts therein stated; and the said penalty, or so much thereof as shall be from time to time sufficient to defray the expense incurred for the maintenance and support of any passenger for whom the said bond was given as aforesaid, shall be prosecuted for and recovered, by suit or information in Her Majesty's name, in any court in this province having jurisdiction in civil cases to the amount for which such suit or information shall be brought.

9. And be it enacted, that the 11th section of an Act made and passed in the 11th year of the reign of Her present Majesty, intituled, "An Act relating to Immigration, and the care and safe keeping of the Children and Property of deceased Emigrants," shall be and the same is hereby repealed; and, in lieu thereof, be it further enacted, that no vessel which may have arrived at any port or place in this province with passengers shall be allowed to clear out or proceed to sea until all and every sum and sums of money, penalty or penalties which the master of such vessel shall have been legally adjudged to pay for any violation of an Act of the Imperial Parliament made and passed in the 12th and 13th years of the reign of Her present Majesty, c. 33, intituled, "An Act for regulating the Carriage of Passengers in Merchant Vessels," shall first have been paid and satisfied.

10. And be it enacted, that the word "master" wherever used in this Act, shall be held to apply to any person in command of a vessel; the word "vessel" shall include all ships, vessels, steam-boats or craft of any kind carrying passengers; the word "passengers" shall apply to all persons except troops or military pensioners and their families, who are carried in transports, or at the expense of the Imperial Government; the word "quarantine" shall apply to the quarantine station at the port of St. John, or any other place within this province at which quarantine shall be directed to be performed; and any word importing the singular number shall include a plurality of persons or things, unless there be something in the context inconsistent with such interpretation.

Appendix.

## SCHEDULE.

*Form of Bond.*

Know all men by these presents, that we, \_\_\_\_\_, are held and firmly bound unto our Sovereign Lady the Queen, in the sum of 75 *l.* of lawful money of New Brunswick, to be paid to our said Lady the Queen, her heirs or successors, for which payment well and truly to be made, we bind ourselves, and each of us by himself, our and each and every of our heirs, executors and administrators, firmly by these presents. Sealed with our seals, dated the \_\_\_\_\_ day of \_\_\_\_\_, in the year of our Lord 18 \_\_\_\_\_.

Whereas it has been specially reported by the proper officer at the port of \_\_\_\_\_ that among the passengers lately arrived at the said port, in and on board the vessel named the \_\_\_\_\_, the following person, namely \_\_\_\_\_, is likely to become permanently a public charge: Now, the condition of this obligation is such, that if the said \_\_\_\_\_ do and shall indemnify and save harmless the province of New Brunswick, or any county, city, town, parish or charitable institution within the same, from any expense or charge which shall or may be incurred within the space of three years from the date of these presents, for the support and maintenance of the aforesaid \_\_\_\_\_, then this obligation to be void, otherwise to be and remain in full force and virtue.

Sealed and delivered }  
in presence of }

## — No. 3. —

## CANADA.

AN ACT to repeal certain Acts therein mentioned, and to make further Provision respecting Emigrants.

[*Note.*—This Act will be found printed at page 1 of Papers relative to Emigration, North American Colonies, No. 593—II. 1849.]

## — No. 4. —

## CANADA.

## CAP. IV.

AN ACT to encourage Emigrants from Europe to the United State to use the St. Lawrence Route.

(24 July 1850.)

Preamble.

WHEREAS it is expedient to encourage the use of the St. Lawrence route by emigrants from Europe to the United States; Be it therefore enacted, by the Queen's most Excellent Majesty, by and with the advice and consent of the Legislative Council and of the Legislative Assembly of the Province of Canada, constituted and assembled by virtue of and under the authority of an Act passed in the Parliament of the United Kingdom of Great Britain and Ireland, and intituled, "An Act to re-unite the Provinces of Upper and Lower Canada, and for the Government of Canada," and it is hereby enacted, by the authority of the same, that it shall be lawful for the Governor to instruct the collector of customs at any port or ports on or near the frontier between this province and the United States to pay back to such person as shall be designated in a certificate from the emigrant agent at the port at which the duty shall have been paid as the proper person to receive such payment, a sum equal to one-half of the duty paid upon any emigrant arriving in the province after the 1st day of May; provided such certificates shall also show that such emigrant came into this province with the declared intention of passing directly through it to the United States; and provided the collector shall be satisfied by the certificate of the same, or of some other emigrant agent, that such emigrant hath not been (or if he be the head of a family, that no one of such family hath been) chargeable upon the province since his arrival therein, and shall also be satisfied by his own knowledge and inquiry that such emigrant hath come directly, and with all reasonable dispatch, from the place where the duty was paid to such frontier port, and hath there paid for a passage by and embarked (with his baggage and family, if any) on board of some vessel or boat bound for and immediately about to depart to a port or place in the United States; provided also, that such collector shall obey and be bound by any further instructions he may receive in this behalf from the Governor; and that such instructions may extend to the employment of a proper officer or person to accompany any such emigrant to the United States, and there to pay the sum to be returned as aforesaid.

Part of the tax on any emigrant coming through this province to the United States, may be paid back on certain conditions.

Proviso.

2. And be it enacted, that if any person shall by any false pretence obtain any sum of money under this Act without being legally entitled thereto, he shall for such offence incur a penalty not exceeding ten pounds, to be recovered, with costs, on the oath of one credible witness,

Penalty for fraudulently obtaining such repayment.

witness, other than the prosecutor, before any justice of the peace, and to belong to the prosecutor, and be levied by distress and sale of the goods and chattels of the offender, under warrant of such justice, or the offender may be committed to prison for a time not exceeding three months, unless such penalty be sooner paid.

3. And be it enacted, that the instructions of the Governor under this Act may be communicated to any collector in like manner as instructions with regard to the remission of any other duty, or to any other matter relative to the collection and management of provincial revenue; that the word "emigrant" shall in this Act have the meaning assigned to the word "passenger" or "emigrant" in the Act passed in the 12th year of Her Majesty's reign, and intituled, "An Act to repeal certain Acts therein mentioned, and to make further Provision respecting Emigrants," and the word "duty" shall mean the rate or duty payable under the said Act; that any sum hereby authorized to be paid back, may be so paid out of any public monies in the hands of the collector, or out of public monies to be advanced to him for the purpose; that no such repayment shall cancel or affect any bond given under the said Act by the master of any vessel with regard to any emigrant; and that the proper person to receive back such portion as aforesaid of the said duty, shall be the owner, charterer, consignee or master of the vessel by the master whereof such duty shall have been payable, or other party who would eventually bear the said duty if not paid back as aforesaid, and not the emigrant himself, unless he shall have paid such duty separately and apart from such passage-money, and shall have then expressly covenanted for the right to receive such repayment.

Appendix.

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Instructions, how communicated.

Words interpreted.

12 Vict. cap. 6.

Out of what money such repayment may be made, &c. ;

and to whom.