

Technical and Bibliographic Notes / Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming are checked below.

- Coloured covers / Couverture de couleur
- Covers damaged / Couverture endommagée
- Covers restored and/or laminated / Couverture restaurée et/ou pelliculée
- Cover title missing / Le titre de couverture manque
- Coloured maps / Cartes géographiques en couleur
- Coloured ink (i.e. other than blue or black) / Encre de couleur (i.e. autre que bleue ou noire)
- Coloured plates and/or illustrations / Planches et/ou illustrations en couleur
- Bound with other material / Relié avec d'autres documents
- Only edition available / Seule édition disponible
- Tight binding may cause shadows or distortion along interior margin / La reliure serrée peut causer de l'ombre ou de la distorsion le long de la marge intérieure.
- Blank leaves added during restorations may appear within the text. Whenever possible, these have been omitted from filming / Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.
- Additional comments / Commentaires supplémentaires: **Cover title page is bound in as last page in book but filmed as first page on fiche.**

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- Coloured pages / Pages de couleur
- Pages damaged / Pages endommagées
- Pages restored and/or laminated / Pages restaurées et/ou pelliculées
- Pages discoloured, stained or foxed / Pages décolorées, tachetées ou piquées
- Pages detached / Pages détachées
- Showthrough / Transparence
- Quality of print varies / Qualité inégale de l'impression
- Includes supplementary material / Comprend du matériel supplémentaire
- Pages wholly or partially obscured by errata slips, tissues, etc., have been refilmed to ensure the best possible image / Les pages totalement ou partiellement obscurcies par un feuillet d'errata, une pelure, etc., ont été filmées à nouveau de façon à obtenir la meilleure image possible.
- Opposing pages with varying colouration or discolourations are filmed twice to ensure the best possible image / Les pages s'opposant ayant des colorations variables ou des décolorations sont filmées deux fois afin d'obtenir la meilleure image possible.

This item is filmed at the reduction ratio checked below / Ce document est filmé au taux de réduction indiqué ci-dessous.

10x	14x	18x	22x	26x	30x
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12x	16x	20x	24x	28x	32x

EMIGRATION (NORTH AMERICA).


COPIES OF EXTRACTS OF DESPATCHES relative
to EMIGRATION to the NORTH AMERICAN
COLONIES (in continuation of Papers pre-
sented April 1864)."

(*Mr. John Ball.*)

Ordered, by The House of Commons, to be Printed,
7 August 1855.

464.

Under 8 oz.



EMIGRATION (NORTH AMERICA).

RETURN to an Address of the Honourable The House of Commons,
dated 13 July 1855:—for,

“COPIES of EXTRACTS of DESPATCHES relative to EMIGRATION to the
NORTH AMERICAN COLONIES (in continuation of Papers presented
April 1854.”)

Colonial Office, }
6 August 1855. }

JOHN BALL.

(*Mr. John Ball.*)

Ordered, by The House of Commons, to be Printed,
7 August 1855.

S C H E D U L E.

C A N A D A.

DESPATCHES FROM GOVERNOR-GENERAL SIR E. HEAD, BART.

Number in Series.	Date and Number.	S U B J E C T.	Page.
1	1855: 13 February - (14)	<p>ANNUAL REPORT OF THE CHIEF AGENT FOR EMIGRATION, 1854 - - - - -</p> <p>Total Number of Emigrants landed; great increase of Emigrants arrived; per centage of arrivals from the United Kingdom and the Continent of Europe, &c.; comparative Statement of Emigration, 1853 and 1854; great increase in the Departure from Liverpool; Number of Vessels coming under the operation of the Passengers' Act; average Length of Voyage; per centage of Deaths; Statistics of Disease from Cholera, &c. - - - - -</p> <p>Great increase in the Number of Female Emigrants from Ireland - - -</p> <p>Wrecks: Returns of Shipwrecked Emigrants; Measures for their reception, &c.; Necessity for prompt settlement of the Claims of Masters of Vessels who rescue Shipwrecked Passengers - - - - -</p> <p>Remarks relative to the Emigrants sent out from the Irish Poor Law Unions; conduct and prospects of Female Emigrants from Ireland; great importance of care in the selection of these Persons by the Poor Law Authorities; system adopted for their disposal on Arrival - - -</p> <p>Foreign Immigrants: Remarks relative to the Incapable Emigrants forwarded from the German States - - - - -</p> <p>Inconvenience of Arrivals after the 1st October; suggested Tax on Emigrants in Ships clearing after the 1st August - - - - -</p> <p>List of Proceedings for violation of the Passengers' Act - - - - -</p> <p>Suggestions relative to Passage Arrangements, viz.:</p> <p>Issue of Provisions in an Uncooked state; supply of Medical Comforts; Certificates of satisfactory performance of Surgeon's duty; bonded Emigrants; Lunatics, &c. - - - - -</p> <p>Expenditure of the Emigration Department: including Quarantine - - -</p> <p>Observations on the management of the Quarantine Establishment - - -</p> <p>Measures and Expenditure for forwarding Distressed Emigrants; suggestions for restricting the Number of Emigrants on board Vessels plying in the Rivers and Canals; amount of Emigrant Tax realized during past Season - - - - -</p> <p>Increased Advantages of Emigration by the St. Lawrence route; Rates of Passages, Distances, &c., to the chief points in Western Canada and the United States; Emigrant Remittances; Emigrant Letters, &c. - - -</p> <p>Review of the past Year's Emigration; demand for Labour; prospects for 1855, &c.; operations of the Canadian Navigation Company - - -</p> <p>Report of Agent for Upper Canada - - - - -</p>	<p>1</p> <p>2</p> <p>5</p> <p>4</p> <p>4</p> <p>5</p> <p>6</p> <p>6</p> <p>7</p> <p>9</p> <p>9</p> <p>11</p> <p>11</p> <p>12</p> <p>14</p>

Number in Series.	Date and Number.	S U B J E C T.	Page.
1	1855: 13 February - (14)	ANNUAL REPORT OF THE CHIEF AGENT—continued. Tabular Returns, &c., accompanying the above Report : 1. Of Emigrants Embarked, Births and Deaths on the Voyage, Numbers Landed, Number of Vessels, Tonnage, and Seamen employed, and average Length of Passage, &c. - - - - - 2. Abstract Statement, &c., distinguishing Countries and Ports whence the Emigrants sailed - - - - - 3. Return of Hospital Admission, Deaths, &c. - - - - - 4. Return of Trades and Callings of Emigrants arrived - - - - - 5. Comparative Statement of Emigrants arrived since 1829 - - - - - 6. Return of Persons assisted to Emigrate, and who received Landing Money, &c. - - - - - 7. Table of Routes, Distances, Rates of Passage, &c. - - - - - 8. Extracts from Notes appended to the Chief Agent's Periodical Reports of Arrivals for 1853 - - - - -	15 16 17 18 18 19 20 24
2	10 May (45)	ANNUAL REPORT OF CHIEF AGENT FOR EMIGRATION, 1854: Mr. Buchanan's Explanation of certain Remarks of the Colonial Land and Emigration Commissioners thereon - - - - -	29

DESPATCHES FROM THE SECRETARY OF STATE.

1	1854: 8 June - (90)	THE DUKE OF NEWCASTLE. IMMIGRATION EXPENDITURE. Settlement of Outstanding Claims of the Provincial against the Imperial Government - - - - -	31
2	1855: 8 April - (15)	THE RIGHT HON. SIR GEORGE GREY, BART. ANNUAL REPORT OF CHIEF AGENT FOR EMIGRATION, 1854: Report of the Colonial Land and Emigration Commissioners thereon, dated 30th March 1855 - - - - - Containing Observations on the subject of Emigration from the German States - - - - - Reimbursement of Expenses incurred for Rescue of Shipwrecked Passengers - - - - - Issue of Provisions on board Ship in an Uncooked state, and Supply of Medical Comforts - - - - - Issue of Certificates of Good Conduct of Surgeons of Emigrant Vessels	31 32 33 32 32
3	11 June - (29)	THE RIGHT HON. LORD JOHN RUSSELL. In continuation of the foregoing Subject; states Mr. Buchanan's Explanations are satisfactory. Some of the Suggestions will be carried into effect in the Passengers' Bill now before Parliament - - - - -	33

NEW BRUNSWICK.

DESPATCHES FROM LIEUTENANT GOVERNOR SIR E. HEAD, BART.

1	1854: 6 May - (18)	ARRIVALS OF EMIGRANT SHIPS. Immigration Agent's Report relative to the "Blanche," "Middleton," "Liberia," "Lampero," and "John Barbour" - - - - - Great Sickness and Mortality on board the "Blanche;" outbreak of Cholera - - - - -	35 35
---	-----------------------	--	----------

Number in Series.	Date and Number.	S U B J E C T.	Page.
2	1854: 30 May - (21)	Further Report of Arrivals. Ready Engagement of the Emigrants on arrival	38
3	15 June - (27)	Further Report of Arrivals per "Imperial." Good arrangements on the Voyage, and healthy state of the Immigrants - - - - -	39
4	30 June - (30)	Further Report of Arrivals per "Liberia," with Emigrants in a healthy state -	39
5	2 July - (32)	Quarterly Report of Emigration Agent, ending 30 June. Satisfactory manner in which Emigrants arrive by the Liverpool Packets - - - - -	40
6	8 July - (2)	Further Report of Arrivals per "Jessie" - - - - -	41
7	12 August - (7)	Further Report of Arrivals per "Eudocia," "Middleton," and "Mimer" -	42
8	22 August - (9)	Further Report of Arrivals per "David G. Fleming" - - - - -	43
THE HON. J. H. T. MANNERS SUTTON.			
9	10 October - (18)	Arrival of Emigrants per "Mary Ann." Certain Liverpool Shipowners decline such a number of Passengers as will subject the Vessels to the Provisions of the Passengers' Act - - - - -	43
10	- - - - -	ANNUAL REPORT OF THE CHIEF EMIGRANT AGENT. New Brunswick - - - - -	44

COPIES OF EXTRACTS OF DESPATCHES relative to EMIGRATION to the
NORTH AMERICAN COLONIES (in continuation of Papers presented
April 1854).

C A N A D A.

Despatches from Governor Head.

— No. 1. —

(No. 14.)

COPY of a DESPATCH from Governor-General Sir E. Head, Bart., to the
Right Honourable Sir George Grey, Bart.

Government House, Quebec,
13 February 1855.

(Answered, No. 15, 8 April 1855, page 31.)

CANADA.

No. 1.
Governor-General
Sir E. Head, Bart.,
to Sir G. Grey,
Bart., 13 February
1855.

Sir,

I HAVE the honour to enclose copies of the Report and Appendix made by Mr. Buchanan, Emigration Agent at Quebec. I am desirous of calling particular attention to that portion of Mr. Buchanan's Report which relates to the conduct and prospects of the female emigrants from Ireland, and the great importance of care in the selection of these persons by the Poor law authorities.

Very serious questions are suggested also by the remarks of the emigration agent on the character of the passengers from the German States.

It will be my business to bring these and other matters under the consideration of my Executive Council with as little delay as possible.

The advantages and the economy described in the Report as characterising the route to the Far West by way of the St. Lawrence, form a most important element in the future prospects of Canadian commerce.

With regard to the concluding paragraph of Mr. Buchanan's Report, it is right for me to say that the precise relation between the Steam Navigation Company and the Canadian Government is, at the present moment, the subject of consideration by me and my Council upon a Report from the Board of Works, and must form a matter of discussion by the Legislature on their meeting after adjournment.

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

Enclosure.

EMIGRATION REPORT, 1854.

Office of Her Majesty's Chief Agent
for the Superintendence of Emigration to Canada,
Quebec, 30 December 1854.

May it please your Excellency,
I HAVE the honour herewith to submit to your Excellency, for the information of Her Majesty's Government, my annual report of the emigration into this colony during the season of 1854, accompanied by the usual statistical tables.

CANADA.

Table No. 1, in the Appendix, furnishes a synopsis of the season's emigration, from which it will appear that the total number landed at this port was 53,183; viz., 52,365 steerage, and 818 cabin passengers. The number that left Europe was 51,965 steerage, and 811 cabin. There were born on the passage, 83; the deaths at sea were 487, and in quarantine 46, leaving the number of emigrants landed in this province from the United Kingdom and the continent of Europe 52,326, to which must be added 857 persons from the Lower Provinces, making the total number of souls landed at this port, 53,183. This number, when compared with the emigration of 1853, shows an increase of 16,484, or equal to near 45 per cent. This is the largest emigration into Canada in any one year, with the exception of 1847. The following is a comparative statement of the emigration of the last two years:—

NUMBER FROM	1853.	1854.
England - - - - -	9,585	18,175
Ireland - - - - -	14,417	16,168
Scotland - - - - -	4,745	6,446
Germany - - - - -	2,400	5,688
Norway - - - - -	5,056	5,849
New Brunswick - - - - -	496	857
	36,699	53,183

This statement shows a large increase on the number of arrivals from each country. From England the number is nearly doubled, being equal to 90 per cent. From Ireland the increase has been 12½ per cent.; from Scotland, equal to nearly 36 per cent.; from Germany, over 137 per cent.; Norway, 15½ per cent., and from the Lower Provinces, 73 per cent.

Of the emigration under the head of England, 13,471, nearly three-fourths, sailed from the port of Liverpool; a large number were foreigners and Irish. On examining the lists of the several ships, it will appear that the number embarked were natives of—

	CABIN.	STEERAGE.	TOTAL.
England - - - - -	238	2,501	2,739
Ireland - - - - -	69	4,194	4,263
Scotland - - - - -	57	670	727
Germany - - - - -	19	4,594	4,613
Norway - - - - -	-	199	199
Holland - - - - -	-	231	231
Sweden - - - - -	7	634	641
United States and Canada -	58	-	58
	448	13,023	13,471

It also appears that 295 Germans sailed from Hull, and 255 from Dublin, and 108 were brought to this port by a London ship, taken from the wreck of the "Cachalet" from Havre, for New York, abandoned at sea.

The emigration from Europe during the past two seasons will appear as follows:—

NATIVES OF	1853.	1854.
England - - - - -	3,928	7,353
Ireland - - - - -	18,972	20,269
Scotland - - - - -	4,913	7,186
Germany - - - - -	3,135	11,034
Norway - - - - -	5,123	5,811
Sweden - - - - -	96	910
Holland - - - - -	32	231
Switzerland - - - - -	-	7
United States - - - - -	-	25
Canada - - - - -	4	33
	36,203	52,859

From this statement it will appear that the foreign emigrants, during the past season, by this route number 18,018, against 8,389 in 1853. The number from England and Scotland also shows an increase of 5,698; but from Ireland, this season's emigration only exceeds that of last year by 1,297 persons. On a further reference to this return, it will appear that the number of vessels engaged in the passenger trade from Europe was 386, measuring 204,058 tons, and navigated by 7,474 seamen. Of this number 235 vessels came under the regulation of the Passenger Act, and 151 vessels were exempt. The number from each country was as follows:—

	Vessels under the Act.		Vessels not under the Act.	
	No.	Passengers.	No.	Passengers.
England - - -	57	16,886	89	1,572
Ireland - - -	81	15,878	16	366
Scotland - - -	37	5,779	5	673
Foreign Ports - -	60	11,615	1	7
	235	50,158	151	2,681

Of the whole number of ships, 10 brought exclusively cabin passengers: 46 sailing vessels made two voyages, and the four steamers of the Canadian Mail Line made nine voyages during the season, and brought out 1,786 steerage and 429 cabin passengers from Liverpool.

The number of adults on board the whole 386 vessels were 43,476, while the vessels could have legally carried, according to their tonnage measurement, 94,555, exclusive of their crews. The average length of the passage from the United Kingdom was 47 days, and from Continental Ports 58 days. The average passage of the steamers from Liverpool was 16 days. On further reference to this table it will appear that the excess of female adults over males from Ireland has been very considerable, equal to 2,209 adults, being double that of last season; and I find, on referring back to the returns of 1851, the first season in which any excess was perceived, that the number each season has been gradually increasing, and now shows an excess during these four years of 5,270 more female than male adults.

A return of the ships and passengers arrived from each port and country, with the deaths on the passage and in quarantine, will be found at Table No. 2 in the Appendix.

The whole number of deaths among 18,488 persons from England was 313, equal to 1.69 per cent., of which number 270 occurred among the emigration from Liverpool, being equal to 2 per cent. on the number from that port. The deaths from all the other English ports were 43, or equal to 0.86 per cent.

From Ireland the deaths among 16,261 persons were 93, or equal to 0.57 per cent. Among 6,459 from Scotland, 13, equal to 0.20; and among 5,763 from Germany, 75, equal to 1.30; from Norway, among 5,888, 39, equal to 0.66 per cent. It may be observed, that, as in former seasons, the largest mortality was from the port of Liverpool; but which this season appears to have been confined chiefly to the foreign emigrants, as among 4,639 Germans who sailed from that port, 136 died on the passage, being equal to 2.93 per cent.

Table No. 3 presents a general hospital return showing the number of emigrant patients admitted for medical relief, with the results at the quarantine establishment up to its close at the Marine and Emigrant Hospital in this city during the year, and at the general hospital in Montreal, from which it appears that the total number of cases treated at these several institutions was 1,647, and the deaths 224.

This return, when compared with that of 1853, shows an increase of 707 on the admissions and 129 on the deaths.

The large increase in the mortality is to be attributed to the cholera, as I find the admission of emigrants from this disease at the Marine and Emigrant Hospital was 198; of which 92 died. The deaths from cholera at the Montreal General Hospital were 48, and at Grosse Isle 8; total 148; so that if the deaths from this disease are deducted, the health of the season's emigration will bear an equally favourable comparison with that of any former year.

Table No. 4 contains a return of the adult male emigration, distinguishing the trades, &c., as specified on the passenger lists.

The total number of males embarked was 19,548; of these there appear to have been 3,195 artisans or tradesmen, which is an increase of 1,637 persons of this class over that of last year; farmers and farm servants 5,632; servants 117, clerks 156, and unskilled labourers 10,448.

Table No. 5 shows a comparative statement of the number of emigrants landed at Quebec

CANADA.

since the year 1829 inclusive, amounting, in the aggregate, to 825,187 souls; affording an average of 31,738 per annum for 26 years past.

I have to report the loss of three vessels with emigrants bound to this port during the past season, but which was happily unattended with any loss of life.

The first was the "Helen Thompson," from Troon, with 145 passengers, lost in the ice on the 18th May; 15 of the passengers reached this port in the brig "Dykes," and 130 were taken on board the brig "Sarah" and landed at Richibucto, N. B.

The second, the "Anne Kenny," from Liverpool, with 13 passengers, wrecked on Anticosti on the 17th June, passengers all saved, and reached this port by the steamer "Doris."

The third was the barque "Tottenham," from Cork, with 101 passengers, lost near Port Nova, Cape Breton, on the 20th October, passengers and luggage all saved. They were forwarded by the master by a schooner to Halifax, and from thence proceeded to Boston, their destination being chiefly to the United States. A large number of shipwrecked emigrants have been brought to this port taken from ships bound to Boston or New York.

The following is a return of the number of those received during the past season, viz.:

Vessels arrived at Quebec.	Vessels from whence the Emigrants were received, from whence, and where bound.			No. of Passengers.
	Name.	Whence.	Destination.	
Paragon - - -	Winchester - -	Liverpool - - -	Boston - - -	29
Mary Caroline - -	- - - - -	- - - - -	- - - - -	130
Ann - - - - -	- - - - -	- - - - -	- - - - -	15
Transit - - - -	- - - - -	- - - - -	- - - - -	19
Robert Burns - -	- - - - -	- - - - -	- - - - -	41
Good Intent - - -	Black Hawk - -	- - - - -	New York - - -	70
Leonard Dobbin -	Cachelot - - -	Havre - - - -	- - - - -	108
Dykes - - - - -	Helen Thompson	Troon - - - -	Quebec - - -	15
Wilkinson - - -	- - - - -	- - - - -	- - - - -	14
			TOTAL - - -	441

The passengers from the "Winchester" were, on arrival here, taken in charge by the agents of Messrs. Train & Co. and conveyed to Boston. Those by the "Cachelot" were forwarded by this department to New York, the cost of which was repaid by the agents of that ship, Messrs. Lane, West & Co. Those by the "Black Hawk" were also forwarded, but no part of this expense has been recovered. The claims of the ships which rescued these people are still unsettled, amounting in some of the cases to a large sum: those by the "Mary Caroline" had been over 30 days on board of that vessel, and the master not only expended his ship's stores, but he had to purchase from several vessels he spoke at sea. The delay and difficulty which masters of vessels experience in obtaining a reimbursement of the expenditure incurred by them in their humane act of saving the lives of their fellow-creatures has subjected them to much inconvenience, and even to personal loss; and it is greatly to be regretted that, instead of stimulating them to increased exertions in the performance of acts which are not unfrequently attended with very great peril to life, as well as serious loss, by an immediate and liberal acknowledgment of their just claims, that great unwillingness on the part of those interested in their payment should become the subject of complaint by the masters; and it is needless to observe that the true policy in such cases is to encourage instead of throwing impediments in the way of efforts specially made in the spirit of humanity. A remedy for this might be found by granting authority to the collectors of this port to settle these claims at a fixed scale, as allowed by the Lords Commissioners of the Admiralty in the case of shipwrecked seamen, and remit the accounts to England for liquidation in the manner prescribed and provided for under the 50th clause of the Passenger Act.

But one vessel failed to reach her destination during the past season. The "Industry," from Sligo, with 99 passengers, returned to that port after having reached 32° longitude, with a slight leak; it being too late to refit and reach this port during the present season, the passengers have returned to their homes.

Table No. 6 furnishes a return of the number of persons sent out during the season by the Irish Poor Law Unions, or who have received assistance from parish or other funds.

From this return it will appear that 3,407 persons received landing money on arrival here, amounting to 3,271 l. 17 s. sterling, 2,848 l. of which was paid through this department, and the balance, 423 l. 17 s. was paid by agents in this city.

The number from England was but 28; 14 of whom received 8/10 s. landing money, and 14 appear only to have received a free passage to this port.

The number aided in their emigration from Ireland was 2,963, viz., 61 male, 2,591 female adults, and 311 children, being an increase of 1,559 of the same class of persons sent out in 1853. They were from 58 different unions, chiefly from the south and west of Ireland.

This class of our emigration continues to give great satisfaction, and notwithstanding the large number who have been sent out during the past season, complaints of misconduct have only reached me against two, the South Dublin, and Cork Unions, and, I regret to say, that the conduct of a portion of the females from the Dublin Union has been anything but good: 26 of the females from this union have been committed to the Montreal Gaol, as loose, idle and disorderly, and from a report received, 12 of them have been committed twice, and one for the third time.

These girls were all offered to be forwarded into the country settlements, where they would have at once obtained employment among the farmers, but they refused to leave the city, preferring a life of idleness and vice to that of honest industry.

I regret to have to report so unfavourably of even so small a proportion of these females, as, in the great majority of the cases their conduct has given much satisfaction, and their services are eagerly sought for. At the Appendix will be seen an extract from a letter received from the mayor of Port Hope, reporting the arrival and disposal of a party of these young women; this is one of many similar ones, received during the past season, by this department, and it shows the manner in which these female emigrants have been provided for; and, if ordinary care is taken in their selection, and they are sent in the early part of the season, no difficulty exists in disposing of them in a satisfactory manner; but on reference to this return it will appear that over 500 of their number arrived here after the 15th September, 276 of whom were landed after the 26th October, a period of the year much too late to permit their being provided for, in a satisfactory manner, before the approach of winter.

I would desire to impress upon the Poor Law Commissioners and guardians of the unions the importance of strict attention being paid to the selection of the females they may propose to send out, in future, both as regards their health and moral character, as if due attention is paid to these qualities, and they are despatched at any period not later than the month of July, this province will provide for all they may be disposed to send.

The system adopted as to the disposal of their young females is as follows:

On arrival, they were paid their landing money in full; those that have friends, or any particular destination in view, are furnished with the route, and sent forward. In the early part of the season considerable numbers at once find employment on arrival in this city and Montreal, under the superintendence, and with the sanction, of this department; as, unless they were taken by respectable parties, and with a prospect of permanent employ, they were recommended, in preference, to proceed to the country settlements. Of the whole number arrived this season, between 200 and 300 proceeded direct to their relations in the United States, chiefly to Boston and New York; those for the United States were required to contribute from 15 s. to 20 s. currency towards their passage, which was generally sufficient to meet that expense; those who proceeded under the direction of this office to Western Canada, were required to pay 7 s. 6 d. each, the balance of their passage-money being made chargeable on the Emigrant Fund; this was done in order to induce them to proceed into the country settlements, where their services are required, retaining the balance of their money to provide provisions for the journey, and to meet their more immediate necessities until they obtained employment.

This was found to answer well, as, previous arrangements having been made for their reception at different points along the route, they generally found themselves provided for within a very short time of their arrival.

Of the foreign emigrants, 422 paupers were sent out by this route during the past season from Baden, viz., 124 men, 90 women, and 208 children: the number from the same quarter in 1853 were but 30 souls. It appears that these parties were sent out at the joint expense of the municipalities and Grand Duchy of Baden; they were provided with a passage to this port, and received 10 guilders each adult on landing. These people, on landing here at so late a period of the season as October, and presenting an appearance of such squalor and destitution, scantily clothed, ignorant of our language, without any particular destination in view, and possessed of but the small sum paid to each on landing here, which at most would be barely sufficient for a week's support, cannot but give rise to the most serious reflection, and would appear to call for legislative enactment to protect the province from the expense of supporting a foreign pauper emigration. Had they been sent out here in the early part of the season, when a good demand existed for labour, and with the summer before them, the province might not object to receive them, and assume the responsibility of their support, but to permit a foreign state to relieve itself of paupers already physically ill adapted to labour, and thrown on a country requiring the aid of a robust and energetic emigration, and not of sick feeble men, helpless women and children, such as alluded to above, and that, too, at the near approach of a rigorous and inclement winter, would, independent of its cruelty, not only involve the province in the serious responsibility of providing for their maintenance and support, but evidence a tacit admission of right to inundate it with the refuse of foreign pauperism.

In consequence of the stringent regulations enforced in the United States ports, with the heavy capitation tax, and coupled with the fact, that the rates of passage by the St. Lawrence

CANADA.

are very much lower, parties interested in the removal of their poor have been induced to send them by this route; and I have been indirectly informed that there is a prospect of a large increase in this class of our foreign emigrants during the ensuing season. If the people are healthy and disposed to work, and arrive here in the early part of the season, I do not consider that any serious difficulty need be apprehended of the province being able to provide for them satisfactorily; but the case is very different, and open to the most serious objections, when the same parties arrive here in the month of October. I find that during the past few years the emigrants arriving here after the 1st October, have been gradually on the increase, as will be seen from the following statement:—

			MEN.	WOMEN.	CHILDREN.	TOTAL.
1852	-	-	342	447	483	1,272
1853	-	-	541	469	589	1,599
1854	-	-	1,853	1,915	1,969	5,737

And as these parties are generally of the poorest class of our emigrants and most likely to become chargeable on the public, I would suggest, that the tax on all emigrants on board any ship which may have cleared from any port in the United Kingdom, or from the continent of Europe, after the 1st August, should be 10s. each, being the rate now charged on emigrants to New York or Boston. The object in suggesting an increase to this tax is, certainly not with the view to placing any restriction on the emigration by this route, but solely to induce emigrants to come out in the early part of the season; by increasing the tax, it will also be the means of providing a fund to meet the expenses which the province would necessarily become subjected to on their account, when arriving in the fall of the year, now rendered the more necessary, as the grant of 1,500 l. sterling, from the Imperial Government towards the expense of emigration agency, will be discontinued after the present year. Legal proceedings were instituted in four cases for violation of the Passenger Act during the past season. viz.:

Captain Wallace, of the brig "Hannah," from Arbroath, for issuing impure and unwholesome water, was fined 20 l. sterling, with costs.

Captain Hughes, of the "John Davis," from Liverpool, was fined 5 l. sterling, on a complaint of some of his passengers of the illegal issue of their provisions.

Captain Ray, of the "Hotspur," from Liverpool, was also fined 5 l. sterling with costs, for the same offence.

Also against Captain Owen, of the barque "Vixen," from Liverpool, for a breach of the 9th and 13th clauses of the Passenger Act. Proceedings were instituted in this case, under instructions from the Emigration Commissioner, on the report received from the emigration officer in Liverpool; the master having confessed judgment, the magistrates fined him in a penalty of 5 l. sterling, with costs.

Complaints were also preferred against the master of the "Crown" by a few of his passengers; the case was, however, compromised by the master paying to the complainants 50 dollars.

These were the only complaints instituted during the past season, and only one of them, the case against the master of the "Hannah" could be considered of a serious nature: in all the others, the evidence was so exceedingly conflicting, as to induce the magistrates to mark their sense of the complaints by imposing the lowest penalty provided by the Act.

When we take into consideration the great number of emigrants of all ages and conditions who crossed the ocean during the past season, and who were subject to all the inconveniences of a crowded 'tween-decks, it is surprising that so few complaints of infringement of the Passenger Act were made; of the few complaints brought before the judicial tribunals, the majority were against vessels sailing from Liverpool; and this may be explained by the fact, that the passengers embarking at this port are collected from all parts of the United Kingdom and the continent of Europe; while on board of vessels from other ports, with the exception of the case of the "Hannah" before referred to, not a single complaint was brought under my notice.

I may here be permitted to observe, that with the shipmasters, who are regularly employed in the passenger trade, I very seldom find any well-founded complaints; they appear to be confined almost exclusively to transient vessels occasionally taken up for a single trip, or where the master only joined the ship frequently, but a few days previous to sailing, and probably then put in charge of an emigrant ship for the first time.

When all these matters are considered, it may be found surprising that complaints are so few, the absence of which may, in a great measure, be attributed to the care and attention with which the emigration officers in the United Kingdom discharge their important and arduous duties; and as it appears that the Committee of the House of Commons appointed to revise the Passenger Act, which sat last year, intend to resume their proceedings on the meeting of Parliament, I avail myself of this opportunity to offer a few suggestions for their consideration.

From close inquiry and observation during the past season, I find that the most objectionable

able feature in the working of the present Act, is "the system of issuing the provisions in an uncooked state."

On board the large vessels, and particularly those from Liverpool, where the emigrants are generally strangers to each other, the use of the cooking places becomes a fertile source of quarrels, even bloodshed; the strong oppress the weak and timid. And I am assured, that it is no uncommon occurrence for timid females, and helpless young passengers, to be deprived of the facility of cooking their food during the entire day, while the fires have been monopolised by their stronger fellow passengers. It is also well established by the statement of several respectable emigrants made to me, that for days they preferred to subsist entirely on dry biscuit, rather than contend and fight for their turn at the fire. To obviate this great evil, I would desire to see the same regulations enforced in the emigrant ships to North America, as in those to Australia and all the masters and surgeons whom I have consulted on the subject are of opinion that the introduction of these regulations in the emigrant ships to North America would add materially to the comfort and health of the emigrants, and thereby remove the great source of difficulty and complaint which at present exists.

There is also under the present arrangement no adequate provision enacted for supplying medical comforts and nutritious food for females, or preserved milk for young children, during the passage. This omission in the details of the Act is one to which, from its importance, I would most anxiously call the attention of the Government; as to the want of proper comforts and nutritious food, may in a great measure be attributed the mortality which occurred among children, as well as sick and weakly females. It is established by the medical gentleman in attendance upon the hospital at Grosse Isle, that in his repeated inquiries from mothers touching the great mortality of children on board several emigrant vessels, they have acknowledged to him the painful fact, that while the children and young females were sick and greatly debilitated during long passages, the only sustenance they were enabled to provide for them was the crude oatmeal, mixed up with cold water: aged and weak persons were also often obliged to confine themselves to this mode of living, and it is therefore not surprising that bowel complaints of the worst and most severe character were of such frequent and fatal occurrence among this class of passengers.

I would also desire to see adopted, as a general rule, that the surgeons should be required to obtain from the medical superintendent at Grosse Isle a certificate that he has discharged his professional duties satisfactorily, and, unless a certificate to this effect be produced, a portion of his pay should be withheld, and he should be rendered incompetent to proceed again in charge of an emigrant vessel. These restrictions might appear objectionable, on the grounds of their tendency to enhance the cost of passage, if not also throw obstacles in the way of such of the poorer classes as may be disposed and able to emigrate. I do not however anticipate that the increased rate of passage would operate materially or prejudicially against the usual incitements to emigration.

Apart, however, from every consideration as well as tendency of the restrictions here suggested, it must be assumed that the paramount duty of all Governments is the providing, by legislative enactments, for the well-being and protection of life of their subjects, and happily forming, as this province does, an integral portion of a great empire. I have every reason to hope that the amendments which are about being introduced into the Act will secure the ends contemplated. Thirteen emigrants were bonded during the past season, under the 12th section of the Provincial Passenger Act, 16 Vict. c. 86, by the following vessels:

				£.	s.	d.
"Albatross"	-	-	New Ross	2	150	-
"Delta"	-	-	Ditto	1	75	-
"Tottenham"	-	-	Cork	1	75	-
"Onwards"	-	-	Liverpool	1	75	-
"Columbus"	-	-	Dublin	2	150	-
"Georgiana"	-	-	Limerick	1	75	-
"Oregon"	-	-	Liverpool	3	225	-
"Canada"	-	-	Cork	2	150	-

The parties by the "Tottenham," "Columbus," and "Georgiana" were sent out from the poor-law unions; they had lost their sight from an attack of ophthalmia, and were taken back by the masters, in order to relieve themselves from the responsibility of the bond; the two by the "Canada" would also have been taken back, but their state of health, and the late period of the season, would not permit it; they are now under treatment in the Marine Hospital.

Two females have been sent to the Beauport Asylum as lunatics: Mary Kelly, who arrived here 21st June, from the Rathdrum Union, by the ship "New Brunswick," from Dublin, and Ellen Ryan on the 25th July, from the Limerick Union, by the ship "Theron," from Limerick. They arrived apparently in good health, and proceeded as far as Montreal, where they obtained employment, but were unable to retain their situations, and were sent back to this city, and after being under medical treatment in the emigrant hospital, an order was issued for their admission to the asylum.

The expenditure of the Emigration Department, including the quarantine establishment,

CANADA.

and the charges connected with the care of the sick, amounts to 16,915 *l.* 6 *s.* Of this sum there was disbursed for the expenses of the quarantine station 6,649 *l.* 13 *s.* 4 *d.*, as follows :

	£.	s.	d.	£.	s.	d.
Pay of Quarantine Establishment - - - -	1,802	16	3			
Supplies to hospital - - - - -	420	12	10			
Washing - - - - -	58	15	6			
Cartage - - - - -	107	7	6			
Firewood - - - - -	122	2	3			
Stoves and pipes for use of hospital - - - -	14	16	8			
Carriage for conveyance of sick - - - - -	50	-	-			
Coffins - - - - -	50	-	-			
Provisions to healthy division - - - - -	145	3	11			
Steamboat service - - - - -	1,580	-	-			
Telegraph - - - - -	50	-	-			
Stationery, printing, advertisements, and sundries -	39	14	4			
Amount expended under the authority of Board of Works for repairs, &c. - - - - -	1,547	18	3			
Ditto - ditto steamboat service for conveyance of emigrants from the healthy division, G. L., to Quebec - - - - -	575	-	-			
Ditto - ditto, pay of keeper of emigrant sheds at Montreal - - - - -	41	15	-			
Allowance to Protestant and Roman-catholic missionaries - - - - -	43	10	10			
				6,649	13	4
TOTAL Expenditure of Quarantine Establishment - - - - £.				6,649	13	4
Salary of Inspecting Physician for the port of Quebec during the season of navigation - - - - -	336	-	7			
Amount of expenditure incurred for the medical care and treatment of emigrants in the Marine and Emigrant Hospital during the year ending 31st December - - - - -	523	1	3			
Disbursed for emigrant purposes, through the agents of this department, as follows: For the direct relief and assistance of emigrants - - - - -	7,726	4	2			
For agencies - - - - -	1,680	6	8			
				10,265	12	8
				£.	16,915	6 -

The Expenditure of this Department has been as follows:—

		£.	s.	d.	£.	s.	d.
Quebec Agency - -	Transport - - - - -	4,118	2	-			
	Provisions - - - - -	100	4	10			
	Other relief - - - - -	420	7	11			
	Agencies - - - - -	443	1	-			
					5,081	15	9
Montreal Agency - -	Transport - - - - -	2,523	2	2			
	Provisions - - - - -	138	1	4			
	Other relief - - - - -	64	17	10			
	Agencies - - - - -	316	11	9			
					3,042	13	1
Toronto Agency - -	Transport - - - - -	279	11	9			
	Provisions - - - - -	81	16	4			
	Agencies - - - - -	714	4	6			
Hamilton Agency - -	Ditto - - - - -	102	2	1			
Berlin Agency - -	Ditto - - - - -	104	7	4			
					1,282	2	-
					£.	9,406	10 10

The expenditure of the past season, when compared with that of 1853, shows an increase of 7,364 *l.* 2 *s.* 2 *d.*, constituted under the following heads:—

	1853.			1854.		
	£.	s.	d.	£.	s.	d.
Quarantine Establishment - - - - -	2,490	-	7	4,441	9	3
Repairs, &c. - - - - -	368	2	11	2,208	4	1
Medical Inspector and Marine and Emigrant Hospital, Quebec - - - - -	896	2	7	859	1	10
Emigration in direct relief of emigrants - - -	4,328	-	9	7,726	4	2
Agencies, &c. - - - - -	1,468	17	-	1,680	6	8
	£.	9,551	3 10	16,915	6	-

The expenditure at the Quarantine Establishment shows an increase, when compared with that of 1853, of 3,791 *l.* 9 *s.* 10 *d.*, constituted as follows:—

	£.	s.	d.
On pay of servants of the establishment - - - - -	512	4	6
On the supplies of the hospital and other expenses directly connected with the care of the sick - - - - -	382	13	5
Steamboat service - - - - -	992	10	-
Ditto for conveyance of emigrants from healthy division to Quebec during the prevalence of cholera - - - - -	575	-	-
Repairs to hospital buildings - - - - -	1,223	6	2
Sundry items, extra - - - - -	105	15	9
	£.	3,791	9 10

The great increase in the quarantine expenditure has been for the steamboat hire.

The contract in 1853 was for 20 *l.* per weekly trip; this last season it was taken at 37 *l.* 10 *s.* per trip, occupying one day, but subsequently increased to 56 *l.* 5 *s.* in consequence of the time being extended to two days.

The excess under this head alone amounted to 992 *l.* 10 *s.*, in addition to which there was a charge of 575 *l.* for extra services for the conveyance of emigrants from the healthy division during the prevalence of cholera, as recommended by the Central Board of Health. An increase of 25 per cent. was also granted to all the under-employed, from the hospital steward downwards; these additions, with the prolonged period to which the establishment has been kept open, will fully account for the excess of expenditure.

For further information respecting the internal management of this establishment, I would respectfully refer to the report of the medical superintendent, which has already been submitted to your Excellency.

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

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

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

The emigrant dépôt and lavatory would require to be so situated as to afford safe and commodious anchorage for the shipping, and in such proximity to Quebec as to permit the

CANADA.

steamers plying between this city and the west to call daily and take off all such passengers as are allowed and prepared to leave.

By the adoption of an amendment of this character, I am impressed with the conviction that the most valuable results may be expected, both as regards the interests of society on the one hand, and the claims of humanity on the other. Among its numerous benefits, I may remark, that many of the difficulties and inconveniences under which the emigrants have long laboured, and which at all times have proved the fruitful causes of clamour and complaint, would be removed; the accumulation of emigrants on our wharves, and in the overcrowded, filthy, and ill-ventilated abodes of this populous city and Montreal be avoided; the ignorant and helpless, so often thrown in the way of the tempting allurements of the most depraved classes of society, would be protected from imposition and vice. By this change I am also persuaded that a vast amount of other evils, and which at present exist, and exercise the most important influence on this class, would not only disappear, but a very considerable saving in the public expenditure be effected.

This subject has not failed to engage the public attention during the past season; the report of Dr. Nelson, the mayor of Montreal, whose practical acquirements in every branch of sanitary and social economy are entitled to every consideration, has expressed his opinion as to the ineligibility of the present site of the establishment, chiefly owing to its distance from Quebec. In this opinion of Dr. Nelson, I may remark, the local Board of Health of this city concur, and justify me in submitting the propriety of its removal to a locality possessing superior advantages for all the purposes in contemplation. I would respectfully refer these documents to your Excellency's favourable consideration. The principal and most important objection to the present establishment at Grosse Isle is, not only its great and inconvenient distance from this city, and thereby subjecting the province to a serious expense for keeping up even a weekly communication; but it is an established fact, that during the prevalence of epidemic cholera, the past season, emigrants were detained 10 days at the healthy division of the quarantine establishment, without any cases of sickness; yet after re-embarking on board these vessels and proceeding to Quebec, several have fallen sick and had to be sent to the Marine Hospital on arrival.

It is also necessary to remark that the emigrants, in consequence of the vessels being detained at the station, are exposed to another great hardship; their beds, which are generally of straw, are necessarily thrown overboard, for the purpose of cleansing and purifying the ship, and therefore on their re-embarking many have not the means to replace them, and as vessels may be two or three days in reaching this port, the poor people are obliged during that period to lie and sleep on bare damp boards, a discomfort highly prejudicial to health, if not productive of disease.

In this view I would earnestly, but respectfully, press upon the consideration of your Excellency and the Provincial Legislature, the advantages of an early removal of the present Grosse Isle establishment to the upper end of the island of Orleans, a locality possessing within itself all that is desirable for the efficient establishment of an emigrant depôt, together with ample hospital accommodation and appliances for the sick and healthy emigrant. Having personally visited, and attentively inspected this locality during the course of the past season, I am satisfied that a desirable site could be acquired, which would offer all that is requisite for a most convenient and effective station; its proximity (a matter of the highest importance) is such, that the steamers engaged in our western trade would call there and receive the emigrants daily, without any expense to Government.

The advantages and increased facilities thereby afforded to the shipping interest would be very great, and which can only be fully appreciated by those who may have had their vessels detained for eight or ten days at Grosse Isle. It would also permit the removal of emigrants who might fall sick in this city to a healthy, airy and cheerful locality, where a competent and efficient staff of officers and nurses would be in constant attendance to receive them, and thus prove the means of rendering the Marine and Emigrant Hospital available for the better accommodation of sailors or sick citizens.

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

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

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

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

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

route, the more particularly now that the navigation of our noble river is thrown open to the active enterprise and commercial intelligence of our energetic neighbours, and as the route of the St. Lawrence becomes more generally known and appreciated by the people of Europe, it is highly desirable that no improvement, arrangement or facility may be wanting to foster and encourage this very important branch of our trade.

The expenditure of this department shows a large increase when compared with that of the year 1853, amounting to 3,609*l.* 13*s.* 1*d.*

The average expenditure on the total emigration landed in the colony for the year 1853 was equal to 3*s.* 1½*d.* on each person, and during the past season of 1854 it amounted to 3*s.* 6½*d.*, being an increase of about 13 per cent. This large increase occurring during a season which opened with unusual prosperity, and with an unprecedented demand for labour, may appear singular, but it will be fully accounted for in the advance which had taken place in the rates of inland transport, varying from 25 to 50 per cent. The appearance of cholera, which visited almost every section of the province, and from which our emigrant population suffered severely, also tended greatly to the increase of the expenditure, the more so as it became a matter of necessity to forward parties who, under ordinary circumstances, would not have been entitled to assistance, in order to prevent any accumulation of emigrants who were supposed by public opinion to carry the germ of disease within themselves. The number of persons assisted at the Quebec agency was equal to 6,700 adults, being an increase over that of 1853 of 2,000, and at an average cost of 12*s.* 3½*d.* against that of 10*s.* 3½*d.* in 1853.

There were forwarded to Montreal	- - - - -	2,824
" " Western Canada	- - - - -	2,122
" " Buffalo, Chicago, and the Western States	- - - - -	1,063
" " The United States, <i>viâ</i> Lake Champlain	- - - - -	691
		<hr/> 6,700

At Montreal the number assisted was 6,051 persons, equal to 4,306 adults, at an average cost of 11*s.* 8½*d.* against 10*s.* 4½*d.* in 1853.

Of this number there were,

Male adults	- - - - -	515
Females	- - - - -	2,600
Children	- - - - -	2,382
Ditto, under three years	- - - - -	554

The large increase of the foreign emigration by the route of the St. Lawrence, has added materially to the expenditure of the past season, and it has been found necessary, both at this and the Montreal agency, to extend assistance to large numbers of this class, chiefly Germans.

The amount of expenditure in Western Canada shows a small increase on that of last year, amounting to 301*l.* 8*s.* 8*d.*: 206*l.* 9*s.* 5*d.* of this sum has been incurred in the re-establishing of an agency at Hamilton, and the temporary appointment of an agent at Berlin, in the Waterloo District.

From the growing importance of Hamilton, and the great increase of the emigrant traffic which passes through that city, since the opening of the Great Western Railroad, making it now the most direct route to the great West, it may be found desirable to establish a permanent and efficient agency there, for the purpose of affording every necessary protection and advice to the large emigration which will now annually pass by that route. The necessity of an agency at Berlin would not appear to be required during the ensuing season, as from its proximity to Hamilton the duties could be efficiently performed by that office.

The number of emigrant letters addressed to the care of this department during the past season, was 375, 173 of which contained remittances to the amount of 538*l.* 0*s.* 6*d.* The Montreal agency received upwards of 260 letters, with remittances, amounting to near 300*l.* currency. They were all delivered and the amount paid over to the parties in whose favour they were addressed.

It may be observed that many of these money-letters were received in answer to applications transmitted from this office for funds to enable the parties to join their relations. I beg to submit copy of a report from Mr. Hawke, the chief agent for Western Canada, as the result of the past season's emigration to that section of the province, and to which I beg respectfully to refer your Excellency.

CANADA.

The Emigrant Tax realised in the course of the past season was as follows:

		£.	s.	d.
At Quebec:				
35,413	adults, at 5s.	-	-	-
13,459	children, at 3s. 9d.	-	-	-
100	uncertified, at 7s. 6d.	-	-	-
87	ditto - at 40s.	-	-	-
At Montreal:				
560	adults, at 5s.	-	-	-
236	children, at 3s. 9d.	-	-	-
Amount of tax received		£.	11,772	11 3
Imperial appropriation 1,500 L. sterling, at par		-	-	-
		£.	1,825	- -
		£.	13,597	11 3

The number of shipwrecked emigrants that reached this port during the past season was 584; they were exempt from the payment of any tax, which otherwise would have realised the sum of 136 l. 5 s. 4 d.

The Emigrant Fund has yielded, as above stated, the sum of 11,772 l. 11 s. 3 d., equal to 4 s. 8 ¼ d. on each emigrant liable to duty; while the expenditure amounted to 16,915 l. 6 s., equal to 6 s. 9 d. per head. The deficiency, 5,142 l. 8 s. 9 d., has been met by the balance remaining over from last year, which is now entirely expended, together with the imperial appropriation of 1,500 l. sterling; but as this assistance is hereafter to be discontinued, the resources of the department during the ensuing season will be exclusively dependent upon the sum derived from the Emigrant Tax.

In offering to give any approximate view of the distribution as well as disposal of the emigration of the past season, many difficulties must unavoidably present themselves, and the more particularly in the absence of any data from which an accurate return may be compiled; and I have only to reiterate what I have already had occasion in former years to do, that the changes which are annually taking place with regard to the enlarged and multiplied means of inland transport, render it almost impossible to obtain any reliable account of the transit of our emigrant population.

On referring to my several reports made from time to time, I find the estimate therein made, as to the probable distribution of the emigration of the past season, as follows:

Total emigration landed at Quebec	- - - - -	53,183
Emigrants of British origin	- - - - -	35,132
" Foreigners	- - - - -	18,051
Foreign emigration direct to the United States	- - - - -	14,000
British origin	- - - - -	8,000
Remained in Canada	- - - - -	31,183
In Western Canada	- - - - -	27,000
In Eastern Canada	- - - - -	4,000

In addition to the number who have proceeded to Western Canada by this route, that portion of the province continues to receive considerable numbers by the route of the United States, whom Mr. Hawke estimates at not less than from 6,000 to 7,000 souls; so that the total accession to our population, from the emigration of the past year, may be estimated at about 38,000 souls.

From a return of the emigration to the port of New York it would appear that 313,747 arrived there during the year 1854, being an increase of over 30,000 on the emigration of 1853. The emigration from the United Kingdom shows a decrease of 32,731 when compared with that of 1853; from Ireland a falling off of upwards of 34,000; from Scotland 1,600; while there appears to have been an increase of over 3,000 on the number from England. But the great increase appears to have been in the German emigration, which shows an excess of over 47,000 on the number in 1853.

The Norwegian emigration to the United States appears to have almost entirely ceased, having fallen off gradually from 3,000 in 1852 to 91 souls, the number landed during the past year. The Norwegian emigration to this continent appears now to be confined almost exclusively to this route, and the numbers have shown a steady annual increase since its commencement in 1850.

The emigration of 1854 has, on the whole, been satisfactory, and but for the appearance of cholera would have been most successful. In the early part of the season and throughout the summer months, the demand for all classes of labourers and mechanics was unprecedented, and the greatest difficulty was experienced throughout the country in securing the necessary

necessary supply. This has, however, experienced a very considerable check within the last two months, and wages of all classes have experienced a fall of from 25 to 50 per cent. This great change has been caused by the unfavourable state of the European market as to the value of our chief staple articles of export, and to the depressed state of the money market throughout the United States, which could not but materially affect all our industrial interests; this depression is, however, chiefly confined to the labouring classes and mechanics engaged about our cities and on the public works. The agricultural class and all those emigrants who possessed sufficient means to enable them to enter upon the occupation of land, have done well. The high price of all agricultural produce for several years past has placed the farmers of Canada in prosperous and independent circumstances. A very considerable increase in Scotch and English farmers and agriculturists possessing capital was observed among the emigrants of the past season which cannot but prove highly desirable and beneficial to the best interests of the country. The emigrants from Aberdeen and Hull, which show a large increase on former years, were chiefly of this class.

There were also a number of respectable and wealthy Germans who have settled in the western section of the province.

A small party of from 50 to 60 Norwegians have acquired some property in the eastern townships, near Sherbrooke, and from the steady and industrious habits of these people, I entertain great hopes of their proving a valuable acquisition to that important section of the province, and moreover be instrumental in attracting to it other parties of their countrymen in succeeding years. This is the first party of Norwegians of any consequence who have established themselves in Canada, and their attraction thereto is attributed to the favourable reports which they have received from two of their countrymen, who settled in that district in 1853. Should they prove successful (and of which I have little doubt) we may look for a further addition to their numbers during the ensuing season.

With reference to the prospects for 1855, he says, "I regret that it is not in my power to present so promising an aspect, nor is the season likely to open so favourably as that of the past year. It is not possible, in the present existing commercial crisis, which has so seriously affected the best interest of the province, that the wages of the past season can be maintained, and emigrants, therefore, must calculate upon a considerable reduction on the past year's rates during the ensuing season. The distress which has so severely pervaded most of the large cities in the American Union, will no doubt, on the commencement of spring operations, induce a large number of their unemployed labourers to seek employment on our public works, and thereby necessarily occupy the field of labour which has hitherto been open to the newly arrived emigrant. I, however, fully anticipate a falling off in our emigration during the ensuing season, for it is evident that the inducement or rather the disposition to emigrate from the United Kingdom is sensibly on the decrease, and if I may judge from present appearances, it is more than probable that that disposition will remain unchanged for some time." The increased demand for labour, with a proportionate advance in wages, and steady employment at home, connected as these advantages are with the return of large numbers of disappointed parties from the United States, cannot, I apprehend, but tend to diminish their numbers in 1855.

On the other hand, the increased advantages offered by the St. Lawrence route, since the opening of the Great Western railway (which renders it now the cheapest and most direct route to the Great West from Europe), are now becoming known. Our unrivalled inland navigation from Quebec to Hamilton, 590 miles, thence by railroad to Chicago, a distance of 465 miles further, places the emigrant at once in the heart of the great Western States; and when it is considered that this journey can be performed in the space of about five days, and at a cost of somewhat less than 2 l. sterling, these facts, in addition to the well-known protection afforded, whereby emigrants are exempt from many of the evils to which they have been too notoriously exposed in the United States, cannot but most materially benefit and encourage the emigration from Europe by this route, and which, at no distant day, must become the leading thoroughfare to the Great West; and to these causes, in a great measure, may be attributed the steady annual increase in the amount of our foreign emigration.

At paper No. 7 of the Appendix, will be seen a tariff of the rates of passage, distances, and best routes to the chief points in Western Canada and the United States. This paper is gratuitously distributed in large numbers on board each emigrant ship on arrival in this port, and every means are adopted to place reliable and correct information within the reach of all, and if they will but apply to any of the agents of this department, they will receive every advice and protection against imposition. The Canadian Navigation Company vessels have brought out a considerable number of the better class of emigrants; they have made nine trips from Liverpool during the season, and average 246 passengers each trip; their arrangements appear to have given very general satisfaction, and the passengers report favourably of the accommodations.

This company, from the difficulty of securing a sufficient number of steamers of the class adapted to Atlantic navigation, have laboured under many disadvantages, and from being unable to secure punctuality in their periods of sailing, have been less successful than they otherwise would have been; but from the information received, this difficulty will in future be avoided, and they will be prepared to commence this spring with a competent line of powerful and well-appointed steamers, that will make the passage in from 12 to 13 days. The regular establishment of an efficient line of steamers to this port, cannot but prove of vast importance to the best interests of the province, and will also, I trust, prove equally beneficial to the enterprising proprietors.

CANADA.

I have thus endeavoured, in as brief a manner as possible, to bring before your Excellency a review of the most important transactions connected with this department during the past season, all of which I respectfully submit to your Excellency's favourable consideration.

To his Excellency
Sir Edmund Walker Head, Bart.,
Governor General,
&c. &c. &c.

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

Dear Sir,

Emigrant Office, Toronto, 30 December 1855.

WITH reference to the immigration of 1854, I am of opinion that the total number of emigrants to Canada, was a trifle over 60,000; of these, as you are aware, nine-tenths, or 54,000, landed at Quebec and Montreal. The remainder came to this province *via* Oswego, Rochester, and Lewiston.

What proportion of the former became actual settlers I have no means of ascertaining; but I am not inclined to estimate the number at more than half or 27,000. Of the latter who entered Canada by the ports I have named, almost all remain; but as some of them came here to seek employment on our public works, it is but reasonable to suppose that as soon as these are finished, a few will return to the States. The disposition to settle permanently in Canada was never so strong as at present amongst emigrants from the United Kingdom. An unusual number who have resided for years in the States, have come hither during the last year, and I have received frequent applications for information with regard to the price of land, the rates of wages, and the nature of the climate, &c., from others who expressed a strong desire to reside once more under "British rule," provided they could do so with a reasonable prospect of doing well. It is also somewhat unusual to witness the return of such a large number of emigrants from the States to the United Kingdom, as has taken place during the past season, which has been estimated by some of the American newspapers to exceed 20,000. Although the depressed state of business may in part account for this disposition to leave the States and settle in Canada or return to their native land, it is evident that the recent movements of the "native American," or as it is more generally called the "Know-nothing" party, against foreigners, and more especially against the Irish Roman-catholics, have been the chief cause, and if the hostile feelings manifested by the Americans should, as there is every prospect of their doing, influence their future legislation, it will induce still larger numbers to come and settle in this province and check British emigration to the United States.

During the spring and summer of 1854, the demand for labour in Canada has been unprecedented, and wages exorbitantly high, but owing to the sudden change which has taken place in our monetary concerns and the approach of winter, a depression has taken place which is likely to continue for some time; but there is every reason to believe that the year 1855 will be as prosperous in Canada as any of its predecessors.

The prices of all kinds of farm produce rule high, and our farmers were never better off.

The quantity of fall wheat sown, greatly exceeds that of any previous year, and the preparation for what are known as spring crops, indicate that the increased breadth of tillage will be equally great. The spring will also enable the contractors to proceed in their public and private undertakings with greater activity.

I think therefore that we may with confidence anticipate abundance of employment and fair wages for all the skilled as well as all the unskilled labourers who may land upon our shores in 1855.

The unhealthiness of the past season in consequence of the prevalence of cholera throughout Canada, occasioned much distress, especially amongst the German emigrants; but the number of deaths amongst the emigrants of British origin was not large. I attribute this difference to the fact that the vessels in which the former were transported were generally more crowded, as they came to Quebec in large bodies together, and proceeded in the same crowded state up the St. Lawrence and the lakes to their places of destination in the Western States.

With reference to limiting the number of emigrants on board of our Canadian steamboats, I have nothing to add in addition to what I have already communicated, nor can I suggest any change in the management of the business of the Emigration Department, which I would consider an improvement on the present system, except the passage of a law to restrict the number of passengers during the prevalence of cholera, or any epidemic disease, to such limit as medical men may consider safe.

The means of transport on our waters are ample for almost any number of emigrants, the rates are reasonable, the steamers commodious, expeditious and safe, and those who really require assistance are always promptly relieved on application to the emigrant agents. I know of no part of the world where an equal number of persons thrown suddenly together have been conveyed the same distance at the same rate, with less inconvenience and as few accidents, as the vast body of emigrants who have been transported from Quebec to Hamilton during the last 10 years.

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

I am, &c.
(signed) A. B. Hawke,
Chief Emigrant Agent for Upper Canada.

APPENDIX to EMIGRATION REPORT, 1864.

No. 1.

RETURN of the Number of EMIGRANTS Embarked, with the Number of Births and Deaths during the Voyage and in Quarantine, the Total Number Landed in the Colony, distinguishing Males from Females, and Adults from Children, with the Number of Souls from each Country; also the Number of VESSELS, TONNAGE, and SEAMEN Employed, and the Average Length of Passage, during the Season of 1864.

WHENCE.	Number of Vessels.	Average Days on Passage.	Tonnage.	Number of Seamen.	NUMBER EMBARKED.						DEATHS ON THE PASSAGE.							
					Adults.		Children, 1 to 14 years.		Infants.		TOTAL.		Adults.		Children, 1 to 14 years.		TOTAL.	
					M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
					Cabin Passengers.		Total Steerage.		Births.		Souls on Board.		Infants.		Total Landed in the Colony.		Grand Total.	
England	140	40 3/4	05,002	9,498	7,102	4,718	2,708	2,202	1,080	17,030	17	13	19,488	94	24	82	54	282
Ireland	97	47 1/4	42,818	1,025	4,605	8,814	2,138	2,122	468	10,187	10	7	10,201	25	18	14	11	84
Scotland	82	47	43,141	1,578	2,708	1,030	833	700	349	9,312	5	2	9,459	2	1	2	3	10
Continent of Europe	01	58	22,107	833	4,760	3,300	1,474	1,410	504	11,680	19	10	11,051	13	19	28	20	111
Lower Ports, &c.	55	-	8,138	385	307	225	104	142	13	860	-	-	857	-	-	-	-	-
TOTAL	441	48 1/4	212,100	7,850	19,648	10,702	7,907	9,741	2,457	62,816	45	38	63,710	73	60	120	94	487

WHENCE.	DEATHS IN QUARANTINE.						TOTAL LANDED IN THE COLONY.								
	Adults.		Children, 1 to 14 years.		TOTAL.		Adults.		Children, 1 to 14 years.		TOTAL.				
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.			
	Total Deaths.		Infants.		TOTAL.		Total Steerage, Passengers, in the Colony.		Cabin Passengers.		Grand Total.				
England	3	0	0	10	3	31	7,125	4,085	2,014	2,170	9,750	0,855	1,063	628	18,175
Ireland	4	3	-	2	-	9	4,570	9,703	2,122	2,100	9,008	8,800	404	107	10,108
Scotland	1	-	1	1	-	3	2,705	1,038	820	700	3,325	2,434	347	140	9,440
Continent of Europe	1	2	-	-	-	3	4,753	9,351	1,442	1,388	6,105	4,730	507	90	11,597
Lower Ports, &c.	-	-	-	-	-	-	307	225	104	142	471	907	12	7	867
TOTAL	9	14	7	13	3	40	19,400	10,002	7,102	6,602	29,028	23,204	2,449	818	63,183

Deaths on the Passage - - - - - 0.02 per Cent.
 Quarantine - - - - - 0.8
 Total Deaths on the Number Embarked - - - - - 1

Emigration Department, Quebec,
 30 December 1864.

A. C. Buchanan,
 Chief Agent.

No. 2.

ABSTRACT STATEMENT of the Numbers of EMIGRANTS Embarked, Births on the Passage, with the Number Died at Sea, and in Quarantine, and Total Landed in the Colony, distinguishing the Countries and Ports whence they sailed during the Season of 1854.

Ports whence Sailed.	Number of Vessels.	PASSENGERS.		Births.	TOTAL.	DEATHS		LANDED in COLONY.
		Steerage.	Cabin.			at Sea.	in Quarantine.	
ENGLAND:								
Bristol - - - -	6	85	- -	- -	85	- -	- -	85
Cardiff - - - -	5	50	- -	- -	50	- -	- -	50
Carlisle - - - -	1	146	- -	- -	146	- -	- -	146
Falmouth - - - -	3	54	4	- -	58	- -	- -	58
Fowey - - - -	2	396	- -	1	397	6	- -	391
Grangemouth - - - -	1	6	- -	- -	6	- -	- -	6
Hull - - - -	7	1,057	17	2	1,076	16	- -	1,060
Ipswich - - - -	1	6	- -	- -	6	- -	- -	6
Liverpool - - - -	79	13,023	448	24	13,495	239	31	13,225
London - - - -	15	285	29	1	315	2	- -	313
Maryport - - - -	3	17	- -	- -	17	- -	- -	17
Newcastle - - - -	2	16	- -	- -	16	- -	- -	16
Newport - - - -	2	14	- -	- -	14	- -	- -	14
Poole - - - -	1	22	- -	- -	22	- -	- -	22
Plymouth - - - -	9	2,671	29	2	2,702	19	- -	2,683
Sunderland - - - -	1	5	- -	- -	5	- -	- -	5
Shields - - - -	2	13	- -	- -	13	- -	- -	13
St. Ives - - - -	1	3	- -	- -	3	- -	- -	3
Swansea - - - -	1	1	- -	- -	1	- -	- -	1
Teignmouth - - - -	1	10	- -	- -	10	- -	- -	10
Torquay - - - -	1	13	1	- -	14	- -	- -	14
Whitehaven - - - -	1	19	- -	- -	19	- -	- -	19
Workington - - - -	1	18	- -	- -	18	- -	- -	18
	146	17,930	528	30	18,488	282	31	18,175
IRELAND:								
Belfast - - - -	9	918	16	1	935	- -	- -	935
Cork - - - -	13	2,542	27	1	2,570	5	7	2,558
Dublin - - - -	8	1,516	19	4	1,539	11	- -	1,528
Galway - - - -	2	263	- -	- -	263	- -	- -	263
Limerick - - - -	31	4,962	26	2	4,990	55	1	4,934
Londonderry - - - -	3	265	- -	1	266	1	- -	265
New Ross - - - -	7	2,490	6	2	2,498	6	- -	2,492
Newry - - - -	1	24	- -	- -	24	- -	- -	24
Sligo - - - -	2	392	4	5	401	4	1	396
Tralee - - - -	5	1,416	1	1	1,418	1	- -	1,417
Waterford - - - -	13	1,050	7	- -	1,057	1	- -	1,056
Wexford - - - -	1	147	- -	- -	147	- -	- -	147
Youghal - - - -	2	152	1	- -	153	- -	- -	153
	97	16,137	107	17	16,261	84	9	16,168
SCOTLAND:								
Aberdeen - - - -	12	1,559	48	- -	1,607	1	- -	1,606
Arbroath - - - -	1	46	- -	- -	46	- -	- -	46
Ardrossan - - - -	3	93	- -	- -	93	- -	- -	93
Alloa - - - -	1	2	- -	- -	2	- -	- -	2
Banff - - - -	1	144	8	- -	152	- -	- -	152
Dumfries - - - -	2	56	- -	- -	56	- -	- -	56
Dundee - - - -	3	17	11	- -	28	- -	- -	28
Fraserburgh - - - -	1	113	- -	- -	113	- -	- -	113
Glasgow - - - -	41	2,053	64	6	2,123	7	2	2,114
Greenock - - - -	9	1,778	9	1	1,788	1	1	1,786
Leith - - - -	4	48	- -	- -	48	- -	- -	48
Montrose - - - -	2	359	- -	- -	359	1	- -	358
Troon - - - -	2	44	- -	- -	44	- -	- -	44
	82	6,312	140	7	6,459	10	3	6,446

Ports whence Sailed.	Number of Vessels.	PASSENGERS.		Births.	TOTAL.	DEATHS		LANDED in COLONY.
		Steerage.	Cabin.			at Sea.	in Quarantine.	
GERMANY :								
Antwerp - - - -	4	394	- -	1	395	7	- -	388
Hamburgh - - - -	23	4,561	8	14	4,583	58	1	4,524
Bremen - - - -	3	779	6	- -	785	8	1	776
	30	5,734	14	15	5,763	73	2	5,688
NORWAY AND SWEDEN :								
Arendal - - - -	1	188	- -	- -	188	- -	- -	188
Bergen - - - -	7	1,454	- -	1	1,455	2	1	1,452
Christiana - - - -	8	1,749	4	4	1,757	16	- -	1,741
Drammen - - - -	2	320	- -	1	321	2	- -	319
Gottenburg - - - -	2	259	14	3	276	13	- -	263
Krageroe - - - -	3	523	- -	- -	523	- -	- -	523
Larvig - - - -	1	7	- -	- -	7	- -	- -	7
Ostersior - - - -	1	62	- -	- -	62	2	- -	60
Posgrund - - - -	2	499	- -	3	502	2	- -	500
Stavanger - - - -	3	615	4	2	621	1	- -	620
Walre Saltvork - - - -	1	176	- -	- -	176	- -	- -	176
	31	5,852	22	14	5,888	38	1	5,849
LOWER PORTS - - - -	55	850	7	- -	857	- -	- -	857

RECAPITULATION.

England - - - -	146	17,930	528	30	18,488	282	31	18,175
Ireland - - - -	97	16,137	107	17	16,261	84	9	16,168
Scotland - - - -	82	6,312	140	7	6,459	10	3	6,446
Germany, &c. - - - -	30	5,734	14	15	5,763	73	2	5,688
Norway and Sweden - - - -	31	5,852	22	14	5,888	38	1	5,849
Lower Ports - - - -	55	850	7	- -	857	- -	- -	857
	441	52,815	818	83	53,716	487	46	53,183

Emigration Department, Quebec, }
December 1854.

A. C. Buchanan, Chief Agent.

No. 3.

RETURN of the Number of Admissions to HOSPITAL, Discharges, and Deaths of Emigrants arrived during the Season of 1854.

	ADMITTED.	DISCHARGED.	DIED.	REMAINED.
Grosse Isle Hospital - - - -	690	644	46	- -
Marine Emigrant Hospital, Quebec - - - -	615	447	130	38
General Hospital, Montreal - - - -	342	278	48	16
	1,647	1,369	224	54

Emigration Department, Quebec, }
30 December 1854.

A. C. Buchanan, Chief Agent.

No. 4.

RETURN of TRADES and CALLINGS of the EMIGRANTS who arrived at the Ports of *Quebec* and *Montreal*, during the Year 1854.

Bakers - - - - -	51	Ropemakers - - - - -	6
Butchers - - - - -	23	Saddlers - - - - -	18
Braziers, Plumbers, and Tinsmiths - - - - -	16	Sailmakers - - - - -	5
Bookbinders and Printers - - - - -	19	Sawyers - - - - -	16
Bricklayers and Stonemasons - - - - -	228	Shipbuilders - - - - -	17
Cabinet Makers and Turners - - - - -	20	Shoemakers - - - - -	358
Carpenters and Joiners - - - - -	617	Smiths - - - - -	354
Cart and Wheelwrights - - - - -	39	Stonemasons - - - - -	67
Couch Makers - - - - -	8	Tailors - - - - -	433
Coopers - - - - -	40	Watch and Clockmakers - - - - -	43
Curriers - - - - -	2	Wool and Flax Dressers - - - - -	4
Dyers - - - - -	4	Weavers - - - - -	85
Engineers - - - - -	76	Servants - - - - -	117
Gardeners - - - - -	37	Unenumerated callings - - - - -	163
Hatters - - - - -	3	Farm Labourers - - - - -	5,632
Millers and Millwrights - - - - -	131	Common Labourers - - - - -	10,448
Miners - - - - -	238		
Merchants and Clerks - - - - -	156	Deaths of Male Adults :	
Moulders and Foundrymen - - - - -	24	At Sea - - - - -	73
Painters and Glaziers - - - - -	41	Quarantine - - - - -	9
Paper Makers - - - - -	4		
Plasterers - - - - -	5		
			82
		TOTAL - - - - -	19,466

Emigration Department, Quebec, }
30 December 1854.

A. C. Buchanan,
Chief Agent.

No. 5.

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

COUNTRY.	Five Years from 1829 to 1833.	Five Years from 1834 to 1838.	Five Years from 1839 to 1843.	Five Years from 1844 to 1848.	1849.	1850.	1851.	1852.	1853.	1854.	GRAND TOTAL.
England - - -	43,386	28,624	30,813	60,453	8,980	9,887	9,677	9,276	9,585	18,175	228,856
Ireland - - -	102,264	54,898	74,981	112,192	23,126	17,976	22,381	15,983	14,417	16,168	454,386
Scotland - - -	20,143	10,998	16,289	12,767	4,984	2,879	7,042	5,477	4,745	6,446	90,770
Continent - - -	15	485	- - -	9,728	436	849	870	7,256	7,456	11,537	38,632
Lower Ports - -	1,889	1,346	1,777	1,219	968	701	1,106	1,184	496	857	11,543
	167,697	93,351	123,860	196,359	38,494	32,292	41,076	39,176	36,699	53,183	824,187

Emigration Department, Quebec,
30 December 1854.

No. 6.

RETURN of the Number of PERSONS who received Assistance to emigrate, the AMOUNT of MONEY paid them on landing at Quebec during the Season of 1854.

DATE.	VESSEL'S NAME.	WHENCE.	Number of Persons.	CLASS.			BY WHOM SENT OUT.	Amount of Landing Money Paid at Quebec.	
				M.	F.	C.		£.	s. d.
24 May	Thetis	Limerick	60	-	60	-	Cashel Union	60	-
26 "	Energy	"	32	-	28	4	Thurles ditto	30	-
27 "	Jane Black	"	4	-	4	-	Ballyvaughan ditto	4	-
27 "	"	"	12	-	8	4	Corofin ditto	10	-
27 "	"	"	44	-	39	5	Eanis	41	10
27 "	"	"	36	-	32	4	Ennistymon ditto	34	-
27 "	"	"	26	-	21	5	Killydysart ditto	23	10
27 "	"	"	47	-	45	2	Killrush ditto	46	-
27 "	"	"	34	-	32	2	Scariff ditto	33	-
27 "	"	"	18	-	17	1	Tulla ditto	17	10
3 June	Tottenham	Cork	19	-	17	2	Urlingford ditto	18	-
3 "	"	"	30	10	20	-	Cork Foundling Hospital	45	-
3 "	Joseph Howe	"	10	-	10	-	Clogheen Union	10	-
9 "	Glenlyon	New Ross	37	-	34	3	Callan ditto	27	-
17 "	Lady Russell	Tralee	55	-	46	9	Kenmare ditto	55	-
17 "	"	"	37	-	32	5	Cahirciveen ditto	37	-
17 "	"	"	54	-	49	5	Dingle ditto	54	-
17 "	"	"	50	-	48	2	Tralee ditto	50	-
17 "	Augusta	Sligo	21	-	16	5	Ballina ditto	18	10
17 "	"	"	17	-	14	3	Killala ditto	15	10
17 "	"	"	3	-	3	-	Glanamady ditto	3	-
17 "	"	"	9	1	6	2	Westport ditto	8	-
17 "	"	"	13	-	8	5	Newport ditto	10	10
17 "	"	"	18	-	16	2	Clanmorris ditto	17	-
17 "	"	"	10	-	9	1	Castlebar ditto	9	10
18 "	John Howell	Liverpool	20	-	19	1	Carrick-on-Suir ditto	19	10
20 "	New Brunswick	Dublin	60	5	48	7	Ballinrobe ditto	56	10
20 "	"	"	75	14	38	23	Rathdrum ditto	63	10
20 "	"	"	120	-	106	14	Parsonstown ditto	113	-
20 "	"	"	43	-	40	3	Athlone ditto	41	10
26 "	Delta	New Ross	10	-	6	4	Waterford ditto	8	-
6 July	Waterford	Galway	80	-	80	-	Galway ditto	80	-
6 "	"	"	4	-	4	-	Tuam ditto	4	-
7 "	Blanche	Cork	40	-	39	1	Kanturk ditto	40	-
7 "	"	"	33	-	33	-	Skibbereen ditto	33	-
7 "	"	"	9	-	9	-	Skull ditto	9	-
7 "	"	"	36	-	34	2	Bantry ditto	36	-
7 "	"	"	21	-	19	2	Castletown ditto	20	-
7 "	"	"	17	1	13	3	Millstreet ditto	17	-
10 "	Northern Light	Liverpool	59	-	58	1	New Ross ditto	58	10
10 "	"	"	9	-	6	3	Lismore ditto	7	10
10 "	Triton	Galway	69	3	44	22	Galway ditto	58	-
10 "	"	"	21	1	16	4	Oughterard ditto	19	-
12 "	St. Lawrence	Cork	30	-	27	3	Nenagh ditto	28	10
22 "	Pemberton	"	59	-	56	3	Youghal ditto	59	-
25 "	Theron	Limerick	108	-	105	3	Limerick ditto	106	10
25 "	"	"	2	-	2	-	Kilmallock ditto	2	-
25 "	"	"	31	1	17	13	Croom ditto	24	10
26 "	Simonds	Liverpool	10	-	10	-	Ballina ditto	10	-
29 "	Mauritius	Londonderry	4	-	2	2	Londonderry ditto	6	10
29 "	Columbus	Dublin	223	-	223	-	South Dublin ditto	223	-
10 Aug.	Satellite	Cork	61	-	60	1	Clonmel ditto	60	10
10 "	"	"	109	1	104	4	Cork ditto	109	-
11 "	Dykes	Tralee	19	-	19	-	Killarney ditto	19	-
12 "	Jones	Limerick	14	1	6	7	Rathkeale ditto	10	10
19 "	Mary Carson	Liverpool	104	13	67	24	Gort ditto	92	10
20 "	Harriet	Dublin	32	3	25	4	Bulrothery ditto	30	-
22 "	Georgiana	Limerick	21	-	21	-	Limerick ditto	23	-
22 "	"	"	21	-	17	4	Rathkeale ditto	19	-
22 "	"	"	18	-	7	11	Glynn ditto	12	10
22 "	"	"	30	-	22	8	Newcastle ditto	26	-
22 "	"	"	36	-	30	6	Listowell ditto	33	-
1 Sept.	Triumph	"	78	-	75	3	Limerick ditto	76	10
15 "	William and Joseph	"	128	-	124	4	Ditto - ditto	125	-
28 "	Anna Maria	"	78	-	76	2	Ditto - ditto	77	-
10 Oct.	Jessy	"	54	1	48	5	Galway ditto	51	10
26 "	Canada	Cork	251	5	203	43	Cork ditto	229	10
26 "	"	"	7	1	6	-	Cork Foundling Hospital	11	-
28 "	New Brunswick	Dublin	21	-	21	-	Rathdrum Union	21	-

(continued)

CORRESPONDENCE RELATIVE TO EMIGRATION TO

DATE.	VESSEL'S NAME.	WHENCE.	Number of Persons.	CLASS.			BY WHOM SENT OUT.	Amount of Landing Money Paid at Quebec.
				M.	F.	C.		
26 May - -	Oriental - - -	Plymouth - - -	6	1	1	4	Parish - - - -	£. s. d. 4 - -
3 July - -	Richard and Harriet -	Hull - - - -	14	3	3	8	Ditto - - - -	-
30 Sept. - -	Lady Peel - - -	Plymouth - - -	8	2	1	5	Ditto - - - -	4 10 -
26 May - -	Oregon - - - -	Liverpool - - -	80	18	15	47	Baden, in Germany -	64 - -
4 Oct. - -	Enterprise - - -	Dublin - - - -	191	55	42	94	Ditto - - - -	200 13 -
18 " - -	Oregon - - - -	Liverpool - - -	151	51	33	67	Ditto - - - -	150 14 -
			3,421	191	2,694	536	£.	3,271 17 -

R E C A P I T U L A T I O N .

	ENGLAND.		IRELAND.		CONTINENT OF EUROPE.	
		£. s. d.		£. s. d.		£. s. d.
Parish funds - - - -	14	8 10 -	2,971	2,848 - -	422	415 7 -
Private ditto - - - -	-	-	-	-	-	-
Free passage only - - -	14	-	-	-	-	-
	28	8 10 -	2,971	2,848 - -	422	415 7 -

Emigration Department, Quebec,
30 December 1854.

A. C. Buchanan,
Chief Agent.

No. 7.

ROUTES, DISTANCES, AND RATES OF PASSAGE, 1854.

FROM QUEBEC TO MONTREAL,

180 Miles, by Steamers, every Day, at Five o'clock, through in 14 hours.

	Steerage.		Cabin.	
	Sterling.	Currency.	Sterling.	Currency.
	s. d.	s. d.	s. d.	s. d.
By the Royal Mail Packets - - - -	3 -	3 9	14 -	17 6
„ Tait's Line - - - -	3 -	3 9	10 -	12 6

FROM MONTREAL TO WESTERN CANADA.

Daily, by the Royal Mail Line Steamer, at Nine o'clock, A. M., or by Railroad to Lachine, at Twelve o'clock.

	Distances.	Deck Fare.		Cabin Fare.	
		Sterling.	Currency.	Sterling.	Currency.
	Miles.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
From Montreal to					
Cornwall - - -	78	- 5 -	- 6 3	- 11 -	- 13 9
Prescott - - -	127	- 6 -	- 7 6	- 14 -	- 17 6
Brockville - - -	139				
Kingston - - -	189	- 8 -	- 10 -	1 - -	1 5 -
Cobourg - - -	292	- 12 -	- 15 -	1 8 -	1 15 -
Port Hope - - -	298				
Bond Head - - -	313	- 14 -	- 17 6	1 14 -	2 2 6
Darlington - - -	317				
Whitby - - -	337	- 16 -	1 - -	1 16 -	2 5 -
Toronto - - -	367				
Hamilton - - -	410				
Detroit - - -	596	1 4 -	1 10 -	2 16 -	\$.14
Chicago - - -	874	1 12 -	2 - -	4 - -	\$.20

Passengers by this line tranship at Kingston to the lake steamers, and at Toronto for Buffalo.

Daily, by the American Line Steamer, at One o'clock, A.M.

	Distance.	Deck Fare.		Cabin Fare.	
		Sterling.	Currency.	Sterling.	Currency.
	Miles.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
From Montreal to					
Ogdensburg - - -	138	- 6 -	- 7 6	- 14 -	- 17 6
Cape Vincent - - -	190	- 8 -	- 10 -	1 - -	1 5 -
Sacket's Harbour - - -	242	- 12 -	- 15 -	1 4 -	1 10 -
Oswego - - -	286	- 14 -	- 17 6	1 6 -	1 12 6
Rochester - - -	349	- 16 -	1 - -	1 10 -	1 17 6
Lewiston - - -	436				
Buffalo - - -	467	1 - -	1 5 -	1 18 -	2 7 6
Cleveland - - -	661	1 6 -	1 12 6	-	-
Sanduskey - - -	721	1 8 -	1 15 -	-	-
Toledo and Monroe - - -	975	1 8 -	1 15 -	-	-

Passengers by this line tranship at Ogdensburg to the lake steamers, for Oswego and Lewiston.

The passengers for both lines embark at the Canal Basin, Montreal.

Steerage passage from Quebec to Hamilton	- - -	£. s. d.	- 1 3 9
Steerage passage from Quebec to Buffalo	- - -	- 1 8 9	

CANADA.

FROM HAMILTON TO THE WESTERN STATES.

By the Great-Western Railroad. The new short Route to the West. Trains leave Hamilton daily for Detroit, connecting at that City with the Michigan Central Railroad for Chicago.

	Distance.	Emigrant Train.		First-Class Train.	
		Sterling.	Currency.	Sterling.	Currency.
	<i>Miles.</i>	£. s. d.	£. s. d.	£. s. d.	£. s. d.
To Dundas - - -	6	- - 6	- - 7 ½	- 1 -	- 1 3
Flamboro - - -	9	- - -	- - -	- - -	- - -
Paris - - -	20	- 2 -	- 2 6	- 3 8	- 4 6
Woodstock - - -	48	- 3 -	- 3 9	- 5 -	- 6 3
Ingersoll - - -	47	- 3 6	- 4 4 ½	- 7 -	- 8 9
London - - -	76	- 4 9	- 6 -	- 9 -	- 13 3
Eckford - - -	96	- 6 -	- 7 6	- 14 -	- 17 6
Chatham - - -	140	- 7 -	- 8 9	- - -	- - -
Windsor - - -	186	- 8 -	- 10 -	1 - -	1 5 -
Detroit, Michigan					
Chicago, Illinois - -	465	- 16 -	1 - -	2 4 -	2 15 -

Steamers leave Chicago daily for Milwaukee and all other ports on Lake Michigan.

Emigrants on arriving at Chicago, if proceeding further, will, on application to Mr. H. J. Spalding, agent of the Michigan Central Railroad Company, receive correct advice and direction as to route.

Passengers for the western parts of the United States of New York, Ohio, Pennsylvania, and Indiana, must take the route *via* Buffalo.

OTTAWA RIVER AND RIDEAU CANAL.

From Montreal to Bytown and Places on the Rideau Canal, by Steam every evening, by *Robertson, Jones & Co.'s* Line.

	Distance.	Deck Passengers.	
		Sterling.	Currency.
	<i>Miles.</i>	£. s. d.	£. s. d.
From Montreal to			
Carillon - - -	54	- 2 -	- 2 6
Grenville - - -	66	- 3 -	- 3 9
L'Original - - -	73	- 3 -	- 3 9
Bytown - - -	129	- 4 -	- 5 -
Kemptville - - -	157	- 6 -	- 7 6
Merrickville - - -	175		
Smith's Falls - - -	100		
Oliver's Ferry - - -	199		
Isthmus - - -	216		
Jones' Falls - - -	226		
Kingston - - -	258		

Passengers proceeding to Perth, Lanark, or any of the adjoining settlements, should land at Oliver's Ferry, seven miles from Perth.

ROUTE TO THE EASTERN PARTS OF THE UNITED STATES.

EMIGRANTS proceeding to any of the following States of the American Union, viz., Maine, New Hampshire, Massachusetts, Connecticut, Vermont, New York, and Pennsylvania, by the Champlain and St. Lawrence Railroad Company, Mr. W. A. Merry, secretary. Office opposite the Steamboat Landing, Montreal.

	Emigrant Train.	
	Sterling.	Currency.
	£. s. d.	£. s. d.
From Montreal to		
Burlington - - - - -	- 8 -	- 10 -
Whitehall - - - - -	- 12 -	- 15 -
Troy - - - - -	- 18 -	1 2 6
New York - - - - -	- 19 -	1 3 9
Boston - - - - -	1 6 -	1 12 6

Trains of the above company leave Montreal daily.

From Toronto, steamers leave daily for Port Credit, 15 miles; Oakville, 25 miles; Wellington-square, 37 miles; Hamilton, 43 miles; also Port Dalhousie on the entrance of the Welland Canal, Niagara, Queenston, and Lewiston: passage, 3 s. 9 d.

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

TO NEW BRUNSWICK.

THE best and most expeditious route is by the St. Lawrence and Atlantic railroad, from Montreal to Portland, thence by steamer, which leaves for St. John's, N. B., every Monday and Wednesday evening, at 8 o'clock.

Route :

	Sterling.	Currency.
	£. s. d.	£. s. d.
From Quebec to Montreal, by steamer - -	- 3 -	- 3 9
Montreal to Portland, by railroad -	1 4 -	1 10 -
Portland to St. John's, by steamer -	- 16 -	1 - -
	1 3 -	2 13 9

Freight Steamers leave Montreal daily for Kingston, Toronto, and Hamilton.

	Sterling.	Currency.
	£. s. d.	£. s. d.
Passage to Kingston - - - - -	- 4 -	- 5 -
Passage to Toronto and Hamilton - -	- 8 -	- 10 -

CANADA.

Throughout these passages, children under 12 years of age are charged half-price, and those under 3 years are free.

Passengers by steamers from Quebec to Hamilton, luggage free; if by railroads, 100 lbs. is allowed to each passenger, all over that quantity will be charged.

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

Through tickets can be obtained on application to this office.

Emigration Department, }
Quebec, August 1854. }

A. C. Buchanan,
Chief Agent.

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 1854.

RETURN No. 1.—From 17th to 26th May 1854.

Note.—THE emigrants arrived from the 17th to 26th May 1854, number 8,135; showing an increase of 4,387 over the corresponding period in 1853. They have landed in good health, notwithstanding the fear entertained by many, that the existence of cholera in the United Kingdom would not fail to introduce it here; happily, so far, these fears have not been realised; and although sickness has existed on board several of the vessels, it has been chiefly from measles and small-pox. The only cases of cholera which appeared, were on board the "Prinrose," from Limerick; 25 of the passengers died, two of which occurred previous to her sailing; the last death was on 3rd May, 15 days previous to her arrival at the quarantine station; and although several of the passengers were sent to hospital, suffering from extreme debility, no further symptoms of the disease appeared among them.

The increase over last season is chiefly from English ports, which gives an excess of 2,500 over last season. The port of Liverpool contributes over 1,800 persons; more than one-half of whom are foreigners, chiefly Germans. This is a branch of our emigration which is likely to increase very much, as, owing to the favourable reports which the emigrants of previous years have sent home of the St. Lawrence route, and the rate of the passage being much lower than to the United States, the attention of the shipping agents, as well as the emigrants, have been directed to this route.

The foreign emigrants which have arrived this season, have brought out a large amount of money with them, generally in drafts on New York and gold. The Norwegians all proceed to Wisconsin; the Germans are more generally scattered over the American Union, and a number of respectable, wealthy families have gone to settle in Western Canada.

The Scotch and English emigrants are of a superior class, and I have not seen a more substantial or respectable class of farmers arrive at this port for many years; a large proportion of whom intend settling in Western Canada, to which they cannot but prove a valuable acquisition. About 100 young females have been sent out by the Irish Poor-law Union; they received 1*l.* sterling each on landing here; the greater part of them proceeded to Toronto, where they immediately found employment.

Employment is most abundant, and I have never known such a general complaint from all parties throughout the country, as this season, of the difficulty and almost impossibility of obtaining labourers, servants and all classes of mechanics. Constant applications are daily made to this department, from all sections of the province, which it is impossible to fulfil.

No. 2.—From 27th to the 28th May.

Two thousand seven hundred and twelve emigrants arrived in this port on the 27th May, in good health. The deaths on the passage were but 33, chiefly children, 19 of which occurred on board the "Lady Hobart," from Liverpool, viz., three adults and 16 children. The great majority of emigrants by these vessels were respectable farmers and mechanics, all of whom were emigrating to friends; very few even of the labouring class could be induced to stop here, and avail themselves of the present great demand for labourers.

Two hundred and twenty-one female paupers arrived by the "Jane Black" from Limerick, and

and 10 in the "Joseph Howe" from Cork. They received 20 s. sterling each on landing. They were sent out by the following unions:—

	ADULTS.	CHILDREN.	STERLING.
			£. s. d.
Ennystymon - - -	32	4	34 - -
Killadysart - - -	21	5	23 10 -
Kilrush - - - -	45	2	46 - -
Scariff - - - -	32	2	33 - -
Tulla - - - -	17	1	17 10 -
Ballyvaughan - - -	4	-	4 - -
Corofin - - - -	8	4	10 - -
Ennis - - - -	39	5	41 10 -
Clogheen - - - -	10	-	10 - -
	208	23	219 10 -

From 75 to 80 of these young women were hired in Quebec the day they landed; the rest proceeded, some to friends in New York and Boston. Upwards of 120 were forwarded to Upper Canada, and were all immediately employed within a few hours of landing.

No. 3.—From 29th May to 3d June.

THREE thousand five hundred and twenty-nine emigrants landed at this port in good health from the 29th May to the 3d instant. The foreign emigration, which is largely on the increase by this route, numbered 1,311 persons, 1,203 of whom came direct from continental ports, and 108 by the "Leonard Dobbin" from London, were from the ship "Duchalot" from Havre to New York, abandoned at sea. These parties were forwarded to New York by the agents of the "Duchalot." The foreign emigration by the vessels in this return have, with few exceptions, proceeded direct to the Western States.

The English emigration number but 246 persons, chiefly from Fowey, were respectable farmers, and a few miners. The emigrants from the port of Liverpool are chiefly Irish. The vessels enumerated in this return, four in number, although they brought out 170 passengers, did not come within the regulations of the Act, having less than one passenger for every 25 tons of their registered tonnage. The "Good Intent," from Fowey, had on board, besides her own complement of passengers, 76 persons taken from the wreck of the "Black Hawk," from Liverpool to New York, abandoned at sea. These poor people lost all their baggage. They expressed themselves very grateful for the care and kindness which they received from Captain Gill, and the passengers on board his vessel.

The emigration from Ireland number 1,306 persons, a large proportion of whom were parties emigrating to join friends in Western Canada and the United States.

By the "Tottenbam," from Cork, there were 19 females from the Urlingford Union; they received through this department 20s. sterling each on landing, and were forwarded to Belleville, Upper Canada; furnished with a letter of recommendation, and I have heard since that they all obtained situations on the day they arrived there.

There were also by this vessel 10 boys and 20 girls sent out by the Governors of the Cork Foundling Hospital; they received 30s. each on landing here, and have all been placed in situations in this city, the boys at trades, and the girls with respectable families.

The first complaint this season was made by the brig "Hannah," from Arbroath, against the master, for issuing unwholesome and impure water. Proceedings were instituted, and, after a lengthened inquiry, the master was convicted, and fined 20 l. sterling, with costs.

Employment of every description continues most abundant, and there is a great scarcity of labourers throughout the country. The emigration, on the whole, has been very satisfactory. The extent of applications for assistance has been less than last season in comparison with the number of arrivals. The only persons requiring relief have been women and children, who have come out to join their relations.

No. 4.—From the 4th to the 20th June.

THE emigrants arrived during the period embraced in this return, have landed in good health, with the exception of those by the "Glenmanna," from Liverpool; 44 deaths occurred among the passengers, from measles and diarrhoea, and 8 were reported sick on arrival at Grosse Isle. Sickness has appeared to a greater extent among the emigrants from Liverpool, this season, than from any other port. There were a good many foreigners on board of each of the ships from this port, chiefly Germans and Swedes, and disease has appeared to exist, to a greater extent among them, than with our own countrymen. Of the total emigration from Liverpool, 2,190 over 700 were foreigners, which would give the number of foreigners in this return 2,974 over, half of which are Norwegians, and who, with but few exceptions, proceeded direct to the Western States; 14 Norwegian families (60 persons) by the "Flora," from Christiana, have proceeded to settle in the Eastern townships, where they have been induced to proceed from the representations received from a few of their countrymen, who settled in Sherbrooke two years since, and where it would appear they have done well, and are held in high estimation by the inhabitants. Four of the families of this season have purchased farms, and the rest of the party are employed on the Railroad.

The English and Scotch emigrants are respectable farmers and agricultural labourers, and have proceeded to Western Canada.

Of the Irish 648 were female paupers sent out by the Poor-law unions; they received 20 s. sterling each on landing here; a few were employed in this city, and a number went to their friends in the United States; fully three-fourths proceeded direct to Western Canada, where they would all meet with immediate employment. Employment continues most abundant, and daily applications are received from all sections of the province for labourers and mechanics, but which it is impossible to supply.

No. 5.—From 21st June to 3d July.

THE emigrant ships included in this return have landed their passengers in good health: of the whole number of emigrants landed 4,206, 1,802 were foreigners, chiefly Norwegians; 1,444 came by vessels direct, and 358 *via* Liverpool. They have proceeded to the Western States.

The emigrants of this season appear generally in good circumstances, or at least possess sufficient means to enable them to reach their destination. I only assist helpless families of females and children, who have emigrated, to join friends; all others disposed or willing to work have not only obtained it at once, but their services have been eagerly sought after. Common labourers are now receiving from 5 s. to 7 s. 6 d. per day.

No. 6.—From 3d to 31st July.

TEN thousand five hundred and thirty-seven emigrants landed at this port during the month of July. The deaths on the passage were 112, chiefly confined to the Liverpool vessels; and among the foreigners the deaths on board vessels, from Liverpool, were 79; foreign ships 29; while among the emigrants from Irish and Scotch ports there were but 4. Of the emigrants from English ports (4,602), 4,273 were from Liverpool, of whom there were,

Foreigners	-	-	-	-	-	-	2,504
English	-	-	-	-	-	-	722
Irish	-	-	-	-	-	-	844
Scotch	-	-	-	-	-	-	203
							4,273

The total foreign emigration during the month, may be stated as follows:

By ships direct	-	-	-	-	-	2,651	
" <i>via</i> Liverpool	-	-	-	-	-	2,504	
" <i>via</i> Hull	-	-	-	-	-	295	
							5,450 souls.

being over one-half of the arrivals of the month. Fully four-fifths of this class of our emigration have proceeded to the public works in Western Canada, where they have found steady remunerative employment.

The English and Scotch emigrants were agriculturists and mechanics, many of the latter have come out under engagement to the Grand Trunk Company. The farmers and farm labourers all went to Western Canada, Toronto, and Hamilton, where they will doubtless prove

prove a valuable addition to the population of that section of the province, possessing, as many of them do, capital, intelligence, and agricultural skill.

Of the Irish emigrants, a number were pauper females from the Poor-law Unions, which numbered 333 souls; they received 20 s. sterling, each adult, and 10 s. each child, on landing; the remainder consist of families, chiefly women and children emigrating to friends, a large number of whom went to the United States. The total Irish emigrants are classed as follows:

Male Adults	-	-	-	-	-	-	618
Females	-	-	-	-	-	-	1,279
Children	-	-	-	-	-	-	619
Cabin	-	-	-	-	-	-	12
							2,528

The chief part of the female paupers were directed to Upper Canada, where, notwithstanding the number previously sent, they will all do well, as their services are much required; and daily applications are received for domestic servants and labourers from all sections of the province. The accounts received all agree that the public works are retarded, and the farmers are suffering great inconvenience and loss from the scarcity and difficulty of securing labour. The emigrants, by the several vessels in this return, have all arrived free of complaints, with the exception of some of the foreign emigrants by the "Crown," from Liverpool, who complained of the treatment received on the passage, but which was afterwards settled by the master paying them 50 dollars as compensation.

No. 7.—From 31st July to 31st August.

SEVEN thousand one hundred and thirty-two emigrants landed at this port during the past month. The deaths on the passage were 46, chiefly children, 26 of which occurred on board three ships from Liverpool. Of the total number, 2,199 were foreigners, 1,610 of whom came direct, and 589 *via* Liverpool; 6,670 emigrated voluntarily, and 462 were sent out by the Irish Poor-law Unions, and were paid 20 s. sterling each adult on landing. One of the girls from Listowel Union, by the ship "Georgiana," having lost her eyesight, has been taken back to the union by the master. The conduct of these females has been reported as most exemplary, and they give equally favourable reports of the kindness and attention of the master to them during the passage. A number obtained situations in this city, and about Montreal. About 150 went to the United States to join their friends, chiefly to the manufacturing districts in the Eastern States, and the remainder were sent forward to Upper Canada, where they were immediately employed at fair wages, from two to three dollars per month. The remainder of emigrants from Ireland are labourers with their families, coming out to join friends in different parts of Canada and the United States. On board the "Christiana," from Cork, a family of 27 proceeded direct to Boston and New York, having engaged their passages through by this route, with Mr. Brennan, of Cork, on more favourable terms than they could procure a passage direct.

The emigration from Scotland, 1,397, consists of respectable farmers and mechanics, the greater part of them proceeded direct to Western Canada. Employment continues abundant, and constant applications are made to this department for labourers and servants, which it is impossible to supply.

Complaints were made by a portion of the passengers by the "John Davis," from Liverpool, for irregularity and deficiency in the issue of provisions during the early part of the voyage. The complaint was heard before the sitting magistrates, and the master was convicted in a fine of 5 £. with costs.

The number of persons assisted from the several ships in this return was 1,202, viz., 658 adults, 544 children, the adults were nearly all females.

No. 8.—From 31st August to 30th September.

THE emigrants arrived during the month of September, numbering 4,566, have all landed in good health, but 26 deaths occurred during their passage, 10 of which were on board the Norwegian ship "Norden" from Christiana.

Among the emigrants from Ireland there were 283 females all from the Limerick Union; they received the usual landing money on arrival here, and with the exception of a few who had friends in the United States, they were sent forward to Western Canada in the neighbourhood of Coburg and Port Hope. The following is an extract from a letter from the Mayor of Port Hope, reporting the arrival and disposal of a party of these girls which were sent forward to him at his request:

"On the morning of the 5th instant I received from the agent at Montreal a list of 54 young women, forwarded by him in compliance with your instructions, and upon inquiry I learn that they had all been landed at this place during the night. I caused the necessary arrangements to be made immediately for providing them with food and shelter, and during the course of the day managed to dispose of 34 of them in good situations and at fair wages; since

CANADA.

since that time they have been gradually provided for in a satisfactory manner, with the exception of two who are labouring under some slight indisposition and are under medical treatment. I have to return you my thanks for your prompt compliance with my suggestions in sending us these young women; you have conferred a great benefit upon the people of the place as well as upon the girls themselves; by the course adopted the former have been released from an inconvenience of a serious and harassing description in the want of servants, and the latter placed in a position which will give them all a fair start for a living in the New World. I think, to-day, if I had them, I could have placed 20 more in good situations in the country; as information of the arrival of this party spreads abroad we receive constant applications from parties in want of servants, and who are not aware that they are all disposed of already. It would be advisable, should you have it in your power, to send us, between this and the close of the navigation, 50 more, giving me a few days' notice previous to their arrival here."

Since the arrival of this note a further party have been forwarded to the care of his Worship, all of whom have been satisfactorily disposed of.

The Scotch and English emigrants landed during this month are generally respectable farmers and agricultural labourers; they have chiefly proceeded to Toronto and Hamilton; a large party of Scotch by the "John Mackenzie," from Greenock, proceeded to join friends at Pembroke, on the Ottawa River.

The foreigners are mostly German, whose destination, with but few exceptions, was the Western States. Employment continues, as heretofore, abundant, and labourers and farm servants are daily inquired for in almost every section of the province.

No. 9.—From 30th September to 8th November.

THE emigrants arrived during the month of October number 5,868 persons, being an increase upon the corresponding month in 1853 of 4,116 persons.

They generally landed in good health, the total mortality during the passage being but 65, 32 of whom occurred on board two vessels, the "Larvig," from Gottenburg, and the "Oregon," from Liverpool; both these vessels made long passages, the former 90 and the latter 62 days. The emigrants have come out chiefly to join friends, a large portion of whom had been assisted by their relations in this country. Among those from Ireland, there were 327 female paupers from the Cork, Galway, and Rathdrum unions, and seven orphans from the Foundling hospital in Cork; the former received 20s. sterling each adult, and the latter 30s. The orphan girls I have placed in respectable situations in this city; those from the unions have proceeded, a few, to friends in the United States; but the greater part have been forwarded to Bytown, Belleville, and Port Hope, where there was every prospect of their meeting with employment.

Among the party from the Cork union, 14 were landed at Grosse Isle, suffering from severe attacks of ophthalmia; two of the cases it is feared will lose their eyesight, and they will consequently be bonded under the Provincial Passenger Act. On Board the "Enterprise," from Dublin, and "Oregon," from Liverpool, there was a party of German paupers; in the former vessel 191, in the latter 150; total 106 men, 75 women, and 160 children; these parties were sent out from the village of Amshodst, in the Duchy of Baden, the expense being made up one half by the Duchy and the other by the inhabitants of the village. They received a free passage to this port and 10 guilders each on landing here to meet their immediate necessities. They are chiefly labourers and a few trades, tailors and shoemakers, but owing to the late period in the season of the arrival, there was but little prospect of their procuring any suitable employment in this district; they were forwarded up the country; the first party to Bytown and Bay of Quinte, where some influential gentlemen had offered to secure them employment; and the party by the "Oregon" were sent to the public works near Williamsburgh, where they would be likely to secure permanent employment during the winter. This opening has proved very fortunate, as with so many women and children depending on them, and being unacquainted with our language, they would have been exposed to much suffering and hardship during the approaching winter. Had these parties been sent out here at a proper season, say in the month of May or June, in place of October, their arrival would have been hailed with satisfaction, and they might have calculated on successfully establishing themselves in such a manner as to have secured their families against the fear of want during the winter. From appearance I am disposed to look for a considerable increase on this class of our foreign emigration in future years, and unless they are sent out in proper season it may be found necessary to impose an additional tax on emigrants arriving after a certain date, in order to provide a fund to meet the expenses which the country may be subject to on their account.

The proportion of females and children by the several vessels in this return is unusually large, the women and children being considerably over two to one of the male adults; the claims on the department for assistance have consequently been heavy.

— No. 2. —

(No. 45.)

COPY of a DESPATCH from Governor-general Sir *E. Head* to the
Right Honourable Lord *John Russell*.

Government House, Quebec,
10 May 1855.

(Received 28 May 1855.)

My Lord,

(Answered, No. 29, 11 June 1855, page 33.)

In reference to your Lordship's despatch, No. 15*, of the 8th of April last, enclosing the Report of the Colonial Land and Emigration Commissioners on the chief emigrant agents' annual statement of the emigration to Canada in 1854, copy of which was communicated to Mr. Buchanan; I have now the honour to transmit herewith a copy of that gentleman's explanations.

No. 2.
Governor-general
Sir E. Head to
the Right Hon.
Lord J. Russell,
10 May 1855.

* Page 31.

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

Enclosure in No. 2.

Enclosure in No. 2

Government Emigration Department, Quebec,
7 May 1855.

Sir,

I HAVE the honour to acknowledge the copy of a despatch from the Colonial Secretary to his Excellency the Governor-general, transmitting a copy of the Report* from the Colonial Land and Emigration Commissioners, on the report which I had the honour to make to his Excellency on the emigration of 1854.

* Page 32.

As the Commissioners have touched on one or two points in my report which calls for some explanation on my part, I avail myself of this opportunity of respectfully offering the following explanations, for the information of his Excellency.

1. With respect to the observations which I submitted on the issue of the provisions in an uncooked state. The Commissioners remark, that they have read these observations with surprise and regret, as they appear to show that I was not aware "that the issue in a cooked state of all provisions which require cooking has been required by law (section 33) since October 1852, in North America as well as in Australian voyages; that that provision of the law has been habitually neglected, and that no steps have been taken to punish such neglect."

In reply, I have to express my regret that in making these observations I should have failed to convey them in as intelligible a manner as I could have wished, the more particularly as these observations were not intended to bear the same application as the Commissioners would seem to give them; my desire was, as Parliament had under consideration the amending of the law regulating the carriage of emigrants, to avail myself of so favourable an opportunity as then presented itself of offering an opinion on that portion of the Act which appeared to me practically defective.

I had intended that all cooking by the passengers should be disallowed, and that all provisions should henceforth be supplied by the ship, and served out in a cooked state to individuals, or in messes of given numbers, much in the same manner as has been adopted on board the Canadian Steam Navigation Company's vessels, and which I had been given to understand was also followed on board of Australian emigrant ships; for I am persuaded that, should the emigrants be required or permitted to cook any portion of the provisions, the same objection and difficulty which I have pointed out would still continue to exist.

It may be remarked, that on board of the emigrant vessels from the United Kingdom to this port the only articles of food issued and which require cooking are oatmeal and flour; the several articles permitted to be substituted, such as meat, fish, and potatoes, are never issued while on board the Australian ships; a regular dietary scale of provisions is supplied, and the whole conduct and regulation of the ships are enforced by the surgeon superintendent, whose peculiar duty and interest is mainly to attend to the health and comfort of his charge; and I may here be permitted to observe, that the only complaint which has been made to me since the law of 1852 came into force, originated from the passengers of the "Blanche," from Liverpool, in 1853. The master, in obedience to the orders of the emigration officer at Liverpool, had the passengers' allowance of oatmeal cooked every day during the early part of the passage; but this was generally objected to by the passengers, and the cooked meal was either wasted or thrown overboard; after some time they, one and all, requested that he would discontinue the cooking, and serve them their allowance of meal, and permit them to prepare it themselves. During the period at which the oatmeal was cooked, a portion of their allowance of water was necessarily stopped from each passenger for the purpose of cooking, which caused dissatisfaction, and was made one of the subjects of complaint on their arrival here, which the captain at once admitted, but stated,

CANADA.

in justification, that he had acted in strict obedience to the orders of the Government emigration officer who cleared his vessel. The magistrates, however, gave judgment against him, and stated that he was bound by the Act to issue three quarts of water to each passenger, exclusive of any quantity which may have been required for cooking their food.

Since then the dietary scale, as provided for by the first clause of 33d section, has been issued, as heretofore, uncooked, and prepared by the passengers themselves; and I have never received any complaints from them on that point; and when emigrants will not prefer complaints, it would, in my opinion, serve no good purpose, if not supererogatory, to institute proceedings against the master.

I have, in reading attentively the 33d section of the Act, and to which your Excellency has been requested by the Commissioners to direct my particular attention, been fully impressed with the conviction that the obligation on the part of the master requiring all articles required to be cooked shall be issued in a cooked state, applied more particularly to cases in which the articles permitted to be substituted were provided, and which, from not being obligatory and more expensive, became a sufficient reason for preventing their issue.

Some of the objections made by parties interested in framing the Bill of 1852, making it obligatory on ships to supply the whole of the provisions required, appeared to be, that it would tend to enhance the rates of passage so much as materially to affect and check the emigration of the poorer classes. These causes do not at present exist, at least to the same extent; and the stimulus to emigration has become so strong of late years as to excite fears of an opposite nature in the minds of many in the mother country.

Should the Commissioners, however, see difficulties in carrying out the system of cooking for the passengers entirely, I would earnestly recommend that one meal per day at least, say their dinner, be prepared, and served out hot, by the ship; this would in my opinion tend, in some degree, to remedy the evil complained of, and by furnishing the emigrants, morning and evening, with an allowance of boiling water for breakfast and tea, the health and comfort of the emigrants would be materially benefited.

With reference to the enforcing the provisions of the law, in cases of its violation on the part of shipmasters, I can state, without fear of contradiction, that I have in no instance whatever, permitted any well-grounded or just complaint to pass unnoticed; and I firmly believe that it is owing to the knowledge that all complaints will be promptly investigated and punished at this port, that so few of any serious character occur.

2. With regard to the remarks of the Commissioners respecting the supply of medical comforts, particularly for the use of females and young children; I am glad to find that a much more ample scale of nutritious dietary has been provided in the present Bill.

I am fully aware of the difficulty which exists in providing a special dietary for special classes; but I was in hopes that a certain proportion of medical comforts might be placed under the charge of the captain or surgeon, for the use of young children, and available when required.

The Commissioners are of opinion that it would not be wise to introduce extras into the dietary scale presented by the Act; but that emigrants may fairly be expected to provide for themselves such luxuries as preserved milk, &c. I fear, however, that such expectations will seldom be realised; as in the great majority of cases the poor people would not be aware of their value and importance, and would also be deterred by the expense of procuring an article the value of which they could not appreciate, and the necessity for which they did not understand. So many instances have been brought to my knowledge in which deaths, in all human probability, might have been prevented by having a supply of these articles on board, that I could not permit the opportunity to pass without offering my testimony, strengthened by that of the medical officers of Grosse Isle, as to their value and importance.

3. On the subject of requiring surgeons to obtain certificates from the medical officer at Grosse Isle, as to the manner in which they discharge their duties, it was not suggested with the view that any such regulation should be introduced into the Act, but from a conviction that should a regulation to that effect be issued by the Commissioners, it would be generally adopted by the shipowners and charterers.

It may be necessary to observe that several of the most respectable shipowners in Ireland continue to require that their surgeon should be provided with a certificate from this office, as to the manner in which he has discharged his duties, before he can receive a moiety of his pay.

This regulation was suggested by the Commissioners in their circular of August 1849, addressed to the Emigration Officers in the United Kingdom, in consequence of some complaints which I forwarded against the surgeon of an emigrant ship, and in that view I was desirous that this question should be disposed of by the medical superintendent, who is more competent than I am in determining the qualifications of medical men.

4. The observations which were made in my Report to his Excellency on the difficulty experienced by masters in obtaining reimbursement for expenses incurred in rescuing emigrants at sea were addressed more particularly for the action of the Provincial Government; and suggesting that the Collector of Customs should be authorised to settle these claims at a fixed reasonable rate, and to take the necessary steps to recover the same as provided for by the Act.

The delay and difficulty to which I have referred may perhaps be attributable in part to the fact of there not being any fund at the disposal of the Provincial Government which can be properly charged with the expenses in the event of its not being possible to recover them

them from anyone, owing to the absence of a bond, and the residence of owners, charterers, and masters being beyond the jurisdiction of British Courts. The ships in question from which these passengers had been rescued were foreign (American) and bound to a foreign port. Had the vessels wrecked, whether British or foreign, been bound to a British port, the case would have been different, as any expenditure made could at once have been recovered against the ship's bond (sec. 59 & 60).

A correspondence having taken place between the Collector of Customs on behalf of several captains, and the Civil Secretary, in June, bearing immediate reference to the subject in question, I would beg leave to subjoin a copy of the letter received by the Collector from Mr. Oliphant in reply, dated 12th September last:

"With reference to your letter to his Excellency, of 17th June last, on the subject of the grievances to which the captains of the trading vessels are exposed who rescue persons that have been shipwrecked, I am commanded by the Governor-general to inform you that his Excellency has received a communication from the Secretary of State for the Colonies, stating that the subject-matter of that letter will be taken into consideration by the Lords of the Committee of the Privy Council for Trade, as soon as the Merchants' Shipping Act, which contains amended provisions for the relief of distressed seamen abroad, and which transfers the business of that department, has come into operation.

(signed) *L. Oliphant, Secretary.*"

The whole of which is, nevertheless, respectfully submitted.

I have, &c.,
A. C. Buchanan,
Chief Agent.

Despatches from the Secretary of State.

— No. 1. —

(No. 90.)

COPY of a DESPATCH from the Duke of *Newcastle* to the Earl of *Elgin*.

My Lord,

Downing-street, 8 June 1854.

WITH reference to your Lordship's despatch, No. 15 *, of the 24th November last, and with reference to my despatches, Nos. 73 * and 77 *, of the 15th February and 2d of March last, on the subject of certain outstanding claims of the Province of Lower Canada upon the Imperial Government in respect of immigration expenses; I have now to inform your Lordship, that the Lords Commissioners of the Treasury have given instructions to the officer in charge of the Commissariat in Canada to pay to the provincial government the balance of 11,697*l.* 16*s.* 6*d.* currency, by which proceeding it is understood that all claims and correspondence on this subject will be finally closed.

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

No. 1.
Duke of Newcastle
to the Earl of Elgin.
8 June 1854.

— No. 2. —

(No. 15.)

COPY of a DESPATCH from the Right Honourable Sir *George Grey*, Bart., to Governor *Head*.

Sir,

Downing-street, 8 April 1855.

I HAVE to acknowledge your despatch, No. 14 *, of the 13th February last, enclosing Mr. Buchanan's annual report on the emigration to Canada during the past year, and I now transmit to you, for your information, the copy of a report

No. 2.
The Right Hon.
Sir G. Grey to
Governor Head,
8 April 1855.
• Page 1.

30 March 1855.

* Pages 8, 41, and 43 of Papers relative to Emigration to the North American Colonies, presented to Parliament by Her Majesty's command, April 1854.

CANADA.

report from the Colonial Land and Emigration Commissioners on the subject, especially with reference to the emigration from the German States.

With reference to Mr. Buchanan's remarks on the difficulty in obtaining reimbursement of expenses incurred in the rescue of shipwrecked passengers, I have to direct your attention to the observations of the Commissioners, in the sixth para. of their report, and to suggest that Mr. Buchanan should be instructed to govern himself accordingly.

I have, &c.

(signed) G. Grey.

Encl. in No. 2.

Enclosure in No. 2.

Colonial Land and Emigration Office,
30 March 1855.

Sir,

WITH reference to your letter of the 6th instant, enclosing a despatch from Sir E. Head, and the annual report of the emigration agent at the port of Quebec, we have the honour to state, that we have communicated to the Poor Law Commissioners of Ireland that part of Mr. Buchanan's report which relates to female emigration from the workhouses of that country.

1. We now enclose an extract relating to a pauper emigration which took place last year from Baden to Canada, and we would submit, for the consideration of the Secretary of State, whether it would not be advisable to communicate Mr. Buchanan's observations to the Court of Baden, and also so much as are of a general character to the other German States from which emigrants are in the habit of proceeding to British North America. The importance of an early arrival of such emigrants in a country where they can find scarcely any profitable employment during the winter, cannot be exaggerated, and if they should continue to arrive, as they appear to have done last year, late in the autumn, the Canadian Legislature will probably be compelled, not only in self-defence, but in the interests of the emigrants themselves, to increase the emigrant-tax on late arrivals, in proportion to the increased risk of their destitution.

2. Mr. Buchanan makes some observations on the working of the Passengers Act, to which it is necessary that we should refer.

3. First: He expresses his opinion that the most objectionable feature of the present Act is the issue of provisions in an "uncooked state," and suggests that to obviate the evils thence arising, the same regulations should be enforced in emigrant ships to North America as in those to Australia. We have read these observations with some surprise and much regret, as they appear to show that Mr. Buchanan is not aware that the issue in a cooked state of all provisions which require cooking, has been required by law (section 33) since October 1852, in North American as well as in Australian voyages; that that provision of the law has been habitually neglected, and that no steps have been taken to punish such neglect. We would submit that the Governor should be requested to direct Mr. Buchanan's particular attention to section 33 of the Passengers' Act of 1852.

4. Second: Mr. Buchanan proposes that a proper supply of medical comforts, of nutritious food for females, and preserved milk for children, should be required. In the Bill now before Parliament a much more ample and nutritious dietary has been provided both for American and Australian voyages, and it is also required that there shall be on board, in addition to a proper medicine chest, an adequate supply of medical comforts. There is great difficulty, however, in providing a special dietary for special classes of emigrants in this description of emigration, because it is seldom known, till a ship is on the point of sailing, in what proportions the emigrants will be divided into men, women, and children. If, therefore, the law prescribed a certain proportion of particular articles of dietary for the several classes on board, the emigration officer could not ascertain whether the law was complied with, except by postponing his survey of the provisions till the emigrants arrived. But this would occasion a delay and confusion more than equivalent to any good which might be anticipated. We think it would not be wise to introduce such minutiae into the dietary scale prescribed by the Act of Parliament, but that emigrants may fairly be expected to provide for themselves such luxuries as preserved milk, if they require them.

5. Third: Mr. Buchanan proposes that surgeons of emigrant ships should be required to obtain from the medical superintendent at Grosse Isle certificates of the satisfactory discharge of their duties, their pay being made subject to deduction or stoppage for the want of such certificate. Mr. Buchanan has in his mind, no doubt, the practice in regard to our surgeons in Australian ships. We see no objection to subjecting the conduct of the surgeons to inquiry before a local tribunal on their arrival in the St. Lawrence. On the contrary, we think it might be attended with many advantages. But as they are not in the pay of the Government, but of the shipowner or charterer, we do not see how they could be subjected by law to a mulct for misconduct on the voyage, or how such a law could be enforced if

passed

No. 14, 13 Feb.

passed. The necessary provision for a local inquiry into the conduct of surgeons could be made more effectually and conveniently by a Provincial Act, or a regulation of the local government, than by the Passengers Act.

6. Lastly, Mr. Buchanan adverts to the delay and difficulty which masters of vessels experience in obtaining reimbursement of expenses incurred in the rescue of shipwrecked passengers, and the consequent discouragement to such important services. As a remedy, he suggests that the collector of the port to which the rescued passengers may be conveyed should be empowered to settle these claims at a fixed scale, as in the case of shipwrecked seamen. Mr. Buchanan adverts, in his observations, to the 50th section of the Passengers' Act, otherwise we should have supposed that he had overlooked that and the two preceding sections. By the 48th section it is provided that the expense of rescuing shipwrecked passengers may be paid—if they are brought to the mother country, by the Secretary of State, if taken to a colony, by the Governor, and, if taken to a foreign country, by the British consul. Section 49 authorises the governor or consul, as the case may be, to send on to their destination any passengers landed from wrecked vessels, or otherwise, in a colony or foreign country to which they had not intended to go. And section 50 makes the expense incurred under the two preceding sections a Crown debt, to be recovered, under certain conditions, from the owner, charterer, or master of the shipwrecked vessel. As far, therefore, as the law is concerned, everything has been done, as it appears to us, to meet the case referred to by Mr. Buchanan; and if, as he alleges, great delay has occurred in the case of a ship named the "Mary Caroline," it has arisen, not from a defect of the law, but from a defect of its administration. We entirely concur with him as to the extreme injustice, and still more extreme impolicy, of allowing pecuniary loss to be incurred by the masters of ships who have exerted themselves to rescue emigrants in distress; and we would accordingly suggest that the notice of the Governor of Canada should be called to the provisions of the 48th, 49th, and 50th sections of the Passengers Act, in order that whenever a case may occur of the nature referred to by Mr. Buchanan, the claim may be discharged at once.

7. Besides the matters above referred to, Mr. Buchanan's report contains the usual statistics of the Emigration to Canada, and recommendations for the improvement of the quarantine and other local arrangements. As we propose to embody the former in our General Annual Report, now in course of preparation, and as the latter are for the decision of the local government, it is unnecessary that we should enter upon them here.

We have, &c.

(signed) *T. W. C. Murdoch.*
C. Alexander Wood.

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

— No. 3. —

(No. 29.)

COPY of a DESPATCH from The Right Honourable Lord *John Russell* to
Governor-general Sir *E. Head*.

Sir,

Downing-street, 11 June 1855.

I HAVE received your despatch, No. 45,* of the 10th of May last, accompanied by explanations from Mr. Buchanan, chief agent for immigrants, in reference to some remarks contained in the annual Report of the Emigration Commissioners for the year 1854.

Mr. Buchanan's explanations are quite satisfactory. I enclose for your information the copy of a report on the subject from the Emigration Commissioners, pointing out to what extent and in what manner some suggestions thrown out by Mr. Buchanan will be carried into effect in the Passengers Act Amendment Bill now before Parliament.

I am, &c.

(signed) *J. Russell.*

No. 3.
Rt. Hon. Lord J.
Russell to Gover-
nor-general Head,
11 June 1855.

* Page 29.

CANADA.

Encl. in No. 3.

Enclosure in No. 3.

Colonial Land and Emigration Office,
6 June 1855.

Sir,

WE have to acknowledge the receipt of your letter of the 29th ultimo, accompanied by a despatch from the Governor-general of Canada, enclosing an explanation from Mr. Buchanan on certain portions of his annual Report for 1854, to which we had called attention in our Report of the 30th of March last.

2. It appears from Mr. Buchanan's explanation, that we had somewhat misunderstood his remark in regard to the issue of a cooked meal; that his intention was to suggest the enforcement by law of a more ample dietary, similar to that given in the Canadian Steam Company's ships, and ships proceeding to Australia, which would make it unnecessary for the passengers to provide any stores of their own. We have satisfaction in stating that the suggestion, so understood, has been anticipated in the Bill now before Parliament, and we have every reason to believe that the plan of requiring the ship to find and cook all the provisions, so far from causing difficulty, will prevent a great deal of confusion, quarrelling and suffering which now occurs on board passenger ships.

3. In respect to the supply of medical comforts also, provision is made in the Bill now before Parliament, and though we think it would be scarcely practicable to provide different descriptions of dietary for different classes of passengers on board ordinary passenger ships, there would not be any difficulty in providing for those extreme cases of sickness or debility to which Mr. Buchanan refers. It is indeed with reference to those cases especially that it is proposed to put medical comforts on board passenger ships as well as medicines.

4. In regard to the difficulty which has been experienced by those who have rescued shipwrecked persons in recovering the expenses so incurred, the remarks in our report of the 30th of March last, applied exclusively to the case of passenger ships. The letter, of which he sends a copy, from the Secretary to the Governor-general to the Collector of Customs, refers apparently to the case of ordinary passengers or seamen, and not to those who come under the operation of the Passengers Act.

5. We have thought it right, in justice to Mr. Buchanan, to state the explanations which he has given of the remarks in his General Report, but it does not appear to us that any practical step now remains to be taken in these matters.

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

We have, &c.
(signed) T. W. C. Murdoch.
C. Alexander Wood.

NEW BRUNSWICK.

Despatches from Lieutenant-Governor Sir E. Head, Bart. NEW BRUNSWICK.

— No. 1. —

(No. 18.)

COPY of a DESPATCH from Lieutenant-Governor Sir E. Head, Bart., to His Grace the Duke of Newcastle.

No. 1.
Lieut.-Gov. Sir E. Head, Bart., to the Duke of Newcastle.
6 May 1854.

Government House, Fredericton, New Brunswick,
6 May 1854.

(Received 22 May 1854.)

My Lord Duke,

I HAVE the honour to enclose a report from Mr. Perley, the Emigrant Officer at Saint John, with respect to the ship "Blanche," from Liverpool.

It is with deep regret that I have to announce the mortality which has taken place on board this vessel on her passage out.

The later accounts, however, from Saint John show that the disease has been subdued, and that the present state of the passengers is on the whole satisfactory.

I enclose some of these last returns which have been forwarded to me.

I also transmit herewith the usual ship returns from Mr. Perley of the ships "Middleton" and "Blanche."

I have, &c.

(signed) Edmund Head.

Enclosure in No. 1.

Encl. in No. 1.

Government Emigration Office, St. John,
25 April 1854.

Sir,

THE packet ship "Blanche," 964 tons, from Liverpool to this port, still remains at the Quarantine Station, and no communication is permitted with her. I am unable, therefore, to visit the vessel, but have received the following information from Dr. Harding.

The "Blanche" sailed from Liverpool on the 20th March, having on board 309 steerage passengers, thus described:

Male adults - - - - -	100
Female ditto - - - - -	79
Males under 14 years - - - - -	54
Females ditto - - - - -	56
Infants - - - - -	20
TOTAL - - - - -	309 souls.

There were on board, besides, 10 cabin passengers.

NEW
BRUNSWICK.

A child three years of age died as the vessel was getting out of Liverpool, and afterwards deaths were almost of daily occurrence, until two days before the vessel arrived here, as will be seen by the list of deaths enclosed, amounting to 35 in all, previous to the arrival of the vessel at quarantine. This list includes one of the crew, who died after 24 hours' illness only.

Dr. Harding is of opinion that diseases of an infectious character, both Asiatic cholera and choleraic diarrhoea, were brought on board at Liverpool, and that they were in some measure propagated during the voyage by want of cleanliness. He says that the "Blanche" was in a most filthy state when he first went on board, and the air very impure between decks.

Immediately after the arrival of the "Blanche" at the Quarantine Station on the 20th instant the passengers were all landed at Partridge Island, and placed in apartments with good ventilation; the sick were separated from the others, and made as comfortable as possible. Eight persons were placed in hospital labouring under Asiatic cholera and choleraic diarrhoea, seven of them adults, and one child. Three of the adults were severely attacked, their prominent symptoms being coldness, clamminess, lividity of the skin, with severe cramps, vomiting of rice-water appearance, and pulseless.

By careful attention and constant applications these cases soon improved, the returning pulse showing the reaction in the system. Up to this day only one male adult has died on the Island, and one child. Two males and one female (adults) are still considered dangerous, while one male and three females (adults) are now in a state of convalescence.

No new case is reported; the disease appears to be stayed. It is to be hoped that the comfortable accommodation at the Island, with the cool, dry, and bracing air now prevailing, and the pains that have been taken to bring the emigrants and their clothing to a state of perfect cleanliness, will have the effect of preventing further cases, and bring all these emigrants to a state of perfect health.

Dr. Harding remarks that disease was more fatal among the German emigrants than among those from Ireland. Of 57 German emigrants embarked at Liverpool, no less than eight died on the voyage.

I am happy to state that the most unremitting exertions have been made by Mr. M'Airy, the superintendent of Partridge Island, for the accommodation of these emigrants, and that nothing appears to have been left undone, either by him or Dr. Harding, which would add to their comfort, or tend to restore their health.

Until discharged from the Island, these emigrants do not come within my personal knowledge; and it may happen, after seeing them, that another report will be necessary. In the meantime I may state that Messrs. Reed, the packet-owners, furnish the passengers with everything Dr. Harding states to be necessary, and are ready to do all in their power for the welfare of their passengers.

I have, &c.

(signed) M. H. Perley.

The Hon. J. R. Partelow,
Provisional Secretary.

LIST OF DEATHS on board the Packet Ship "Blanche," 964 tons, M'Laughton Master, on the Voyage from Liverpool to St. John, New Brunswick; sailed from Liverpool, 20th March, and arrived at St. John, New Brunswick, 20th April 1854.

1854: 22 March	-	W. Riley	-	-	-	Age, 3 years.
24 "	-	William Scammel	-	-	-	" 60 "
29 "	-	David Riley	-	-	-	" 40 "
31 "	-	Eliza Malony	-	-	-	" 1 "
1 April	-	Jeremiah Hinley	-	-	-	" 1 "
4 "	-	Catherine Hinley	-	-	-	" 4 "
4 "	-	Edwin James	-	-	-	" 3 "
5 "	-	Peter Morrison	-	-	-	" 34 "
7 "	-	George Lyons	-	-	-	" 3 "
8 "	-	John Mason	-	-	-	" 6 months.
8 "	-	Mary Hare	-	-	-	" 13 years.
9 "	-	John Graghan	-	-	-	" 24 "
9 "	-	Feraine Spinner	-	-	-	" 9 "
9 "	-	Ludwic Weiner	-	-	-	" 8 "
9 "	-	Denis Weiner	-	-	-	" 40 "
9 "	-	Bernard Weiler	-	-	-	" 38 "
9 "	-	Denis Weiler	-	-	-	" 46 "
10 "	-	Francis Rogers	-	-	-	" 35 "
13 "	-	Ellen White	-	-	-	" 28 "
13 "	-	Wanburgher Weimer	-	-	-	" 45 "
13 "	-	Matthew Mickay	-	-	-	" 2 "
14 "	-	Ann Snowden	-	-	-	" 9 "
14 "	-	Richard Hodgrove	-	-	-	" 40 "

1854: 14	April	-	James Graghan	-	-	-	Age, 34 years.
15	"	-	Ann Menehane	-	-	-	" 3 "
15	"	-	Bernard Weiner	-	-	-	" 40 "
16	"	-	George Snowder	-	-	-	" 7 "
17	"	-	Eliza Cowan	-	-	-	" 34 "
17	"	-	John Caghan	-	-	-	" 14 "
17	"	-	James Caghan	-	-	-	" 28 "
17	"	-	Theresa Beodor	-	-	-	" 9 "
17	"	-	Matthew Weikay	-	-	-	" 2 "
17	"	-	John Henley	-	-	-	" 3 "
17	"	-	Peggy Henley	-	-	-	" Infant.
17	"	-	Marian Weiner	-	-	-	" 7 years.

TOTAL - - - 35 Persons.

From list furnished by Dr. Harding.

25 April 1854.

M. H. Perley,
Her Majesty's Emigration Officer.

Government Emigration Office, St. John,
3 May 1854.

Sir,

THE ship "Blanche," previously reported at quarantine, has come into port, and was yesterday boarded and inspected by me. The usual ship return is enclosed, and I submit the following special Report:

At the time of sailing from Liverpool the "Blanche" had on board 357 passengers, of whom 51 were English, 249 Irish, and 57 Germans.

The vessel has what is called a deck-house, the upper deck being housed over. The passengers were thus brought on two decks, the first case of the kind I have ever known here. The cholera broke out in an Irish family, on the lower deck, which must have been badly lighted, and worse ventilated; all the deaths were confined to that deck, except two, which occurred on the upper deck.

So far as I am yet informed, there was no complaint either as to the quantity or quality of the provisions and water; but the master complains of the sluggishness of these emigrants, especially of the Germans, and their unwillingness, after the disease appeared, to make any exertions to preserve or promote cleanliness. In consequence (as stated in my letter of 25th ult.) the disease was most fatal among the Germans. Out of 57 embarked, there are now only 47 surviving.

It is gratifying to state that not a single new case of cholera occurred after the vessel arrived at quarantine, and of eight cases landed at Partridge Island, of a dangerous character, only four proved fatal; 120 of the passengers came up to the city last Saturday, and 130 more will come up to-day; the rest will remain until the end of this week, being the members of families in which cholera occurred, and who are, therefore, retained for observation.

The building in the Lower Cove, formerly used as a place of worship by the Rev. Mr. Stavely's congregation (Cameronians), has been hired, and made comfortable, as lodgings could not be procured for the passengers of the "Blanche," owing to the fear of disease.

About a dozen of the Germans came up last Saturday, and on Monday situations were procured for all of them. They are from Baden, and speak no English. Mr. Trentowsky, the Prussian consul, has been very kind to them, and will lend his services in any way for their advantage.

I am informed that they all intend to remain in this province, except two, who go to Boston, to join their children settled there.

The numbers stated in my letter of 25th were incorrect, Dr. Harding having been misled by a mistake in the ship's list.

I am, &c.
(signed) M. H. Perley,
Her Majesty's Emigration Officer.

The Hon. John R. Partelow,
&c. &c. &c.

Return, No. 2

English	-	51
Irish	-	249
German	-	57
TOTAL	-	357

NEW
BRUNSWICK.

Government Emigration Office, St. John,
1 May 1854.

Sir,
I HAVE to report the arrival at this port during the month of April of the undermentioned vessels :

1854, April 3	-	Packet ship "Liberia,"	-	Liverpool	-	67 Souls.
" 5	-	" "Middleton,"	"	"	-	104 "
" 8	-	" "Lampedo,"	"	"	-	22 "
" 14	-	" "John Barbour,"	"	"	-	72 "
TOTAL - -						265 "

For the "Middleton" a ship return is enclosed; the other vessels did not come under the provisions of the Passengers Act.

I am happy to state that there was neither sickness nor death on board these vessels, and that the passengers all landed in a healthy and satisfactory condition.

The "Blanche," now at quarantine, will come into port to-day, after which I will visit her and make a special report.

The Honourable J. R. Partelow.

I have, &c.
(signed) *M. H. Perley,*
Her Majesty's Emigration Officer.

— No. 2. —

(No. 21.)

No. 2.
Lieut.-Gov. Sir E.
Head, Bart., to the
Duke of Newcastle.
30 May 1854.

COPY of a DESPATCH from Lieutenant-Governor Sir *E. Head*, Bart., to
His Grace the Duke of *Newcastle*.

Government House, Fredericton, 30 May 1854.
(Received 20 June 1854.)

My Lord Duke,

I HAVE the honour to enclose to your Grace the copy of a letter addressed to the Provincial Secretary by Mr. Perley, the emigrant agent at St. John, reporting the arrival at that port of the ships "Joseph Tarratt" and "Mary Ann" with passengers, all of whom appear to have been landed in good health.

I am happy to say I have not heard of any new cases of cholera at Partridge Island, St. John, and the disease, I believe, may be said to be extinct.

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

23 May 1854.
Reported in my
despatch of 6 May,
No. 18.

Encl. in No. 2.

Enclosure in No. 2.

Government Emigration Office, St. John,
23 May 1854.

Sir,
I HAVE the honour to report the arrival of the ship "Joseph Tarratt," from Liverpool, with 394 passengers, and barque "Mary Ann," from Londonderry, with 213 passengers, for both of which vessels ship returns are enclosed.

I am happy to state that both these vessels landed their passengers in good health and cleanly condition. There was one passenger in excess in the "Mary Ann," owing to one person being secreted on board, whom the master had to feed during the voyage.

Among the passengers by the "Joseph Tarratt" were about 160 Prussians, nearly all of whom have obtained engagements in the country, although they do not speak one word of English.

Besides the two ships above reported, the following vessels have also landed passengers at this port during the present month, but not under the provisions of the Imperial Passengers Act.

May 15.	Ship "Dundonald" from Liverpool	-	-	-	-	71 Souls.
" 17.	Brig "Minerva" " Troon	-	-	-	-	27 "
" 19.	Ship "Barbara" " London	-	-	-	-	34 "
" 20.	Ship "Salacia" " Glasgow	-	-	-	-	4 "
TOTAL - - -						136 "

It is gratifying to be able to state the good health of all the passengers now reported; very few of them have gone to the United States; in fact, none but those who had paid their passages through to Boston before leaving Liverpool.

At the present moment there is not in this office a single list of passengers to arrive, and I have no expectation of any more passenger vessels from Ireland. For the rest of the season the emigrants may be expected only by the regular packet ships from Liverpool.

The excessive demand for labour causes every emigrant, of whatever age or sex, to be engaged almost before landing, and small as is the number who have arrived, yet their coming has tended to keep down the price of labour, which previously had attained rates perfectly ruinous to the employer.

The Hon. John R. Partelow,
Provincial Secretary.

I have, &c.
(signed) *M. H. Perley,*
Her Majesty's Emigration Officer.

NEW
BRUNSWICK.

— No. 3. —

(No. 27.)

COPY of a DESPATCH from Lieutenant-Governor Sir *E. Head*, Bart., to
His Grace the Duke of *Newcastle*.

Government House, Fredericton, N. B., 15 June 1854.
(Received 3 July 1854.)

My Lord Duke,

I HAVE the honour to transmit herewith a copy of a letter from Mr. Perley, the emigration officer at St. John, enclosing the usual "Ship Return," and reporting the arrival at that port of the ship "Imperial," with a large number of emigrants, all of whom appear to have landed in good health.

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

No. 3.
Lieut.-Gov. Sir *E. Head*, Bart., to the
Duke of *Newcastle*.
15 June 1854.

15 June 1854.

Enclosure in No. 3.

Encl. in No. 3.

Government Emigration Office, St. John,
12 June 1854.

Sir,

I HAVE to report the arrival of the ship "Imperial," from Liverpool, with 508 passengers, and enclose a ship return.

There was no sickness on the voyage among these passengers. Captain Moran and his officers deserve great credit for the cleanly state of the vessel, to which may in a great degree be attributed the very healthy condition of all on board.

I believe the "Imperial" brings a larger number of emigrants than ever arrived here before in one vessel, but her accommodations are ample, and her perfect cleanliness worthy of all praise.

These passengers are all natives of the United Kingdom, and a very large proportion of them will remain in this province.

The Hon. John R. Partelow,
Provincial Secretary.

I have, &c.
(signed) *M. H. Perley,*
Her Majesty's Emigration Officer.

— No. 4. —

(No. 30.)

COPY of a DESPATCH from Lieutenant-Governor Sir *E. Head*, Bart., to
His Grace the Duke of *Newcastle*.

Government House, Fredericton, New Brunswick,
30 June 1854.

(Received 17 July 1854.)

My Lord Duke,

I HAVE the honour to enclose a copy of a letter from Mr. Perley, reporting the arrival of the ship "Liberia" at Saint John, with passengers, and also the usual ship return.

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

No. 4.
Lieut.-Gov. Sir *E. Head*, Bart., to the
Duke of *Newcastle*.
30 June 1854.

NEW
BRUNSWICK.

Encl. in No. 4.

Enclosure in No. 4.

Government Emigration Office, St. John,
26 June 1854.

Sir,

I HAVE to report the arrival at this port of the packet ship "Liberia," from Liverpool, with 315 passengers, and enclose a ship return.

I have pleasure in again reporting the excellent condition in which the passengers by this packet ship have come into port, and their very healthy state.

One male adult from the South of Ireland, in feeble health on embarking, died soon after sailing of diarrhoea. A fine boy of 12 years of age was drowned on the Banks of Newfoundland while fishing, by accidentally falling overboard; every effort was made to save him by the boats of the ship and the boats of a fishing vessel close at hand, but he was unable to sustain himself until the boats reached him.

The steerage passengers by the "Liberia" are thus classified: English, 176; Scotch, 66; Irish, 147; others, 17. About 100 of the English and Scotch have gone to the Bend to-day by the steamer "Commodore" to work on the railway, and others will probably follow. Very few, if any, will go to the United States.

The Honourable John Partelow,
Provincial Secretary.I have, &c.
(signed) *M. H. Perley*,
Her Majesty's Emigration Officer.

— No. 5. —

No. 5.

Lieut.-Gov. Head
to the Duke of
Newcastle.
2 July 1854.

(No. 32.)

COPY of a DESPATCH from Lieutenant-Governor Sir *E. Head*, Bart., to
His Grace the Duke of *Newcastle*.Government House, Fredericton, New Brunswick,
2 July 1854.

(Received 17 July 1854.)

My Lord Duke,

I HAVE the honour to enclose the Quarterly Report of Mr. Perley, emigration agent at St. John, which has just been received by me.

I am, &c.
(signed) *Edmund Head*.1 July 1854-
Abstract Returns.

Encl. in No. 6.

Enclosure 1, in No. 5.

Government Emigration Office, St. John,
1 July 1854.

Sir,

I HAVE the honour to enclose an abstract return of Immigration to New Brunswick for the quarter ended yesterday.

All the emigrants mentioned in this return landed at the port of St. John; the deaths amount to nearly two per cent. on the whole, owing to the deaths from cholera on board the "Blanche," of which I have already made a special report.

This vessel arrived unexpectedly, very early in the season, while I was absent at Halifax on business connected with the fishery negotiations. My assistant, McAirt, arrived from England the same day that the "Blanche" anchored at quarantine, and instantly did everything that was necessary. On my return, three days after, from Halifax I found that all had been done perfectly, and no new cases occurred after the vessel came to anchor.

I mention my absence on this occasion because it is the only instance in eleven years that I have held this office that I have been absent on an emergency.

A much larger proportion than usual of the emigrants this season were from England and Scotland, and nearly one-fourth were from Germany; not more than 10 per cent. of the whole have gone to the United States; the rest have found profitable employment in this province.

The demand for unskilled labour is very great, and wages are high; the persons most wanted at present are agricultural labourers and female servants.

I have already had occasion to mention the comfortable manner in which emigrants are brought to this port from Liverpool by the semi-monthly line of packets belonging to the Messrs. Reeds and Wrights. I now advert to it for the purpose of stating, that but for these excellent packet ships the emigration to New Brunswick would be small indeed, and far below the wants of the country; five-sixths of all the emigrants arrived have come by the Liverpool packets.

There

There is not a single emigrant now at the quarantine station at Partridge Island; the buildings there are in excellent order, and everything ready in case of need.

An account of the expenses incurred in forwarding to Montreal the shipwrecked passengers landed at Richibucto will be furnished hereafter.

NEW
BRUNSWICK.

I have, &c.

The Honourable J. R. Partelow,
Provincial Secretary.

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

Enclosure 2, in No. 5.

Encl. 2, in No. 5.

ABSTRACT RETURN of IMMIGRATION to *New Brunswick*, during the Quarter ended
30th June 1854.

Months Composing the Quarter.	Number of Vessels arrived.	Number of Deaths on the Voyage, or in Quarantine.	Number of Births on the Voyage, or in Quarantine.	Adults.		Children between 14 Years and 1 Year.		Children under 1 Year.		TOTALS.		Whole Num- ber.	RECAPITULATION.
				M.	F.	M.	F.	M.	F.	M.	F.		
April - -	4	-	-	116	51	37	43	12	6	165	100	265	Adults - - - 930 562
May - -	8	39	-	478	276	141	145	26	22	645	443	1,088	Between 14 years } 288 293 and 1 year - }
June - -	3	2	1	336	235	110	105	24	15	470	355	825	Under 1 year - 62 43
TOTALS	15	41	1	930	562	288	293	62	43	1,280	898	2,178	TOTALS - - 1,280 898

Two thousand one hundred and seventy-eight souls.

Government Emigration-office,
St. John, New Brunswick,
1 July 1854.

M. H. Perley,
Her Majesty's Emigration Officer.

— No. 6. —

(No. 2.)

COPY of a DESPATCH from Lieutenant-Governor Sir *E. Head*, Bart., to
the Right Honourable Sir *George Grey*, Bart.

Government House, Fredricton, N. B.

8 July 1854.

(Received, 1 August 1854.)

Sir,

I HAVE the honour to enclose a copy of a letter addressed by Mr. Perley, the Emigration Officer at St. John, reporting the arrival of the "Jessie," with passengers.

The Ship Return is also enclosed in this despatch.

I am, &c.

(signed) *Edmund Head.*

No. 6.
Lieut.-Gov. Sir E.
Head, Bart., to the
Right Hon. Sir G.
Grey, Bart.
8 July 1854.

5 July 1854.

NEW
BRUNSWICK.

Enclosure in No. 6.

Enclosure in No. 6.

Government Emigration Office,
St. John, 5 July 1854.

Sir,

I HAVE the honour to report the arrival of the ship "Jessie" from Youghal, with 78 passengers, all in good health.

The ship return is enclosed.

Among the passengers by this vessel are 11 boys and 10 girls from the Foundling Hospital in the city of Cork. All the girls are already engaged as servants, and I anticipate placing the boys with tradesmen as apprentices.

I am, &c.

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

The Hon. J. R. Partelow,
Provincial Secretary, &c. &c.

— No. 7. —

No. 7.

Lieut.-Gov. Sir E.
Head, Bart., to the
Right Hon. Sir G.
Grey, Bart.
12 August 1854.

(No. 7.)

COPY of a DESPATCH from Lieutenant-Governor Sir *E. Head*, Bart., to
the Right Honourable Sir *George Grey*, Bart.

Government House, Fredricton, N. B.
12 August 1854.

(Received, 28 August 1854.)

Sir,

I HAVE the honour to enclose the reports of the Emigrant Agent at St. John, and the ship returns relating to the following vessels: "Eudocia," "Middleton," and "Mimer."

I have, &c.

(signed) *Edmund Head*.

4 August 1854.
7 August 1854.

Encl. 1, in No. 7.

Enclosure 1, in No. 7.

Government Emigration Office,
St. John, 4 August 1854.

Sir,

I HAVE to report the arrival of the packet ship "Eudocia" from Liverpool with 272 passengers, and the packet ship "Middleton," also from Liverpool with 78 passengers.

For these vessels ship returns are enclosed.

It is very gratifying at this time, when so great a panic exists with reference to cholera in this city, that passengers by these fine packet ships arrived in excellent health and without even a suspicion of sickness among them.

I have, &c.

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

The Hon. John R. Partelow,
Provincial Secretary, &c. &c. &c.

Encl. 2, in No. 7.

Enclosure 2, in No. 7.

Government Emigration Office, St. John,
7 August 1854.

Sir,

I HAVE to report the arrival of the Swedish brig "Mimer," from Londonderry, with 133 passengers, and enclose a ship return.

It is exceedingly fortunate that these passengers enjoyed good health during the voyage, and landed here in excellent condition.

The vessel was unusually clean on arrival.

I have, &c.

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

The Hon. John R. Partelow,
Provincial Secretary,
&c. &c. &c.

No. 10.

— No. 8. —

(No. 9.)

COPY of a DESPATCH from Lieutenant-Governor Sir *E. Head*, Bart., to the Right Honourable Sir *George Grey*, Bart.

Government House, Fredericton, N. B.,
22 August 1854.

(Received, 12 September 1854.)

Sir,

I HAVE the honour to enclose a copy of a letter from the Emigrant Agent at St. John, with a ship return, reporting the arrival of the packet ship "David G. Fleming," with passengers.

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

NEW
BRUNSWICK.

No. 8.

Lieut.-Gov. Sir E.
Head, Bart., to the
Right Hon. Sir G.
Grey, Bart.
12 August 1854.

Enclosure in No. 8.

Enclosure in No. 8.

Government Emigration Office, St. John,
17 August 1854.

Sir,

I HAVE to report the arrival of the packet ship "David G. Fleming," from Liverpool, with 125 passengers, and enclose a ship return.

These passengers landed to-day in excellent health and condition, after the usual inspection and purification at Partridge Island.

It is a matter of the most heartfelt gratification that passengers arrive this season in such excellent health, and entire freedom from sickness.

I have, &c.
(signed) *M. H. Perley*,
Her Majesty's Emigration Officer.

The Hon. J. R. Partelow,
Provincial Secretary.

— No. 9. —

(No. 18.)

COPY of a DESPATCH from Lieutenant-Governor the Honourable *J. H. T. Manners Sutton* to the Right Honourable Sir *George Grey*, Bart.

Government House, Frederickton,
New Brunswick, 10 October 1854.

(Received, 6 November 1854.)

Sir,

I HAVE the honour to enclose a copy of a letter from the Emigration Agent at St. John, with a ship return, reporting the arrival of the barque "Mary Ann," with passengers.

I have, &c.
(signed) *J. Henry T. Manners Sutton*.

No. 9.
Lieut.-Gov. the
Hon. J. H. T. M.
Sutton to the Right
Hon. Sir G. Grey,
Bart.
10 October 1854.

14 September.

Enclosure in No. 9.

Enclosure in No. 9.

Government Emigration Office, St. John,
14 September 1854.

Sir,

I HAVE to report the arrival of the barque "Mary Ann," from Londonderry, with 104 passengers, all in good health, and enclose a ship return.

The packet ship "John Bannerman," of the Black Ball line, arrived yesterday from Liverpool, with 59 steerage and 10 cabin passengers, not sufficient to bring the vessel under the requirements of the Passengers' Act.

The passengers were in the best condition on arrival, having had good fare and ample accommodation.

The packets of the Black Ball line now decline bringing such number of passengers as will subject the vessels to the provisions of the Passengers' Act. The owners allege that the expensive requirements of that Act as now enforced in England, and the restrictions imposed by the Board of Health here, render the carriage of passengers unprofitable, unless a full complement can be secured.

I have, &c.
(signed) *M. H. Perley*,
Her Majesty's Emigration Officer.

The Hon. John R. Partelow,
Provincial Secretary.

NEW
BRUNSWICK.

— No. 10. —

No. 10. ANNUAL REPORT OF THE EMIGRATION AGENT, NEW BRUNSWICK.

To His Excellency the Honourable *J. Henry T. Manners Sutton*, Lieutenant-Governor and Commander-in-Chief of the Province of New Brunswick,
&c. &c. &c.

May it please your Excellency,

HEREWITH I have the honour to submit the annual abstract of immigration to New Brunswick during the year 1854.

	<i>Souls.</i>
1853 - -	3,762
1854 - -	3,618
Decrease -	144

1. The whole number of immigrants during the year, was 3,618 souls, being a decrease in the year 1853, of 144 souls.

2. There were 41 deaths on the voyage and in quarantine during the season, being one and one-eighth per cent. on the numbers embarked; but the deaths were all confined to one vessel, the "Blanche" from Liverpool, on board which cholera broke out during the voyage. The particulars of this case have been already specially reported.

3. All the immigrants of 1854 were landed at the port of St. John, and nearly all from the admirable packet ships of the Liverpool line, arriving semi-monthly with much regularity. Not a single death or casualty occurred on board these ships, nor has it been necessary to place one of them in quarantine.

4. The emigration being almost confined to these Liverpool packets, well fitted, furnished and provided, and commanded by efficient masters of the better class, there has not been the slightest occasion for a prosecution under the Passengers' Act. The provisions of that Act are so well adapted to remedy and prevent the evils which formerly existed, that prosecutions must become rare, and only in very flagrant cases, not likely to occur often.

5. Not more than 10 per cent. of the immigrants of the past season have left the province. Those that departed, consisted chiefly of such persons as had friends in the United States or Canada, by whom their passage-money had been paid, and whom they came out expressly to join.

6. In the early part of the past year, the demand for labour was very great, and rates of wages extravagantly high. The depression in the prices of ships and timber, consequent upon the war in Europe, has abated the demand for labour, and reduced wages very considerably in the ship-yards, saw-mills, and timber ponds. In the country there has been a steady call for labour throughout the year, at fair rates of wages. Female servants and farm labourers are much wanted throughout the province, and large numbers of these are needed to meet the absolute requirements of the country. The demand in the rural districts for boys, from 12 to 18 years of age, continues unabated.

7. A "Hand-book of Information for Emigrants to New Brunswick," has been recently printed at my expense, copies of which are herewith submitted. I beg especially to refer to this Hand-book for the advantages which New Brunswick presents, either to the labouring classes, or to persons possessing means who wish to become settlers in this flourishing portion of British North America.

8. I cannot conclude this report without reiterating the complaint I have made annually for several years, against the difficulties and delays attending the acquisition of Crown land by intending settlers. I now earnestly entreat that some change may be made in a system which I have every reason to believe has deterred, and continues to deter, many persons of the most desirable class from purchasing, and becoming settlers in this province.

Respectfully submitted,

(signed) *M. H. Perley*,

Her Majesty's Emigration Officer.

Government Emigration Office,
St. John, New Brunswick,
2 January 1855.

Enclosure

Enclosure in No. 10.

ABSTRACT RETURN of IMMIGRATION to *New Brunswick*, during the Year ending 31 December 1854.

QUARTERS.	Number of Vessels arrived.			Adults.		Between 14 Years and 1 Year.		Under 1 Year.		TOTALS.		Whole Number of Souls.	RECAPITULATION.
	Number of Deaths on Board, or in Quarantine.	Number of Births on Board, or in Quarantine.		M.	F.	M.	F.	M.	F.	M.	F.		
Quarter ending 31 March	-	-	-	-	-	-	-	-	-	-	-	-	
" " 30 June	15	41	1	930	562	288	293	62	43	1,280	898	2,178	Adults - - - - - 1,509 998
" " 30 Sept.	11	-	-	400	305	114	96	13	14	527	415	942	Between 14 and 1 year - - - - - 486 466
" " 31 Dec.	9	-	-	179	131	84	77	16	11	279	219	498	Under 1 year - - - - - 91 68
TOTALS	35	41	1	1,509	998	486	466	91	68	2,086	1,532	3,618	TOTALS - - - - - 2,086 1,532

Whole number, Three thousand six hundred and eighteen souls.

Government Emigration Office,
St. John, New Brunswick,
1 January 1855.

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