

EMIGRATION.



PAPERS

RELATIVE TO

EMIGRATION TO THE NORTH AMERICAN COLONIES.

(In continuation of Papers presented 1852.)

Presented to both Houses of Parliament by Command of Her Majesty.
June 17 1853.



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FOR HER MAJESTY'S STATIONERY OFFICE.

1853.

SCHEDULE.

CANADA.

CANADA.

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THE EARL OF ELGIN AND KINCARDINE.

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NOVA SCOTIA.

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APPENDIX.

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CANADA

CANADA.

Despatches from Governor General the Right Honourable the Earl of Elgin and Kincardine.

No. 1.

No. 1.

COPY of a DESPATCH from the Earl of ELGIN to the Right Hon. Sir JOHN S. PAKINGTON Bart.

(No. 62.)

Government House, Quebec, July 29, 1852.

(Received August 17, 1852.)

SIR,

(Answered, No. 60, September 8, 1852, page 31.)

I HAVE the honour to enclose herewith, for your information, copies of letters from the chief agents of emigration for Upper and Lower Canada, having reference to the demand for labour which now exists throughout the province.

I have, &c.

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Sir John S. Pakington, Bart.,
&c. &c. &c.

24th July.

28th July.

Enclosure 1. in No. 1.

Encl. 1 in No. 1.

SIR,

Emigration Department, Quebec, July 28, 1852.

I HAVE the honour to enclose you copy of a letter received from Mr. Hawke, dated Toronto, 24th instant, in which he reports favourably of the emigration proceeding to that quarter, and of the increased demand which exists throughout the country for labourers.

I am happy in being able to report that there are no unemployed emigrants at this or the Montreal agency. I shall cause the information contained in Mr. Hawke's letter to be extensively circulated among the emigrants on arrival.

Of the emigrant ships reported to this department, twenty vessels, 4,500 passengers, are yet to arrive.

I have, &c.

The Hon. A. N. Morin,
Provincial Secretary.

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

Enclosure 2 in No. 1.

Encl. 2 in No. 2.

MY DEAR SIR,

Emigrant Office, Toronto, July 24, 1852.

ALTHOUGH we are daily receiving considerable numbers of emigrants both from your section of the province, and Rochester, we do not get enough to supply the demand.

I have notices from the contractors on the Niagara, Hamilton, and Windsor Railroad, offering 5s. currency per day for labourers. The farmers anticipate difficulty in securing their crops, and the offices here and at Kingston are almost besieged by them in search of hands. I was at Kingston on the 21st instant, and sent several large families (whom the farmers would not employ, because they could not find houses for them,) to Cobourg and Port Hope, where they all got work. If there are any idlers at Quebec or Montreal, urge them to proceed upwards at once.

For many years I have never known a period when the demand for skilled and unskilled labour was so universal, and so well remunerated.

So far, too, the season has been remarkably healthy. There were only five emigrants in hospital at Kingston, and a few days since we had only seven at this place.

I am, &c.

A. C. Buchanan,
Chief Emigrant Agent.

(Signed) A. B. HAWKE,
Chief Emigration Agent, U. C.

No. 2.

No. 2.

COPY of a DESPATCH from the Earl of ELGIN to the Right Hon. Sir JOHN S. PAKINGTON Bart.

(No. 75.)

Government House, Quebec, August 24, 1852.

(Received September 13, 1852.)

SIR,

(Answered, No. 70, October 5, 1852, page 32.)

I HAVE the honour to enclose herewith the copy of a minute of the Executive Council of the province on the complaint of Messrs. Harvey and Co., of Liverpool, transmitted in your Despatch No. 42*, of the 30th of June.

I have, &c.

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Sir John S. Pakington, Bart.
&c. &c. &c.

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CANADA.

Enclosure 1 in No. 2.

Encl. 1 in No. 2. **EXTRACT** from a Report of a Committee of the Executive Council, dated 29th May 1849, approved by his Excellency the Governor-General in Council, on the 31st of the same month.

On the petition of John Ferguson, master of the ship "Primrose" of Limerick, dated 17th May inst., praying to be indemnified for expenses incurred on account of the vessel having been sent back from Quebec to Grosse Isle, which expenses he states to amount to 76*l*.

It appears that the "Primrose" arrived at Grosse Isle on the 6th of May, and the quarantine for the season not being established, the master proceeded with her to Quebec. The inspecting physician, on examining her, sent her back to Grosse Isle for quarantine purposes.

The committee are of opinion, that the master of the vessel, on arriving at Grosse Isle, should have waited there until the Quarantine Establishment might be in operation; and consequently that the claim to compensation for expenses incurred in proceeding to Quebec, before the requisite examination at the quarantine station had been undergone, cannot be entertained.

Certified,
(Signed) J. JOSEPH, C.E.C.

Encl. 2 in No. 2.

Enclosure 2 in No. 2.

EXTRACT from a Report of a Committee of the Honourable the Executive Council on matters of State, dated 23d August 1852, approved by his Excellency the Governor-General in Council, on the 24th August 1852.

On the application of John Ferguson, master of the ship "Primrose" from Limerick, representing that his vessel was detained for the period of forty-eight hours at Grosse Isle, in consequence of the officers of the Quarantine Establishment not having yet arrived at that station, whereby he has suffered a loss of 26*l*. 3*s*. 6*d*. sterling; that in 1849 for a similar cause his vessel, having proceeded on to Quebec, was ordered to return to Grosse Isle, the expense attending which amounted to 100*l*. sterling, for both which sums he prays your Excellency to grant indemnity to the owners of the said vessel:

And on the Despatch from Sir John Pakington, No. 42, dated Downing Street, 30th June 1852, transmitting the copy of a letter from Messrs. Harvey and Co. of Limerick, representing the detention of the above mentioned vessel at Quebec and Grosse Isle, on apparently insufficient grounds, and requesting your Excellency will cause inquiry to be made into the facts of the case:

In both the instances above referred to, the detention arose from the late period at which the navigation opened, which prevented a timely organization of the Quarantine Establishment at Grosse Isle.

The greater part of the loss complained of in 1849, was owing to the vessel having passed the station, and proceeded on to Quebec, without examination, for which reason she was ordered to return. The detention in 1852 arose from the cause above mentioned, viz. the lateness of the season; and the committee, on investigation, having ascertained that no blame can be attached to any of the officers of Government in respect to such detentions, which were not of an unreasonable duration, they do not recommend that the indemnity prayed for be awarded.

Certified,
(Signed) Wm. H. LEE.
Acting C.E.C.

No. 3.

No. 3.

COPY of a DESPATCH from the Earl of ELGIN to the Right Hon.
Sir JOHN S. PAKINGTON Bart.

(No. 117.)

Government House, Quebec, December 24, 1852.
(Received January 10, 1853.)

SIR,

I HAVE the honour to transmit herewith the chief emigrant agent's abstract quarterly return of emigrants arrived at Quebec during the quarter ending 30th November, with a return of the prices of labour, provisions, and clothing during the same period.

I have, &c.
(Signed) ELGIN AND KINCARDINE.

The Right Hon. Sir John S. Pakington, Bart.,
&c. &c. &c.

No. 2.

QUARTERLY RETURN.

PRICES.

RETURN showing the AVERAGE RETAIL PRICES of PROVISIONS and CLOTHING in the Colony of CANADA EAST, in the Quarter ended 30th November 1852; Close of the Navigation.

ARTICLES.	Quantity.	Average Prices (in Sterling.)		
		£	s.	d.
Bread	per 6 lb. loaf	0	0	6½
Butter	„ lb.	0	0	10
Beef, Mutton, Veal, and Pork	„ „	0	0	3
Coals	„ chaldron	1	0	0
Candles	„ lb.	0	0	6
Cheese	„ „	0	0	4
Coffee, ground	„ „	0	0	9
Eggs	„ dozen	0	0	6
Flour, fine	„ barrel	0	18	6
Fish, dry Cod	„ cwt.	0	9	0
Do. green	„ „	0	6	9
Firewood	„ cord	0	10	0
Herrings	„ barrel	1	0	0
Milk	„ quart	0	0	3
Oatmeal	„ cwt.	0	10	0
Pepper	„ lb.	0	0	8
Potatoes	„ bushel	0	1	6
Rice	„ lb.	0	0	2½
Soap, Yellow	„ „	0	0	3
Sugar, Brown	„ „	0	0	4
Salt	„ bushel	0	0	10
Tea, Black	„ lb.	0	1	10
CLOTHING.				
Shirts, Cotton	each	0	2	0
Shirts, Flannel	„	0	4	0
Blankets, Common	per pair	0	10	0
Flannel, for Drawers or Women's Petticoats	„ yard	0	1	6
Cloth, Broad for Coat or Trousers	„ „	0	7	6
Shoes, Strong, for Men	„ pair	0	6	0
Boots, do. do.	„ „	0	10	0
Shoes, do. for Women	„ „	0	4	6
Boots, do. do.	„ „	0	7	6

P.S.—Since the above date, Flour has advanced in price to 24s. sterling per barrel.
 „ Bread „ „ 8½d. per 6 lbs.

A. C. BUCHANAN,
 Chief Agent.

No. 3.

QUARTERLY RETURN.

WAGES.

RETURN showing the AVERAGE WAGES of MECHANICS and others in CANADA EAST, for the Four Months ended 30th November 1852.

Trade or Calling.	Average Wages per Diem, without Board and Lodging (in Sterling.)	Average Wages per Diem, with Board and Lodging (in Sterling.)	Average Wages per Annum, with Board and Lodging (in Sterling.)	Highest and lowest Rates per Diem, without Board or Lodging (in Sterling.)	
				Highest.	Lowest.
	s. d.			£ s. d.	£ s. d.
Bread and biscuit bakers -	4 6	- -	- -	0 6 0	0 3 9
Butchers -	4 6	- -	- -	0 5 6	0 3 6
Bricklayers -	6 0	- -	- -	0 7 6	0 5 0
Brickmakers -	5 0	- -	- -	0 6 0	0 4 0
Blacksmiths -	5 0	- -	- -	0 6 0	0 4 6
Curriers -	4 0	- -	- -	0 5 0	0 3 9
Carpenters and joiners -	6 0	- -	- -	0 7 6	0 5 0
Cabinet-makers -	5 0	- -	- -	0 6 0	0 4 0
Coopers -	4 0	- -	- -	0 4 6	0 3 6
Carters -	3 6	- -	- -	0 4 0	0 3 0
Cooks, women -	Engaged by the month		- -	1 0 0	0 15 0
Dairy women -	Ditto - ditto		- -	0 15 0	0 10 3
Domestic servants, female -	Ditto - ditto		- -	0 12 6	0 8 0
Dressmakers and milliners -	1 3	- -	- -	0 2 0	0 1 0
Farm labourers -	3 6	- -	- -	0 4 0	0 2 9
Gardeners -	Engaged by the month		- -	4 0 0	3 5 0
Grooms -	Ditto - ditto		- -	2 10 0	2 0 0
Millwrights -	5 0	- -	- -	0 6 0	0 4 0
Millers -	4 6	- -	- -	0 6 0	0 4 0
Painters -	5 0	- -	- -	0 6 0	0 4 6
Plasterers -	5 0	- -	- -	0 6 0	0 4 0
Plumbers and glaziers -	5 0	- -	- -	0 6 0	0 4 0
Printers and bookbinders -	Engaged by the month		- -	6 6 0	5 0 0
Quarrymen -	4 0	- -	- -	0 5 0	0 3 9
Ropemakers -	3 9	- -	- -	0 7 0	0 3 0
Sailmakers -	5 0	- -	- -	0 6 0	0 3 9
Sawyers -	5 0 or 4s. 6d. per 100 feet.		- -	-	-
Shipwrights and boat-builders -	5 0	- -	- -	0 6 0	0 4 6
Shoemakers -	4 0	- -	- -	0 5 0	0 3 9
Slaters and shinglers -	3 6 or 4s. 6d. per 100 shingles.		- -	-	-
Stonemasons -	6 0	- -	- -	0 7 6	0 5 0
Stonecutters -	5 0	- -	- -	0 6 0	0 4 6
Tailors -	4 0	- -	- -	0 4 6	0 3 6
Tanners -	4 0	- -	- -	0 5 0	0 3 6
Tin-smiths, braziers, &c. -	4 6	- -	- -	0 6 0	0 3 9
Wheelwrights -	4 0	Very few employed.		-	-
Whitesmiths -	5 0	- -	- -	0 6 0	0 4 6
Charge for board and lodging for mechanics and labourers, per week -	10 0	- -	- -	0 12 6	0 8 0
Labourers in Public Works -	4 0	- -	- -	-	-

A. C. BUCHANAN,
Chief Agent.

CANADA.

No. 4.

1st.—What funds have been placed at your disposal during the past quarter for the relief of emigrants?

1,391*l* 9*s*. 7*d*., to cover expenditure of emigration department from 30th June to 31st August.

2d.—State the description of labour which is in request in the colony?

In consequence of the construction of railways in Upper Canada, and other public works of a similar nature in this section of the province, the demand for common labourers at advanced wages has been unusually great. Mechanics of almost every description, such as masons, bricklayers, carpenters, blacksmiths, tailors, shoemakers, cabinet-makers, and wheelwrights are also sure of employment at good wages.

Properly qualified female domestic servants, cooks, &c. are much wanted. The difficulty of finding efficient persons for this essential branch of domestic comfort and economy is generally felt.

3d.—Would the rate of emigration of the last quarter satisfy the existing demand for labour?

No. A much greater number would have readily obtained employment; and as additional public works are to commence in the spring, the demand for labour is certain to be greater in 1853 than it has been in 1852.

4th.—State any particulars relative to emigration, the demand for labour, and the means of remunerating it, which you think may be useful?

I can only add, in addition to what is above stated, that the past season has been uncommonly healthy, and that I know of no better market for labour, or the means for remunerating it, than that which is furnished by the present outlay on public and private undertakings, of almost every description, which have been and are now in actual operation throughout the province.

No. 4.

No. 4.

COPY of a DESPATCH from the Earl of ELGIN to the Duke of NEWCASTLE.

Government House, Quebec, February 23, 1853.

(Received March 15, 1853.)

MY LORD DUKE,

I HAVE the honour to enclose herewith the Report of the Chief Agent of Emigration to Canada for the year 1852, and I venture to request your Grace's attention to the interesting information which it conveys with respect to the industrial prospects of the Province.

I have, &c.

(Signed) ELGIN AND KINCARDINE.

His Grace the Duke of Newcastle,
&c. &c. &c.

Encl. in No. 4.

Enclosure in No. 4.

Office of Her Majesty's Chief Agent for the Superintendence of Emigration to Canada,
Quebec, 30th December 1852.

MY LORD,

I HAVE the honour to submit to your Excellency, for the information of Her Majesty's Government, my annual report of the emigration into this province during the season of 1852, accompanied by the usual statistical tables.

A synopsis of this year's emigration will be found in the Appendix. On reference to this table it will be seen that the total number that left Europe was 37,587 steerage and 523 cabin passengers. There were born on the passage 64; forming a total of 38,174. The deaths were, at sea 164, and in quarantine 18; making the mortality 182, and leaving 37,992 as the number of emigrants landed in this province from the United Kingdom and the continent of Europe. To this amount must be added 1,184 persons from the lower provinces; making the total number of persons landed in this colony 39,176. This number as compared with the emigration of 1851, shows a decrease of 1,900, equal to $4\frac{1}{2}$ per cent., in this year's emigration.

The following is a comparative statement of the emigration of the last two years:—

	1851.	1852.
From England - - -	9,677	9,276
Ireland - - -	22,381	15,983
Scotland - - -	7,042	5,477
Continent of Europe - -	870	7,256
Lower provinces - - -	1,106	1,184
	<u>41,076</u>	<u>39,176</u>

This statement shows that from English ports there has been a decrease of 4.14 per cent., from Ireland 28.59 per cent., and from Scotland 22.78 per cent., while, on the contrary, from the continent of Europe, the emigration has increased nearly ninefold. From the lower ports there has been a small increase of $7\frac{1}{2}$ per cent. The very large increase in the emigration from the continent of Europe has nearly compensated for the decrease from the United Kingdom. The emigration from Liverpool should more properly be placed under the head of Ireland, as fully seven eighths of the emigrants from that port are natives of Ireland. A reference to the passenger lists of the vessels from that port shows, that of the emigrants embarked there were, natives of

Ireland - - -	3,551
England - - -	514
Scotland - - -	14
Foreigners - - -	88
	<u>4,167</u>

There were also 69 natives of Ireland on board of vessels from Scotland, and 12 foreigners from other ports in England.

The emigration from Europe may therefore be classed as follows:—

Natives of England - - -	5,611
Ireland - - -	19,603
Scotland - - -	5,422
Germans - - -	5,159
Norwegians - - -	2,197
	<u>37,992</u>

On further reference to this return (Table No. 1.), it will appear that the number of vessels engaged in the passenger trade from Europe generally was 345, measuring 140,317 tons, and navigated by 4,973 seamen. Of this number 33 were foreign vessels, 10,886 tons, 432 seamen, 29 of which came from continental ports, and 4 from Ireland.

Of the whole number of passenger ships, 20 brought exclusively cabin passengers. 67 had not a sufficient number on board to bring them within the the Passengers Act.

Eighty-eight had less than 100 persons on board, 113 under 200, 34 under 300, 15 under 400, 2 under 450, and 4 vessels had over 500 persons on board. The greatest number on board any one vessel was 619. 43 of these vessels made two voyages during the season, so that 302 vessels were employed in the conveyance of emigrants to this port within the year.

The adult passengers on board the whole number of vessels (345) were 31,002, while these vessels, under the Passenger Act, would have been permitted to carry 65,185, exclusive of their crews.

The 135 vessels from England might have legally carried 18,537 adult passengers more than the number embarked.

The 67 vessels from Scotland might have carried 11,485 more, and the 96 vessels from Ireland 3,720, and the 47 vessels from foreign ports had their full complement to within 469.

The average length of passage to the quarantine station was, from England 31, from Ireland 43, from Scotland 32, and from the continent of Europe 52 days; being a small decrease on that of 1851.

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Table No. 2.

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 in the Appendix.

The whole number of deaths among 4,856 steerage emigrants from England, excluding the port of Liverpool, was but 12, or equal to 0.25 per cent.; among 20,051 from Ireland, including Liverpool, 101, equal to 0.50 per cent.; among 5,372 from Scotland 17, equal to 0.32 per cent.; and among 7,239 from the continental ports 52, equal to 0.72 per cent.

The greatest mortality from any port in the United Kingdom was from Liverpool, 48, equal to 1.15 per cent., and of the foreign emigration from the port of Christiana the deaths were 14, equal to 1.38 per cent.

The whole number of deaths in hospital at Gross Isle was but 18; a smaller number, in proportion to the amount of the year's emigration, than was ever known since the opening of that establishment.

Upon the whole the emigration of this season has been most satisfactory as to health, the whole mortality during the passage and at Grosse Isle being only 0.46 per cent. on each 100 persons embarked. In support of this favourable view I would beg to submit copy of report received from Dr. Douglas, which will be seen in the Appendix.

Shipwrecks.

I regret to have to report the loss of four emigrant vessels during the past season, attended in one case with considerable loss of life.

The barque "Olive Branch," from Stockton, was struck by an iceberg on the morning of the 27th April, about 20 miles from Cape Gaspé, from the effects of which she sunk in about 15 minutes. The passengers, 27 in number, with a crew of 11 men, took to the boats, and were fortunately picked up by Captain Harris, of the ship "Anthracite," a short time after the disaster, and brought to this port in safety. The British barque "Nerio," Day master, from Antwerp, with 69 passengers, bound to Montreal, was totally lost on the Bird Island Rocks on the 20th May. The passengers with difficulty effected a landing on the rocks, from which they were taken off by Captain Hoodless, of the brig "Retreat," and Captain Feaster, of the "Dowthorp," and brought to this port. Captain Day was bound by his charter to have forwarded his passengers on arrival at Montreal to New York. He, however, proceeded, with a part of his crew and the materials saved from the wreck, in a schooner to Miramichi, and on reporting the loss of his vessel and cargo to his consignees at Montreal he made no reference whatever to his passengers, or to the obligations contained in his charter, which, had he come on to this port, he would have been obliged to carry out. These unfortunate people landed here perfectly destitute, having lost all their baggage, and had to be sent forward to their destination by the provincial Government. The expense of doing so, together with the amount paid to the masters of the vessels that brought them from the wreck, has involved the department in an expense of 108*l.* 19*s.* 11*d.* sterling. An application for the repayment of this sum has been made on the owners of the "Nerio," but with what success it has not yet been ascertained.

The Prussian barque "Lessing," from Hamburg, with 207 passengers, was lost on the coast of Labrador on the 10th June; all saved, with the greater part of their luggage. Captain Neumann chartered two schooners, and brought all his passengers on to this port at the ship's expense, showing a marked contrast in his conduct to that of Captain Day.

The fourth and last vessel was the brig "Trusty," Captain Foster, from Scarborough, with 134 passengers, lost near Cape Gaspé on the 22d June, when 13 of the passengers with 5 of the crew were unfortunately drowned. Captain Foster engaged three schooners, and brought the remainder of his passengers, with what luggage they had succeeded in saving, to this port.

Imperial Passenger Act.

It has not been found necessary to proceed against the masters of any of the vessels for violation of the Passenger Act during the past season. The passengers by two vessels lodged complaints for detention after the day fixed for sailing, claiming subsistence money. On representations being made to the masters, the demands were promptly and amicably settled. As by the new Imperial Passenger Act of 1852 the issue of provisions daily is made obligatory, a recurrence of these complaints will be prevented in a great measure. This Act, which came into force on 1st October last, contains many improvements on the former Act, and would appear to provide for the protection of the emigrant to as great a degree as it is possible for legislation to effect.

Table No. 3.

Table 3 is a statement of the number of persons who have received assistance, either from the landlords or from the parish, in aid of their emigration, showing the sums paid on landing here, by whom remitted, and through whom paid. From this return it will be seen that 3,544 persons received landing money on their arrival at this port, amounting to the sum of 2,600*l.* 14*s.* 6*d.* sterling, 1,634*l.* 19*s.* of which was paid through this department, and 965*l.* 15*s.* 6*d.* by the masters of vessels and through agents in this city, and 1,162 persons appear, from the information obtained from them, to have been furnished with a free passage only, with the exception of 234 persons from the Carlow Union, who stated they were paid their gratuity on embarkation at Liverpool.

The number from England sent out under the superintendence of the Poor Law Commissioners was 465, to whom was paid the sum of 387*l.* 8*s.* 8*d.* on landing, being at the rate of 1*l.* sterling each adult, and 83 were aided by their landlords.

From Scotland the number assisted was 606. 75 families—453 souls—were sent out by Sir James Matheson from Lewis, who amply provided for them during their passage, and

on arrival they were forwarded to where suitable employment offered. 18 families proceeded to Sherbrooke, and 57 to Hamilton. The expense of their transport, amounting to 298*l.* 6*s.* 3*d.* currency, was defrayed by Sir James Matheson. They were also allowed on leaving the vessel a week's rations.

The remainder, 153 persons, were assisted to emigrate by their respective landlords; they were provided with a free passage to Montreal, and received 20*s.* sterling each, paid previous to embarkation.

The number aided in their emigration from Ireland was 3,350 persons, being a decrease of 2,621 of the same class in 1851. Of this number 2,403 were sent out by various unions, and 937 by their landlords. Of this number 2,454 received a gratuity on landing, 2,179 of whom were paid their money through this department, amounting to 1,704*l.* 7*s.* 6*d.* sterling, and 275 were paid through other agents 138*l.* 0*s.* 1*d.*

234 paupers from the Carlow Union were paid their money on embarkation, and 662 do not appear to have received anything beyond a free passage. The majority of those sent out by the Poor Law Unions and by their landlords were from the counties of Limerick, Tipperary, and Waterford.

The following return will show the proportion of males, females, and children sent out by each union, with the amount of assistance allowed them on landing here:—

Name of Union.	Males.	Females.	Children.	Total.	Amount Sterling.
					£ s. d.
Nenagh - - -	63	258	66	387	251 8 0
Newcastle - - -	29	393	139	561	431 0 0
Kiladysart - - -	9	140	—	149	112 5 0
Rathkeale - - -	28	130	67	225	212 0 0
Croom - - -	14	130	58	202	172 10 0
Kilrush - - -	5	34	—	39	28 12 6
Roscommon - - -	—	84	—	84	84 0 0
Strokestown - - -	1	55	—	56	56 0 0
Ennistymore - - -	—	12	—	12	7 10 0
Dunfunaghy - - -	3	6	12	21	7 7 0
Derry - - -	4	17	12	33	17 0 0
Killflyn - - -	5	10	17	32	20 15 0
Rathdrum - - -	31	94	56	181	124 0 0
Baltinglass - - -	29	122	46	197	180 0 0
Carlow - - -	68	108	58	234	—
Landlords - - -	56	124	95	275	138 0 1
Ditto - - -	164	226	272	662	—
Unions in England - - -	177	143	228	548	387 8 8
Landlords, Scotland - - -	192	177	237	606	298 6 3
Continent - - -	45	37	90	172	72 12 0
Ditto - - -	22	2	6	30	—
	945	2,302	1,459	4,706	2,600 14 6

This table shows a large preponderance in the females and children over the male adults, arising from the emigrants sent from the Irish unions being principally female adults. This is a class of emigrant much needed in this colony, owing to the difficulty of obtaining female domestic servants throughout the country; a difficulty which is annually increasing.

The number sent out by the Irish unions, and consigned to the special care of this department, were as follows:—

- 161 male adults.
- 1,269 female adults.
- 371 children under 14 years.

It affords me much satisfaction to be able to offer my testimony as to their orderly and correct conduct, both during their passage, as testified by the several masters of the vessels in whose charge they were placed, as well as after their arrival in this country, and which I have had occasion from time to time to allude to in the notes appended to my semi-monthly reports, copies of which will be found in the Appendix.

I would also beg to refer your Excellency to the correspondence which this department has had with Mr. Duncan, Poor Law Inspector, Newcastle Union, and with Mr. O'Brien, Inspector of the Roscommon Union, which will be seen in the Appendix. As this correspondence bears exclusively on this class of our emigration, and enters fully into the details of their reception and disposal, I have considered it of sufficient importance to add it as an accompaniment to this report; and I cannot allow this opportunity to pass without expressing the satisfaction it has afforded me to find the recommendations I deemed it my duty to offer were so promptly acceded to.

A party of foreign paupers, 172 souls, chiefly females and children, were sent out by the Bavarian Government. They were from Otterstadt near Seyer. A remittance was made to a commercial firm in this city for their benefit on arrival, amounting to 8*s.* 6*d.* currency

CANADA.

each, but which was wholly insufficient to provide for their support, and enable them to reach such points as would afford them suitable employment.

They consequently had to be assisted by this department to reach Hamilton, and arrangements were made which secured employment on the public works in that district for all the men able to work.

It may be deemed advisable to impose some restrictions upon the future introduction of foreign paupers of this class, unless a more ample provision is made for their assistance on landing in this province, as their ignorance of our language makes it difficult for them to obtain suitable employment, and renders them liable to become a charge on the local authorities, upon whose bounty they have no legitimate claim for support.

Table No. 4.

Table No. 4. of this Appendix contains a return of the male adult emigration, distinguishing trades and callings:

The total number of males embarked was 13,633, being but 87 less than in 1851. Of these there appears to have been but 531 artisans or tradesmen; the agriculturists and farm servants number 5,097, labourers, 6,930, merchants clerks, &c., 50, gardeners, 25.

Table No. 5.

Table No. 5. presents the usual general hospital returns, showing the number of emigrant patients admitted for medical relief, with the results, at the Quarantine Establishment, up to its close on the 14th October, at the Marine and Emigrant Hospital, to the 30th December, and at the Montreal General Hospital to same period, from which it appears that the total number of cases under treatment during the season in Canada East was 763, and the total deaths 57. The mortality, when compared with the year 1851, shows a decrease of 82 persons, viz., 33 less at Gross Isle, 34 at Marine Hospital, Quebec, and 15 at the General Hospital, Montreal.

Table No. 6.

Table No. 6. shows the amount of the emigration landed in the province from the year 1829 inclusively. The total number landed at the port of Quebec since that period has been 735,305, affording an average of 30,637 per year for twenty-four years past.

Expenditure.

The expenditure of the Emigration Department, including the expenses of the Gross Isle Establishment, and other charges connected with the cure of the sick, amounts to 9,760*l.* 1*s.* 2*d.* Of this there was disbursed by the Commissariat Department for the expenses of the Quarantine Establishment, 2,406*l.* 12*s.* 10*d.* as follows:

	£	s.	d.
Pay of Quarantine Establishment	-	-	1,377 16 6
Supplies of Hospital	-	-	154 8 10
Miscellaneous implements and stores	-	-	35 19 6
Fuel and wood	-	-	132 6 0
Cartage	-	-	36 8 11
Steamboat transport	-	-	594 0 0
Travelling and contingent expenses	-	-	35 11 9
Stationery and advertising	-	-	40 1 4
Labour performed in washing, &c.	-	-	
			<hr/> 2,406 12 10
Amount expended under the authority of Board of Works for buildings, repairs, &c. at Gross Isle			902 5 1
Pay and allowance of party at Gross Isle from 1st to 14th October			22 8 5
Steamboat services in October			27 10 0
Sundry small accounts, stationery, advertising			18 12 6
Allowance for hire of horse and carriage for use of Roman Catholic missionary			12 16 6
Pay of Messrs. Parant and Nault, inspecting physicians for the port of Quebec, during the season of navigation			311 4 10
			<hr/> 3,701 10 2
Total quarantine expenses			
Amount of expenditure incurred for the medical cure and treatment of the emigrants admitted to the Marine and Emigrant Hospital, from 1st January to 31st December 1852, as per account rendered			422 15 0
Paid to Grey Nuns for one year ground rent for the hospital and sheds at Montreal			158 10 0
The balance was disbursed for emigration purposes through the agents for this department as follows:			
For relief and assistance of emigrants	4,015	9	2
For agencies	1,461	16	10
			<hr/> 5,477 6 0
Currency	£	9,760	1 2

The outlay of this department, was as follows:—

At Quebec:—		£	s.	d.	£	s.	d.
For transport and provisions	-	1,706	12	3			
Agency	-	171	16	6			
		<hr/>			1,878	8	9
At Montreal:—							
For transport and provisions	-	1,678	3	10			
Agency	-	281	15	11			
		<hr/>			1,959	19	9
Toronto and Kingston:—							
For transport and provisions	-	630	13	1			
Agency	-	1,008	4	5			
		<hr/>			1,638	17	6
		<hr/>			5,477	6	0

The number of persons forwarded from Quebec was:—

To Montreal	-	4,705½
To Toronto and Hamilton and British ports on Lake Erie	-	1,036
To Buffalo and Chicago	-	412½
United States via Lake Champlain	-	89½
		<hr/>
		6,243½

No. assisted.

At an average cost of 5s. 5½d. each adult.

From Montreal:—

To Western Canada via River St. Lawrence	-	2,700
To Bytown and settlements on Ottawa River	-	604
To Sherbrooke eastern townships	-	117
To United States via Lake Champlain	-	179
To Buffalo	-	98
		<hr/>
		3,698

At an average cost of 9s. 1d. each adult.

The number of persons assisted at the agencies in Western Canada, Kingston, and Toronto was 2,784, at an average cost, including provisions, of 4s. 6d. each adult.

The total number of cases which were examined into and relieved at the several agencies of this department was 12,725 adults, at an average cost for transport and provisions of about 6s. 3d. each.

This statement, when compared with that of 1851, shows a decrease in the number of persons assisted of 3,413, and in the amount of expenditure of 494l. 14s. 2d.

The total expenditure under the superintendence of this department in

	£	s.	d.
1851 was	-	5,884	3 11
1852 was	-	5,477	6 0

Decrease £ 406 17 11

The expenditure of this department during the past season was equal to 2s. 11d. on each steerage passenger above one year landed at this port.

The extent of assistance afforded at the Quebec agency on the emigrants of each country was as follows:—

- English 9 per cent.
- Irish 27 per cent.
- Scotch 2 per cent.
- Foreign 12 per cent.

The Emigrant Fund of 1852 amounts to 9,494l. 10d. currency, constituted of the Emigrant Fund. emigrant tax collected at the ports of Quebec and Montreal, and the annual appropriation of 1,500l. sterling from the Imperial Government for the payment of agents salaries.

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

	£	s.	d.
At Quebec: 24,234 adults @ 5s.	-	6,058	10 0
8,177 children, five to fifteen years, @ 3s. 9d.	-	1,533	3 9
76 uncertified, @ 47s. 6d.	-	180	10 0
Commutations	-	17	3 4
			<hr/>
			7,789 7 1
Less charge for expense of collecting, Custom House boat, &c.	-	250	0 0
			<hr/>
			7,539 7 1

		£	s.	d.	£	s.	d.
CANADA.	At Montreal:	410 adults @ 5s.	-	-	102	10	0
		145 children @ 3s. 9d.	-	-	27	3	9
					<hr/>		
					129	13	9
					<hr/>		
					Net tax received		
					7,669	0	10
					Imperial appropriation, 1,500L sterling		
					1,825	0	0
					<hr/>		
					£	9,494	0 10
					<hr/>		

On a comparison of this amount of resources with the amount of expenditure it leaves a deficiency of 343*l.* 4*s.* 4*d.*

A deficiency in the resources of the department I fully anticipated in my report of last year, in consequence of the reduction in the amount of tax levied under the Provincial Act 14 & 15 Vict. c. 78., which came into force 1st November 1851. The decrease in the amount received under this Act on the emigration of the past season was equal to the sum of 3,722*l.* 8*s.* 11*d.* currency.

The fund has also suffered a loss equal to 66*l.* 6*s.* 3*d.* on the shipwrecked emigrants, as no duties are collected unless the vessel arrives in port and enters at the Custom House.

Bonds.

Bonds were taken in but two cases during the past season under the Provincial Act, 12 Vict. c. 6. Both were commuted under the authority allowed by the Act 14 & 15 Vict. c. 3., the parties having relations in Upper Canada who were anxious and willing to provide for them. The bonds were commuted in a sum sufficient to cover all the expenses attending their removal from this to the care of their friends.

The whole amount chargeable on the Emigrant Fund during the past season amounted to 5*s.* 4*d.* on each emigrant embarked from Europe, exclusive of children under 1 year; and the actual amount of emigrant tax received was but equal to 4*s.* 4*d.*

Distribution.

Owing to the increased facilities and means of inland transport caused by so many lines of propellers and steamers proceeding direct from Montreal to almost every port on Lake Ontario and Erie, Mr. Hawke reports that he has found it impossible to ascertain the number of emigrants that enter Upper Canada with any degree of correctness.

It appears from the returns furnished by the agent at Montreal that there proceeded—

To Western Canada	-	-	-	-	31,600
To the Ottawa country	-	-	-	-	2,500
Settled in Montreal, and employed in the eastern townships	-	-	-	-	1,100
Went to the United States via Lake Champlain	-	-	-	-	2,800
Remaining in the district of Quebec	-	-	-	-	1,176
					<hr/>
					39,176
					<hr/>

Of those who proceeded to Western Canada it is estimated that about one third went direct to the Western States. Of this number 5,000 were foreigners; Norwegians and Germans. This would leave about 26,000 of the emigration received by the "St. Lawrence" as remaining in Canada. There has, however, been a very considerable emigration into Western Canada by the route of the United States, which, in the absence of any positive data, I should estimate at from 3,000 to 4,000; among these there was a large party of Germans; so that the province, it is estimated, has received an accession to its population from emigration of the past season of at least 30,000 souls.

The emigration of 1852 has, on the whole, been most satisfactory; healthy beyond any previous year. They have generally been well clothed, and comfortable in appearance; presenting none of that squalid misery which in previous years I have felt called upon to notice.

The decrease in the number of paupers, when compared with that of last year, and the more liberal provision which has been made for them, has also had a favourable effect; and this, coupled with the unprecedented demand which existed for labourers of all descriptions, has relieved this department of any anxiety as to their future success.

Emigration from Lower Ports.

The emigration from the lower ports presents a small increase over that of last year. They were from Cape Breton, Prince Edward's Island, and New Brunswick, chiefly Scotch or their descendants, who, having disposed of their farms, are removing to Western Canada to settle. A considerable number stated their destination to be Goderich, and the settlements bordering on Lake Huron.

Foreign emigration.

The foreign emigration of the past season shows a large increase over that of 1851; and the opinion expressed in my report of last year, as to the increase which would take place in this class of our emigration, when the advantages of the St. Lawrence route would become more generally known, have been fully realised; and, from the satisfaction expressed by the emigrants and the masters of foreign vessels engaged in this trade, I anticipate a further increase during the season of 1853.

Considerable exertions are also being made by private individuals interested in this section of the province to encourage the introduction of a healthy foreign emigration, with the view to their becoming permanent settlers.

The whole of the Norwegians of the past season proceeded direct to Melwaukie on Lake Michigan. They appeared generally in comfortable circumstances. Several parties, I am aware, brought out a considerable amount of money.

Of the Germans, about 2,000 are estimated as having remained in this province. They all proceeded to Hamilton, where a large number found profitable employment; and a number of families possessing capital, I am informed, had purchased farms in the German settlements in the Waterloo and Perth districts.

The appointments which your Excellency was pleased to sanction, of a German interpreter at this and the Montreal agency during the past season, has been found of essential service, and has enabled this department to communicate freely, and to afford the necessary advice and protection to this class of our emigration.

Several of the emigrant vessels from foreign ports during the past season were found, on arrival here, to have on board a much greater number of persons than they could have legally carried under the laws of England or the United States; and as no law exists regulating the carriage of emigrants from foreign ports to this province, beyond those which may exist at the ports from whence the emigrants sail, it may be considered necessary, in order to prevent over crowding, and to protect the province from the introduction of disease, that a provincial law should be passed to meet all cases not provided for under the Imperial Passenger Act of 1852.

I consider that, in order not to impose any unnecessary restriction on this growing branch of our trade, to regulate the number of passengers according to the space and tonnage check, and to require a list of the persons on board to be deposited with the chief officer of Customs in the manner and form prescribed by the Imperial Act, is all that would be necessary.

From a return of the emigration to the port of New York, it appears that the number arrived to the close of the year was 299,504, being an excess of 9,903 over that of 1851. The numbers from the United Kingdom show a decrease of 44,587; the numbers in 1851 were 201,570, and in 1852 156,983. The falling off is altogether from Ireland, which amounts to 47,719. The numbers from England, Scotland, and Wales show a small increase on each. The great increase has been among the Germans, which, from 69,883 in 1851, reached 118,126 during the past year.

I was in hopes of being able to ascertain the extent of mortality during the passage among the emigrants arriving at New York, but am informed that no correct information can be obtained upon this important subject.

With reference to the prospects and demand for labour in 1853, I consider them most satisfactory.

The immense railway system now undertaken by these provinces will greatly stimulate general prosperity, involving, as it will, the introduction and expenditure of a large amount of capital, which will secure steady and profitable employment for the labouring classes for several years to come, so that Canada never presented a more favourable opening for the reception of all classes of Her Majesty's subjects, or such others as may desire to seek a comfortable home. The demand for labour is on the increase, and some apprehension exists that a scarcity will be felt during the ensuing season. The wages paid during the greater part of the year to common unskilled labourers was 4s. sterling per day. Should, therefore, the emigration of 1853 experience any considerable decrease, which I fully anticipate, owing to the improved and satisfactory condition of that class in the mother country, and the great impetus given to emigration since the gold discoveries in our Australian colonies, the railroads already under contract may be considerably retarded, and both public and private enterprise materially suffer.

In confirmation of this opinion, I would submit the following extract of a report recently received from Mr. Hawke:

"As to the prospects for 1853, I have conversed with many intelligent persons on the subject, and they are of opinion that able-bodied unskilled labourers will be able to command a dollar per day throughout the spring and summer months. Agricultural labourers must either get equal wages, or the farmers will not be able to retain them in their service. As these extensive works will not be completed for several years, and as such a large outlay of money will stimulate every other branch of business, I do not think it will be possible to overstock the labour market for many years to come. In fact the prospects before us are of the most cheering description, and capitalists, merchants, mechanics, farm servants, and common labourers may safely calculate on finding in Canada an abundant demand for skill, capital, and labour, to a profitable as well as to an almost unlimited extent."

I may also remark, that agents from the United States were in this city in the month of September, distributing printed notices requiring 10,000 men on the Illinois Central Railroad, 370 miles long, wages one dollar per day, with steady employment for three years.

The Emigration Department has experienced a loss during the past season in the death of the agent at Kingston, Mr. Anthony Hawke, who had for 12 years faithfully and zealously discharged the duties of his office; his death was hastened from the effects of a severe attack of typhus fever, which he contracted in 1847, and from which he never completely recovered.

I have endeavoured to bring before your Excellency a brief review of the transactions of this department during the past year; for further detailed information respecting which I beg to refer your Excellency to the accompanying Appendix.

All of which I respectfully submit to your Excellency's favourable consideration.

I have, &c.

A. C. BUCHANAN,

Chief Agent.

APPENDIX.

No. I.

RETURNS 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 Souls employed, and the average Length of Passage, during the Season of 1852.

WHENCE.	Number of Vessels.	Average Days on Passage.	Tonnage.	Number of Seamen.	NUMBER EMBARKED.						Total Steerage.	DEATHS ON THE PASSAGE.							
					Adults.		Children, 1 to 14 years.		Infants.	Total Souls on board.		Births.		Adults.		Children, 1 to 14 Years.		Infants.	Total.
					M.	F.	M.	F.				M.	F.	M.	F.	M.	F.		
					Cabin Passengers.							M.	F.	M.	F.				
England	135	92½	55,824	1,921	3,378	2,157	1,448	1,309	493	9,085	8	2	5	14	11	18*	53		
Ireland	96	44½	36,591	1,414	4,811	5,864	2,408	2,912	496	15,891	10	9	5	11	8	8	43		
Scotland	67	39½	34,010	1,057	2,130	1,488	799	711	214	5,372	4	1	3	4	2	6	16		
Continent of Europe	47	55½	19,892	581	2,795	2,064	1,082	915	383	7,239	12	18	6	17	11	15	52		
Lower Ports, &c.	74	-	-	-	519	915	202	105	30	1,171	-	-	-	-	-	-	-		
Total	419	39	140,317	4,973	13,633	12,188	5,939	5,352	1,646	38,738	34	30	17	46	32	47	164		

(continued)

WHENCE.	DEATHS IN QUARANTINE.						TOTAL LANDED IN THE COLONY.						Grand Total landed in the Colony.		
	Adults.		Children, 1 to 14 Years.		Infants.	Total Deaths.	Adults.		Children, 1 to 14 Years.		Total Steerage.	Infants.		Total.	Grand Total landed in the Colony.
	M.	F.	M.	F.			M.	F.	M.	F.					
England	-	2	3	2	-	7	3,373	2,450	1,206	4,804	5,746	485	6,035	241	9,276
Ireland	4	4	1	-	1	10	4,706	5,655	2,904	7,192	8,159	506	15,857	126	15,983
Scotland	1	-	-	-	-	1	2,126	1,487	795	2,921	2,106	243	5,960	117	5,477
Continent of Europe	-	-	-	-	-	-	2,792	2,058	904	2,857	2,923	398	7,217	39	7,256
Lower Ports, &c.	-	-	-	-	-	-	519	915	105	731	430	90	1,171	13	1,184
Total	5	6	4	2	1	18	13,606	12,165	5,918	19,495	17,483	1,663	38,640	536	39,176

DEATHS. 1852 - - - - - 0'46 per cent. 1850 - - - - - 0'87 per cent.
 1851 - - - - - 0'64 " 1849 - - - - - 2'73 "

No. 2.

ABSTRACT STATEMENT of the total Number of Emigrants embarked, died on the Passage and in Quarantine, with the Number of Births, and Total landed in the Colony, distinguishing the Countries and Ports whence they sailed, during the Season of 1852.

Ports whence sailed.	Number of Vessels	Passengers.		Deaths.		Births.	Landed in Colony.
		Steerage.	Cabin.	At Sea.	Quarantine.		
ENGLAND:							
Bideford	3	220	-	1	-	-	219
Bristol	6	111	14	-	-	-	125
Cardiff	2	7	-	-	-	-	7
Carlisle	1	81	-	-	-	-	81
Cowes	1	51	1	-	-	-	52
Dartmouth	1	8	-	-	-	-	8
Fowey	2	95	-	-	-	-	95
Falmouth	2	17	6	-	-	-	23
Falmouth	1	136	-	-	-	-	136
Gloucester	1	31	-	-	-	-	31
Grimsby	1	9	1,016	17	3	2	1,032
Hull	43	4,160	49	42	6	6	4,167
Liverpool	15	703	77	1	-	-	779
London	1	1	7	-	-	-	8
Llanely	3	26	14	-	-	-	40
Maryport	1	50	14	-	-	-	64
Milford	4	32	-	-	-	-	32
Newport	3	308	1	3	-	-	306
Padstow	17	1,511	25	3	1	2	1,534
Plymouth	1	-	1	-	-	-	1
Shields	1	121	-	-	-	-	121
Scarborough	2	300	-	-	-	-	300
Southampton	2	31	-	-	-	-	31
Stockton	3	17	1	-	-	-	18
Sunderland	3	14	-	-	-	-	14
Truro	2	27	11	-	-	-	38
Torquay	2	11	-	-	-	-	11
Whitehaven	1	-	3	-	-	-	3
Workington	1	-	-	-	-	-	-
	135	9,085	241	53	7	10	9,276
IRELAND:							
Belfast	6	852	-	2	-	1	851
Cork	15	2,386	22	1	-	1	2,408
Dublin	7	1,287	5	6	1	2	1,287
Donegal	2	97	-	1	2	-	94
Galway	1	10	4	-	-	-	14
Londonderry	3	454	2	6	-	1	451
Limerick	31	5,540	25	14	3	7	5,555
New Ross	10	2,832	15	9	2	4	2,840
Sligo	6	846	13	3	1	2	857
Tralee	3	538	6	-	-	-	544
Waterford	7	572	18	-	1	-	589
Westport	3	338	10	1	-	1	343
Youghal	2	139	6	-	-	-	145
	96	15,891	126	43	10	19	15,983

CANADA.

Ports whence sailed.	Number of Vessels.	Passengers.		Deaths.		Births.	Landed in Colony.
		Steerage.	Cabin.	At Sea.	Quarantine.		
SCOTLAND:							
Aberdeen - - - -	5	553	19	1	-	-	571
Ardrossan - - - -	2	102	-	-	-	-	102
Banff - - - - -	1	5	-	-	-	-	5
Dundee - - - - -	2	51	4	-	-	-	55
Greenock - - - -	2	354	8	-	-	-	362
Irvine - - - - -	1	13	-	-	-	-	13
Montrose - - - -	3	159	3	-	-	1	163
Stromness - - - -	3	150	3	-	-	-	153
Stornaway - - - -	1	450	3	1	-	-	452
Troon - - - - -	1	4	-	-	-	-	4
Glasgow - - - - -	41	3,487	77	13	1	4	3,554
Leith - - - - -	5	44	-	1	-	-	43
	67	5,372	117	16	1	5	5,477
CONTINENT OF EUROPE:							
Antwerp - - - - -	1	69	-	-	-	-	69
Bremen - - - - -	10	1,455	17	11	-	7	1,468
Hamburgh - - - -	22	3,522	3	22	-	19	3,522
Christiana - - - -	5	998	15	14	-	2	1,001
Drummen - - - - -	3	603	3	2	-	1	605
Grimstad - - - - -	1	96	-	-	-	-	96
Holmstrand - - - -	1	180	-	-	-	-	180
Ostensor - - - - -	1	42	-	-	-	-	42
Porsgrund - - - -	1	250	-	3	-	1	248
Sandiford - - - -	1	2	1	-	-	-	3
Tonsberg - - - - -	1	22	-	-	-	-	22
	47	7,239	39	52	-	30	7,256
LOWER PORTS:							
New Brunswick, Nova Scotia - - - -	-	-	-	-	-	-	-
St. John, Newfoundland - - - - -	74	1,171	13	-	-	-	1,184
RECAPITULATION:							
England - - - - -	135	9,085	241	53	7	10	9,276
Ireland - - - - -	96	15,891	126	43	10	19	15,983
Scotland - - - - -	67	5,372	117	16	1	5	5,477
Continent of Europe - - - - -	47	7,239	39	52	-	30	7,256
Lower Ports - - - - -	74	1,171	13	-	-	-	1,184
TOTAL - - - - -	419	38,758	536	164	18	64	39,176

Emigration Department, Quebec, }
December 1852.

A. C. BUCHANAN,
Chief Agent.

No. 3.

RETURN of the Number of Persons who appear to have received Assistance to emigrate, also showing the Number who received Landing Money, from whom, and through whom paid, during the Season of 1851.

Date.	Vessel.	Whence.	No. received Free Passage only.	No. received Landing Money, with Free Passage.	By whom assisted.	Paid by Emigration Department.		Paid by Agents.	
						Sterling.		Sterling.	
May 3	Laurel	London	-	43	Poor Law Unions	£	s.	d.	-
"	Queen Victoria	Plymouth	-	7	Parish	-	-	-	4 0 0
May 5	Dahlia	Ditto	-	8	Ditto	-	-	-	4 10 0
"	Jane Black	Limerick	-	209	Nenagh Union	144	6	0	-
"	Ditto	Ditto	-	39	Kilrush Union	28	12	6	-
"	Primrose	Ditto	-	12	Ennistymore Union	7	10	0	-
May 6	Good Intent	Fowey	-	5	Parish	-	-	-	5 0 0
May 8	Isabella	Hull	5	-	Ditto	-	-	-	-
May 10	Industry	Sligo	2	-	Ditto	-	-	-	-
May 13	Jane	Bristol	£9	-	Duke of Somerset	-	-	-	0 12 2
"	Ditto	Ditto	-	1	Mr. Osborne	-	-	-	-
May 24	Belle	Padstow	26	-	Parish	-	-	-	54 10 0
May 25	Ava	Southampton	-	54	Poor Law Union	-	-	-	-
May 28	Clara Symes	Liverpool	-	30	Vere Foster	30	0	0	-
June 3	Jessy	Limerick	-	178	Nenagh Union	107	2	0	-
June 6	Dunbrody	New Ross	43	-	Landlords	-	-	-	-
"	Kelrick Wood	Dublin	-	63	Ditto	-	-	-	27 1 4
June 16	Confiance	New Ross	250	-	Earl Fitzwilliam	-	-	-	-
"	Sisters	London	-	55	Poor Law Union	42	10	0	-
"	Lord Ashburton	New Ross	60	-	Earl Fitzwilliam	-	-	-	-
June 17	Governor	Limerick	-	120	Newcastle Union	57	10	0	-
"	Jane	Liverpool	74	-	Carlow Union	-	-	-	-
"	Meteor	Hull	5	-	Parish	-	-	-	-
"	Lady Campbell	Waterford	25	-	Lord Ormond	-	-	-	-
"	Collina	Gloucester	-	108	Parish	-	-	-	85 10 0
"	Rolla	Hull	11	-	Ditto	-	-	-	-
June 20	Ellison	Cork	40	30	Landlords	-	-	-	7 10 0
"	Lord Brougham	Dublin	-	89	Ditto	-	-	-	21 5 0
June 22	Ann Rankin	Glasgow	22	-	Parish	-	-	-	-
June 24	Carshalton Park	Plymouth	7	-	Ditto	-	-	-	-
June 25	California	Glasgow	90	-	Landlords	-	-	-	-
July 10	Amanda	Hamburg	30	-	Ditto	-	-	-	-
July 5	Lord Lambton	Londonderry	-	33	Derry Union	17	0	0	-
July 13	Glenlion	New Ross	10	-	Landlords	-	-	-	-
"	Empire	Ditto	10	-	Ditto	-	-	-	-
July 17	Glide	Liverpool	19	-	Hertford Union	-	-	-	-
July 26	Blanche	Stornaway	-	453	Sir J. Mathison	-	-	-	298 6 3
Aug. 2	Roderic Dhu	Cork	-	280	Newcastle Union	247	0	0	-
"	Ditto	Ditto	-	149	Killydysart Union	112	5	0	-
Aug. 5	Augusta	Sligo	5	-	Sligo Union	-	-	-	-
Aug. 15	Ann Harley	Glasgow	41	-	Landlords	-	-	-	-
Aug. 17	Perseverance	Dublin	-	35	Ditto	-	-	-	-
Aug. 18	Vittoria	Southampton	-	51	Poor Law Union	-	-	-	36 10 0
"	Leonayd Dobbin	London	-	105	Ditto	85	0	0	-
"	Chatham	Liverpool	-	21	Dunfanughy Union	7	7	0	-
Aug. 26	Jane Black	Limerick	-	225	Rathkeale Union	212	0	0	-
Aug. 30	New Zealand	Dublin	-	171	Rathdrum Union	-	-	-	114 0 0
Aug. 31	Industry	Sligo	-	84	Roscommon Union	84	0	0	-
"	Odessa	Dublin	93	-	Landlords	-	-	-	-
Sept. 8	Affiance	London	-	20	Parish	17	0	0	-
Sept. 10	Enterprize	Dublin	-	167	Baltinglass Union	-	-	-	150 0 0
"	Try-again	Cork	38	-	Lord Lansdowne	-	-	-	-
Sept. 17	Alert	Dublin	-	56	Strokestown Union	56	0	0	-
"	Ditto	Ditto	-	40	Other Unions	-	-	-	40 0 0
Sept. 21	Annandale	Liverpool	160	-	Carlow Union	-	-	-	-
Sept. 24	Hope	Limerick	-	202	Croon Union	172	10	0	-
Sept. 28	John Bull	London	-	8	Parish	8	6	6	-
"	Prince Arthur	Bremen	-	172	Bavarian Government	-	-	-	72 12 0
"	Jessy	Limerick	-	32	Killflyn Union	20	15	0	-
"	Ditto	Ditto	-	28	Lord Ashton	7	15	0	-
Sept. 30	Peri	Cork	67	-	Lord Lansdowne	-	-	-	-
Oct. 2	Georgiana	Limerick	-	161	Newcastle Union	126	10	0	-
			1,162	3,544			1,634	19 0	965 15 6

RECAPITULATION.

	England.		Ireland.		Scotland.		Continent of Europe.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Parish Funds	464	386 16 6	2,179	1,704 7 6	-	-	172	72 12 0
Private ditto	1	0 12 2	275	138 0 1	453	298 6 3	-	-
Free Passages only	83	-	896	-	153	-	30	-
Total	548	387 8 8	3,350	1,842 7 7	606	298 6 3	202	27 12 0

Emigration Department, Quebec, }
December 1852.

A. C. BUCHANAN,
Chief Agent.

RETURN of Trades and Callings of the Emigrants who arrived at the Port of Quebec and Montreal during the Year 1852.

Bakers	42	Brought forward	755
Butchers	29	Rope-makers	4
Braziers, Plumbers, and Tinsmiths	19	Saddlers	10
Bookbinders and Printers	15	Sail-makers	5
Bricklayers, Stonemasons, &c.	133	Sawyers	8
Cabinet-makers and Turners	35	Shipbuilders	10
Carpenters and Joiners	222	Shoemakers	192
Cart and Wheel Wrights	14	Smiths	174
Coopers	24	Stonecutters	20
Dyers	3	Tailors	170
Engineers	17	Watch and Clock Makers	13
Gardeners	25	Weavers	91
Hatters	2	Unenumerated Callings	154
Millers and Millwrights	48	Farm Labourers	5,097
Miners	41	Common Labourers	6,930
Merchants and Clerks	50		13,633
Moulders and Foundrymen	22		
Painters and Glaziers	11	Deaths of Male Adults at Sea	22
Paper-makers	1	Ditto in Quarantine	5
Plasterers	2		27
Carried forward	755	Total	13,606

Emigration Department, Quebec, }
December 1852.A. C. BUCHANAN,
Chief Agent,

No. 5.

RETURN of the Number of Admissions into Hospital, Discharges, and Deaths of Emigrants who arrived in Canada during the Season of 1852.

	Admitted.	Discharged.	Died.	Remaining.
Grosse Isle	287	269	18	—
Marine and Emigrant Hospital, Quebec	313	263	31	19
General Hospital, Montreal	163	138	8	17
Total	763	670	57	36

Emigration Department, Quebec, }
December 1852.A. C. BUCHANAN,
Chief Agent.

No. 6.

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

Country.	5 Years from 1829 to 1833.	5 Years from 1834 to 1838.	5 Years from 1839 to 1843.	5 Years from 1844 to 1848.	1849.	1850.	1851.	1852.
England	43,386	28,624	30,813	60,453	8,980	9,887	9,677	9,276
Ireland	102,264	54,898	74,981	112,192	23,126	17,976	22,381	15,983
Scotland	20,143	10,996	16,289	12,767	4,984	2,879	7,042	5,477
Continent	15	485	—	9,728	436	849	870	7,256
Lower Ports, &c.	1,889	1,346	1,777	1,219	968	701	1,106	1,184
Total	167,697	96,351	123,860	196,359	38,494	32,292	41,076	39,176

Grand Total, 735,305.

Emigration Department, Quebec, }
December 1852.A. C. BUCHANAN,
Chief Agent.

No. 7.

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 1852.

From 16th of April to the 12th of May.

Note.—3,635 emigrants have landed at this port this season, since the opening of the navigation, in excellent health.

The ships have all made favourable passages, the average being thirty days.

The bark "Olive Branch" from Stockton, with twenty-seven passengers, was unfortunately lost in the ice on the 27th ultimo. Passengers and crew were all saved and brought to Quebec in the bark "Anthracite" from Grimsby, with the loss of all their luggage.

The majority of the emigrants in this return are English, chiefly farmers and agricultural labourers. The male adults are classed as follows:—

Farmers	-	-	-	-	-	507
Labourers	-	-	-	-	-	680
Mechanics	-	-	-	-	-	170

Of the whole number, 330 were sent out by the poor law unions, chiefly from Ireland; the remainder came voluntarily, or through the assistance remitted them by their friends.

From Ireland,—

209 were from the Nenagh Union, of which 156 were females.

39 were from Kiltrush, of which 39 were females.

12 were from Ennistymore, of which 12 were females.

The females received 15s. sterling, males 12s., and children 6s. each on landing here.

A few of the females obtained employment in Quebec, about thirty went to friends and relations in the United States, the remainder proceeded to Toronto, and, from information received, they are all likely to be speedily and satisfactorily disposed of. Labourers and mechanics are in much request on the several lines of railroads now under construction throughout the province.

From 13th to the 31st of May.

Note.—3,775 emigrants have landed at this port during the period embraced in this return; they arrived in good health. About one half are Irish, emigrating to join their relations and friends.

The English and Scotch emigrants from Aberdeen, Glasgow, Stromness, and Hull are respectable in appearance. All appeared to possess some means. Over three fourths of the number went to Western Canada; the remainder to friends in the United States.

On board the Ava from Southampton there were some farmers with property; fourteen had secured their passage in London direct through to Cleveland and Chicago, and seventeen to Toronto, Hamilton, and Port Hope. A party of fifty-four and a half adults, sent out by their respective parishes, received 20s. sterling each on landing here.

In the bark "Fcedres Mindc," from Holmestrand, there were 180 Norwegian emigrants. This party cashed bills in Quebec to the amount of 7,000 dollars. They all proceeded direct to Milwankie, having secured their passage through from this port for 32s. 6d. each adult. Captain Muller reports that 2,000 emigrants may be expected from Norway during the present season, and that his party had expressed themselves highly satisfied with the route and accommodations on board the Canada steamers.

On board the "Clara Symes," from Liverpool, there were thirty young persons, eight males and twenty-two females, the cost of whose emigration has been defrayed by private subscription. They received 1l. sterling each on landing here, and the greater part of them could have obtained situations in this city, but the females refused the wages offered, 10s. per month until they became acquainted with the duty, and, as they possessed the means, preferred proceeding up the country.

Employment continues abundant throughout the province, and all parties disposed to work can obtain it without difficulty. Wages range from 3s. 6d. to 4s. per day.

The number assisted from the several vessels included in this return was 156 persons, equal to 100 adults.

From the 1st to the 19th June.

Note.—8,272 emigrants have landed at this port during the period entered in this return, 1,600 of whom were foreigners. They landed in good health. Of the whole number but thirty-seven deaths, chiefly young children, occurred on the passage, and twenty-seven persons were landed at Grosse Isle, nearly all of whom have since been discharged.

7,280 appear to have emigrated voluntarily, and 992 were assisted by the landlords or sent out by their parish. Of the latter, 178 were from the Nenagh Union; viz., 102 females, twenty-six males, and fifty children. They received a gratuity on landing of 15s., 12s., and 6s. sterling each.

On board the "Governor" there were 120 from the Newcastle Union, County Limerick; viz., 106 females, one male, and thirteen children. They received a gratuity of 10s. sterling each adult.

CANADA.

Of these two parties, 110 females were sent to Bytown, with recommendations to some influential parties, and the whole were employed within twenty-four hours of their landing there. Applications have been received for a number more of the same class, and also stating that several thousand able-bodied men would at once find employment in that quarter at wages from ten to twelve dollars per month, as, owing to the high wages paid by parties engaged in the lumber trade, the tillage of the soil has been very much neglected, and agricultural labourers are much sought after.

On board the "Collina," from Gloucester, there were 108 persons sent out by their parish, ninety-eight of whom were from the Cheltenham Union. They received 20s. sterling each adult on arrival. The remainder of those assisted are from Ireland, chiefly from the estates of Earl Fitzwilliam and Lord Ormond. These parties received a small sum on embarkation.

A few families, sent out by the landlords in the "Kelsick Wood," from Dublin, received 10s. each on landing here, through Mr. Mileys, agent.

Of the foreign emigrants, 227 were Norwegians and 1,424 were from various parts of Germany. The former proceeded direct to Milwaukee and Chicago. Of the latter, about 350 proceeded to Hamilton, and the remainder to Buffalo and the western states. The great majority of these people brought out considerable money with them; a few families were, however, without means, and required assistance.

The total number of persons assisted by this department, out of the several ships included in this return, was 371 souls, equal to 685 adults. They are chiefly women and children coming out to join relations and friends.

From the 19th to the 30th June.

The emigrants arrived from 19th to 30th June have all landed in good health. Of 643 foreign, landed during this period, 211 were Norwegians, and the remainder were Germans. The former all proceeded direct to Milwaukee, and the latter, about one third proceeded to Hamilton; the remainder to Buffalo and western states.

On board the "Ann," from Donegal, "Wanderer," from Westport, and "Jennie Johnston," from Tralee, there were a large number of very destitute persons, consisting chiefly of females and children, who were coming out to relations in Western Canada and the United States. These people had all to be sent forward at the expense of the Emigrant Fund, as no suitable employment could be obtained for them in this section of the country.

The demand for labour, which has been unusually great in the district this season, is now fully supplied, and until the operations of the Quebec and Richmond Railroad Company become more extended, which it is expected will be in course of a few weeks, labourers experience difficulty in securing permanent employment. The demand, however, continues in Western Canada, and, if parties possess sufficient means to reach that quarter, steady employment and a full rate of wages awaits them.

The number of persons forwarded from this agency from the several vessels included in this return were 502 adults, at an expense of 94*l.* 14*s.* 8*d.*, at an average of 3*s.* 10*d.* each.

From the 1st to the 17th of July.

Note.—5,576 emigrants landed at this port between the 1st and 17th July, in good health, with the exception of a few cases of measles and smallpox which appeared on board the ship "Intrepid" from Liverpool; 12 children died on the passage, and 17 were found more or less affected on arrival at Grosse Isle. On board the remaining vessels, 14 deaths occurred, and 16 cases were admitted to hospital, the greater part of whom have since been discharged. By the return from Grosse Isle dated 27th instant but 18 cases were reported in hospital at that station, 17 of whom were convalescent.

Of the arrivals during the period of this return, 5,474 emigrated voluntarily, and 102 persons appear to have received partial assistance, of which number 33 were paupers from Londonderry Union, who received 10s. sterling each on landing.

The proportion of foreign emigrants is larger than ever known before at this port during the same period; they number 2,335. Of these, 708 are Norwegians and 1,627 Germans. Of the former, all proceeded direct to the states of Illinois and Wisconsin.

Of the Germans, above 500 proceeded to Hamilton, on their route to the German settlements in that section of the province, several of whom brought out considerable capital, with the intention of purchasing land.

Two vessels in this return have suffered shipwreck, viz., the "Lessing," with 207 passengers from Hamburg, on the coast of Labrador; passengers and luggage all saved; and the ship "Trusty" from Scarborough, with 134 passengers, off Gaspé; 13 of her passengers and 5 of her crew were drowned; the remainder, 121, reached this port in three schooners, with the loss of the greater part of their luggage.

The number assisted from the several vessels included in this return was 563. 421, equal to 328 adults, were from the United Kingdom, and 142, equal to 116 adults, were Germans. The latter were forwarded through to Hamilton at 12*s.* 6*d.* each adult.

The demand for labour throughout the province continues on the increase. The following extract from a letter received from Mr. Hawke, dated Toronto, 24th instant, speaks favourably of the emigration in that quarter. The condition of the emigration is equally

favourable in this section of the province, and I am not aware of any, either at this or the Montreal agency, being out of employ.

Extract.—“Although we are daily receiving considerable numbers of emigrants, both from your section of the province and Rochester, we do not get enough to supply the demand. I have notices from the contractors on the Niagara, Hamilton, and Windsor railroad, offering 5s. currency per day for labourers. The farmers anticipate difficulty in securing their crops, and the offices here and at Kingston are almost besieged by them in search of hands. I was at Kingston on the 21st instant, and sent several large families, whom the farmers would not employ because they could not find houses for them, to Cobourg and Port Hope, where they all got work. If there are any idlers at Quebec or Montreal, urge them to proceed upwards at once.

“For many years I have never known a period when demand for skilled and unskilled labour was so universal and so well remunerated. So far too the season has been remarkably healthy.

“There were only 5 emigrants in hospital at Kingston, and a few days since we had only seven at this place.”

From the 17th to the 31st July,

The emigrants in this return have all landed in good health, and, with a few exceptions, all proceeded to Western Canada.

The emigrants per “Blanche,” from Stornaway, were all forwarded to their destination at the expense of their landlord. Of the 18 families forwarded to Hamilton, the able-bodied men were offered employment on the Western railroad on their landing, wages one dollar per day; those to the eastern townships were equally successful.

There are no emigrants unemployed at any of the agencies throughout the province, and applications are more numerous than can be supplied.

The Norwegian emigrants from Christiana all proceeded direct to Milwankie.

From the 1st to the 31st of August.

6,639 persons landed at this port during the month of August, all in good health.

5,347 appears to have emigrated voluntarily, and 1,292 were sent out chiefly from the Irish poor law unions. The following will show the number, with the amount paid them through this office on landing; viz—

		Amount of Landing Money.		
		£	s.	
280	From Newcastle union, per ship “Roderick Dhu,” from Limerick	247	0	sterling.
149	” Kildysart union, per ship “Roderick Dhu,” from Limerick	112	5	”
225	” Rathkeale union, per “Jane Black,” from Limerick	-	212 0	”
84	” Roscommon union, per “Industry,” from Sligo	-	84 0	”
21	” Dunfanaghan union, per “Chathan,” from Liverpool	-	7 7	”
105	” Poor Law Commissioners, per “Leonard Dobbin,” from London	-	85 0	”
<hr/>		<hr/>		
864		£	747 12	”

171 persons from the Rathdrum union were paid their landing money, amounting to 114l., through Messrs. Ryan, Brothers, and Co. of this city. A party of 93, per “Odessa,” from Dublin, were sent out by their landlord. They were from the county Monaghan, and appear to have only received a free passage to this port. A few other families, equal to 31 souls had orders on Messrs. Ryan for various sums equal to 60l. 10s.

The great majority of the parties paid through this office were females. They have been forwarded to different sections of the province, where they have found no difficulty in obtaining employment. The party from the Roscommon union were all respectable well-conducted young women. 40 of them went to the eastern townships; they were accompanied by a party from Montreal, who undertook to provide them all with situations. The remainder of the party (with the exception of eight, who had relations in the United States,) went to Upper Canada.

225 paupers from the Rathkeale union, per “Jane Black,” arrived 26th August. The remittance on their account did not come to hand until the 4th September, after the parties had been nearly all dispersed through the country. About 30, who remained in the cities of Quebec and Montreal, have been paid their amounts, and arrangements have been made to trace out and pay the remainder.

Among the emigrants who came out at their own expense there were some highly respectable Scotch and English families, who possessed capital. They all proceeded direct to Toronto and Hamilton; chiefly to friends.

Of the foreign emigrants landed during this month, 1,104 were Germans from the port of Hamburg, and 458 Norwegians. Of the former, about one half went to Hamilton; some for employment, and others to friends in the German settlements in Waterloo. The Norwegians proceeded to Wisconsin. A portion of the passengers by the “Argo” from Christiana, were unfortunately on board the ill-fated steamer “Atlantic,” which was run into by the propeller “Ogdensburg” in the morning of the 20th August on Lake Erie during

CANADA.

a fog, where it is stated that upwards of 200 lives were lost. It has been ascertained that of 103 of the Norwegians who were on board 68 were missing. The remainder of the party, from want of money to pay their passage across the lake, were left at Buffalo, by which means their lives were saved.

The "Atlantic" was one of the finest of the American line of steamers on Lake Erie. Employment continues abundant throughout the province, and labourers still much sought after. Wages range from 4s. to 1 dollar per day.

From the 1st to the 30th September.

Note.—5,507 emigrants landed at this port during the month of September, all in good health. 4,496 appear to have emigrated voluntarily; 1,011 at the expense of their parish; viz. :—

28	were from	England.
811	,,	Ireland.
172	,,	Continent.

1,011

They were paid landing money, varying from 10s. to 20s. each, either on embarkation or on landing here, with the exception of 105 persons from Cork, sent out by their landlord.

160 paupers from Carlow Union, by the ship "Annandale," from Liverpool, appear to have received their money on embarkation. The consequence was, that a large portion of them on landing here found themselves reduced to a few shillings, having expended it during the passage. This is invariably the case when this system is adopted, and a number of the young people become chargeable on the Emigrant Fund for the means of proceeding up the country to where a demand for their services existed. This is a result which cannot but prove unsatisfactory to those parties who may have interested themselves in their removal to this country, and who will doubtless feel interested in their future progress.

The landing money for the benefit of persons of this class should in all cases be paid to them in this country.

172 persons by the "Prince Arthur," from Bremen, appear to have been sent out under the sanction of the Bavarian Government. They were from the parish of Ollerstadt, near Speyer, Bavaria. They had orders on a commercial firm in this city for a small sum of money, equal to about 8s. currency each. Their destination was stated to be Rochester, but as their money was insufficient to carry them to that quarter, and being aware that a demand for their services existed at Hamilton, they all decided to proceed there, this department contributing a portion of the expense.

The remainder, who emigrated voluntarily, have generally come out to join friends.

On board some vessels there were a large proportion of women and children, families coming out to join their husbands and fathers. These parties invariably required assistance to enable them to proceed from this.

The total persons assisted from the several ships in this return was 968 souls, equal to 626 adults.

This return will nearly close the emigration for this season; there are but three more ships to arrive.

The emigration of the season has been very satisfactory; it has been remarkably healthy.

The agencies in Western Canada report that there is not a single person unemployed, and several hundred more hands would be engaged, but they are not to be had.

From the 1st to the 13th October.

Note.—This return will close the emigration for this season. The arrivals during the month of October show a decrease, when compared with the same period in 1851, of 3,000 souls.

They have all landed in excellent health, and, with the exception of a party of 161 persons from the Newcastle Union, by the "Georgiana," have emigrated to join friends and relations.

Employment continues abundant, and I am not aware of any emigrants of the past season being at present unemployed.

No. 8.

RETURN of Emigrants received and inspected at the Quarantine Hospital, with the Numbers of Admissions, Discharges, and Deaths, during the Season of 1852.

Number of Vessels.	Number of Passengers.	Deaths on Passage.	Births on Passage.	Sick on Arrival.	Number landed at Healthy Division.	Number admitted.	Number discharged.	Number died.
255	37,456	164	64	135	2,893	287	269	18

DEAR SIR,

Quebec, December 29, 1852.

THE accompanying table will show the number of sick emigrants admitted, discharged, and died at the Quarantine Hospital, Grosse Isle, the past season; the number of vessels on board of which disease prevailed, and whose passengers it was found necessary to land at the island to wash and purify; the number of deaths on the voyage (the names, ages, and other particulars having been transmitted to you from time to time during the season).

See previous page.

Upon a comparison of this return with similar tables in past years, a most marked improvement in the health and condition of emigrants will be noted.

This improved sanitary state may be attributed in a measure to the greater care and vigilance of shipmasters, and to the excellent regulations now enforced by the Imperial Passenger Act, not the least important of which regulations is that obliging emigrants to undergo a medical inspection before leaving Europe.

The past season's emigration is peculiarly noted for the almost total absence of ship fever, which has in former years proved so severe a scourge.

It was only found to have existed in two vessels; a small brig, the "Ann," from Donegal, with 90 passengers, and the brig "Devonport," with 12 passengers, from Glasgow. It was most fortunate that the number of emigrants in this latter vessel was so small, as the disease prevailed with great virulence. On arriving at Grosse Isle, I found the captain, mate, and cabin-boy lying ill in the cabin, and the cook, one of the scamen, and eight of the passengers in the steerage. The others took the disease after landing. The disease I ascertained to have been communicated by a steerage passenger who had embarked convalescent from typhus.

This almost total exemption from fever in passenger vessels arriving by the St. Lawrence contrasts favourably with those that arrived in New York last spring, on board of which there was much suffering from this cause, and the disease extended to parts of the city of New York, and excited much alarm.

The chief health officer of Staten Island, my friend, Dr. Doane, fell a victim to the disease, which he contracted in the discharge of his duty.

Of the 13 vessels whose passengers it was found necessary to land and place in quarantine, 5 had smallpox, 4 measles, 2 both smallpox and measles, and 2 fever. The total number of passengers landed at the healthy division of the island during the entire season was 2,893; a number insignificant as compared with former years, when a larger number was often landed in one day. I think we have every reason to hope that this gratifying state of health of emigrants will continue. The source and cause of fever no longer exists in Ireland as formerly, the sickly and starving are no longer to be met in multitudes, and the paupers sent out from the Unions have, during their residence in these institutions, acquired those habits of order, cleanliness, and obedience which prepare them for the sea voyage in a crowded emigrant ship, hence, with few exceptions, such passengers arrive in good health.

As an instance of the truth of this observation, I would cite the cases of the passenger ships "Canada" and "Roderick Dhu," both from Cork, the former having on board 404, and the latter 615 pauper passengers, all of whom arrived in excellent health, without a sick person or death on the passage. The shipmasters of passenger vessels prefer paupers to all others, finding them more obedient and orderly.

The expenditure of the Quarantine Hospital for the supply of medical comforts, food, and additional hospital utensils for the sick, amounted to 76*l.* 8*s.*, exclusive of wages of nurses and orderlies.

I have, &c.,
(Signed) G. M. DOUGLAS,
Medical Superintendent.

No. 9.

COPIES and EXTRACTS of Correspondence with Poor Law Inspectors in Ireland.

SIR,

New Castle, County Limerick, April 28, 1852.

I HAVE the honour to apprise you that the Guardians of the New Castle poor law Union have sent by the ship "Governor," which sailed yesterday from the port of Limerick for Quebec, 120 of the inmates of the workhouse, chiefly females, there being only 11 children and no adult males, and the females being, with few exceptions, single, and all able-bodied, and apparently well fitted for farm or household service where that can be procured.

My intention when advising you of the transmission of these parties was to enclose the allowance of money to be given them on landing, 10*s.* for adult and 5*s.* children, but Mr Spaight, the shipowner to whom the guardians draft for the amount was given, that he might procure a bank order in favour of you, has disappointed me in providing the order. I doubt not he will send it by an early post, but as I am unwilling to lose the mail of to-morrow to write you, I cannot await its receipt. However, the money forwarded by succeeding mail will probably reach you some time before the arrival of emigrants.

CANADA.

I know it is needless to ask your attention to these emigrants, for I already have had evidence of the care and trouble you take with such persons in the case of another of my Unions, that of Listowel, from which a number of emigrants were sent out last year.

You will be good enough to expend so much of the money as you think right in forwarding the parties to the most suitable localities for employment; the remainder I presume then to be given them.

There is another point which also particularly induces me to write you at present.

Several of the boards of guardians in my district propose to send out emigrants this spring of the same class as the 120 referred to, and probably up to the number of 1,000. Now I am anxious to be informed by you if there is likely to be sufficient employment to absorb this number, or if any suffering or inconvenience is likely to be entailed upon them from the state of the labour market on their arrival. Your opinion as to the advisability or prudence of the step contemplated by the guardians would be received by me as a great favour, and I will endeavour to defer the guardians from sending out any great portion of the 1,000 until I may have a reply to this letter.

Have you any objection to a widow with, say, four or five or larger number of children being sent out, where they are all over seven years of age, and able to be useful to some extent? Any suggestion you may think right to give me regarding the classes which ought to be sent will also be received by me as a great favour.

May I beg you will excuse the liberty I have taken in addressing you, and all the trouble I have given you.

A. C. Buchanan, Esq.
Chief Agent at Quebec.

I have, &c.
(Signed) R. A. DUNCAN,
Poor Law Inspector.

Government Emigration Office, Quebec,
May 15, 1852.

SIR,

I HAVE to acknowledge the receipt of your letter of 28th ultimo, which reached me this morning, informing me of the shipment by the guardians of the New Castle poor law Union of 120 females by the ship "Governor." On the arrival of this vessel it shall be my endeavour to have your wishes carried out to the fullest extent of my power.

The sum to be paid each on landing, to be remitted by Mr. Spaight, has not reached me, but no doubt will be forthcoming before the "Governor" makes his appearance.

We have already had an arrival from your section of 248 paupers, chiefly females, from the Nenagh and Killrush Unions. They received 15s. sterling each on landing here 200 of the party proceeded direct to Toronto, at an expenditure of 12s. sterling each; and from a letter received from Mr. Hawke, the chief emigrant agent for Western Canada, two days since, he reports that there was but little demand for their services in and about that city, but that, with the assistance of the Roman Catholic clergy, he forwarded a detachment of them to Hamilton, St. Catherine's, and to Cobourg, and had no doubt but they would all be speedily disposed of.

The agent at Kingston writes me that he can dispose of 3 to 400 in the New Castle district, and in the settlements bordering on the Bay of Quinte, as I am in daily expectation of the arrival of a further party of 180 from the Nenagh Union, reported to have sailed in the ship "Jessy," these with the party of the "Governor" will, I anticipate, fully supply that section of the country for the present. Further west, in the London and western districts, there is, however, a very great demand for female domestic servants; and I have no doubt, if 5 or 600 were sent to that quarter, they would be at once absorbed; the expense attending their reaching this section of the province has prevented my forwarding them heretofore. I enclose you a printed paper which will show you the cost of our inland transport, from which you will see that the allowance of 10s. sterling on landing here is wholly insufficient to defray the cost of their transport to the districts which offer the best opening for their reception. I state this with reference to your desire to obtain information as to the expediency of the other unions in your district deciding on sending out a number of their people this spring. I can on this point only state that I do not anticipate any difficulty in being able to dispose of the number you state, if the guardians will only allow a sufficient sum to each on landing to enable the agents of this department to forward them to where they will be required. This sum should not be less than 20s. sterling each.

Owing to the great reduction which has taken place in the emigrant tax this season, equal to 30 per cent., this department does not possess the necessary funds, as in former years, to permit so general or so extensive a distribution as would be necessary; and to allow poor helpless females to accumulate on any of our cities would cause a vast amount of distress among these poor people, and dissatisfaction to the inhabitants.

It is to guard against a result so disastrous, and so contrary, I am sure, to the feelings and wishes of the guardians themselves, that I would desire to impress upon them the necessity of appropriating not less than the sum above stated to such as they may send out.

With reference to widows with families, if the youngest children are not under what you state (7 years), and the women healthy, and disposed to exert themselves, there is no question but a few of them would do well.

The foregoing remarks I have just thrown together, as you appear anxious for a reply to your letter; and if I did not write to-day I would lose this post, so I hope you will overlook any omission.

I expect Mr. Hawke here in a few days, and will submit your letter to him, and should anything further suggest itself I will again write you.

To R. A. Duncan, Esq.,
Poor Law Inspector,
Newcastle Union, County Limerick.

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

SIR,

New Castle, June 10, 1852.

I BEG to acknowledge the receipt of your letter of 15th ultimo, and to express my best thanks for the information it contained.

I took the liberty of laying it before the boards of guardians who contemplate emigration from their workhouses.

The New Castle guardians at once agreed to be guided by your suggestion as regards the sum to be paid the emigrants on landing, and they desire me to say that they fully appreciate your attention as regards the persons sent out.

A further party of 280, of nearly the same class as the 120 despatched on the 26th April, proceeded yesterday by the Ship "Roderick Dhu." They were inmates of the New Castle workhouse, and I can speak in the highest terms of their moral, orderly, and industrious conduct during the considerable period they came under my observation.

I transmit herewith a bank order, amount 247*l.*, being an allowance of 1*l.* for each adult, of whom there are 214, and 10*s.* for those under 14, numbering 66. You will be good enough to dispose of this sum as may be best for the advantage of the poor persons, and I trust it may enable you to send them into fields which offer good prospects of their speedy employment.

A further party will sail from New Castle Union on the 26th instant, consisting of, probably, 160. A number, about 200, will also proceed at the same time from Rathkeale Union, all of whom, I think, will be found well fitted for employment where they can obtain it.

I enclose a list of the parties on board the "Roderick Dhu." Yesterday was her day of sailing, and I think it likely she was able to do so. She sails from Cork.

I shall be happy to receive any suggestions from you which might be useful to me, as regards the future emigrants that may be sent from my district.

Again thanking you for your valuable assistance,

To A. C. Buchanan, Esq.,
Emigration Department, Quebec.

I remain, &c.
(Signed) R. A. DUNCAN,
Poor Law Inspector.

DEAR SIR,

Emigration Department, Quebec, July 2, 1852.

I AM in receipt of your letter of 10th ultimo, with list of persons sent out from the New Castle Union in the "Roderick Dhu." I find by the list there are but 278 persons, viz., 217 over 14 years, and 61 under, which, to pay them the sums stated, viz., 20*s.* and 10*s.*, will amount to 247*l.* 10*s.* I have received from the manager of the bank at Rathkeale a bank note for 247*l.*; I shall therefore have to pay one adult 10*s.* in place of 20*s.*, the draft being that sum short.

Since I wrote you last, I have received several communications from a gentleman residing at Bytown on the Ottawa River. Of 110 females, part of your last shipment, and of these from the Nenagh Union which I sent up there, they all obtained situations within two days of their landing there, and the demand exists for a considerable number more. I shall accordingly ship from 75 to 100 of those disposed to proceed to that quarter from among the "Roderick Dhu" passengers, and have advised the parties to this effect.

I enclose you a Quebec paper, in which I have had copied a notice from a Limerick paper of the embarkation of your people, at the same time drawing the attention of parties through the country who may be desirous of securing their services, to communicate at once with this department.

I have a letter from the clerk of the Killadysart Union, informing me that they had sent by the same vessel 150 inmates of their workhouse to whom they would allow a gratuity of 10*s.* each.

I shall write to you on the arrival of the "Roderick Dhu."

To R. A. Duncan, Esq.,
Poor Law Inspector, New Castle.

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

CANADA.

DEAR SIR,

Emigration Department, Quebec, August 10, 1852.

ON the 31st ultimo I wrote you a few lines reporting the arrival of the "Roderick Dhu." She reached port on the 1st instant; passengers all in good health. I boarded the vessel on the 2d, and arranged that the party from your union, as also from the Killadysart, should leave the next day, when I should accompany them as far as Montreal.

I found, on comparing your list with the persons on board, that the following parties had been landed at Cork, viz:—

No. 107. Mary Corbett	-	-	56	} Landing money	-	-	£	s.	d.	
No. 108. Ellen Corbett	-	-	16					3	0	0
No. 109. John Corbett	-	-	14							
No. 249. Ellen Power	-	-	46	} Landing money	-	-	2	10	0	
No. 250. Robert Power	-	-	14							
No. 251. James Power	-	-	12							

No. 218. Mary Kallaha, 9, died at sea; money paid to her mother.

I paid each of the adults 10s. sterling on landing, and to each child 5s., and they were distributed as follows:—

Obtained situations in this city and Montreal	-	-	-	-	13
Forwarded by steam to Port Dover, Lake Erie	-	-	-	-	60
To Kingston, Toronto, and Hamilton, and distributed at the ports on Lake Ontario	-	-	-	-	168
To the United States	-	-	-	-	30
Relanded at Cork	-	-	-	-	6
Died at sea	-	-	-	-	1
					378

The parties who obtained situations in this city and in Montreal, as also those who went to the United States, I paid them their money in full. Those forwarded to Western Canada received 10s. sterling, and the balance was applied towards their transport. They were forwarded in three separate divisions, in order to prevent too great a number being landed at the same time at any one port. I had written Mr. Hawke, the chief agent for Western Canada, so soon as I heard of the vessel being at hand, in order that he might meet them at Kingston, and arrange for their distribution.

The party forwarded to Port Dover on Lake Erie was preceded by Mr. Fuller, district clerk of the county of Norfolk, who happened to be in this city on their arrival, and applied to have 100 females sent to his district, and he could procure them situations immediately on arrival.

I was too happy to avail myself of such an offer, and finding a steamer in Montreal bound for Port Dover, I at once shipped 60 of your party and 54 of those from the Killadysart Union, and am satisfied they will do well.

Mr. Hawke writes me from Toronto, dated the 6th instant, that the party of 150 had just arrived, and that he should find no difficulty in procuring them situations.

The demand for all kinds of labour has much increased during the past two months, and a dollar per day for from 3 to 5,000 men is now offered at Hamilton.

The farmers also have difficulty in finding hands to secure their crops.

The sum of 5l. 10s. sterling remains in my hands subject to your order.

I have, &c.

R. A. Duncan, Esq.,
Poor Law Inspector, New Castle.

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

DEAR SIR,

Emigration Department, Quebec, August 21, 1852.

I WROTE you on the 10th instant respecting the arrival and disposal of the emigrants sent out by the "Roderick Dhu." I now enclose you copy of a letter received from Mr. Fuller, to whose care I forwarded the party sent to Port Dover per steamer "Reindeer," as you will doubtless desire and learn how they were received and disposed of.

* * * * *

I have, &c.

R. A. Duncan, Esq.,
Poor Law Inspector, New Castle.

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

SIR,

County Clerk's office, Simcoe, Norfolk, August 12, 1852.

THE young women you forwarded per "Reindeer," Purdy master, reached Port Dover on Monday evening the 9th instant at dusk, and only a few hours after my own arrival at home.

My time to make arrangements for them was so short, and the hour at which they arrived so late, that I only kept fifty-six, and directed Captain Purdy to land twenty at Port Burwell, and the balance at Port Stanley.

On Tuesday I placed every one of the number, many in excellent, all in good places, at two dollars per month for six months certain.

One only, Mary Winn, (Kiladysart,) arrived in ill health, the effects of severe cold and fatigue. She is placed in the family of Dr. Seagon of Port Dover, who has engaged to keep her on the same conditions as the others if she recovers within a week, of which I have little doubt.

The boy, Patrick Noone, (Newcastle,) is in my service.

From the shortness of notice and late arrival I had to incur an expense of 1*l.* 6*s.* 10½*d.* in providing for them until placed out. They are now all safely and well placed.

If you have an opportunity of another propeller for Port Dover, I will undertake to place sixty more out on similar terms, conditioned only that they are young, cleanly, and healthy; and if a week's notice is sent they will cost little or nothing after they are landed at Dover.

I will also place out thirty lads or smart boys to equal advantage; and if it is an object to you to get them off your hands, and distributed where they will become useful members of the community, and well provided for, I will, at a very small charge, take off from eighty to 100 per month through the season.

A reply will oblige me much.

I have, &c.
(Signed) STEPHEN J. FULLER,
County Clerk, County Norfolk.

To A. C. Buchanan, Esq.,
Chief Agent at Quebec.

MY DEAR SIR,

New Castle, County Limerick, August 25, 1852.

I DELAYED thanking you for your gratifying letter of the 2d ultimo till I should have occasion to write you regarding other matters.

The prospects of employment for the poor people which you mentioned relieve us of a great deal of anxiety, and the board of guardians expressed itself very grateful for the active attention you are giving to the emigrants, in which feeling I need not say I participate.

A further party, 161 emigrants, from the New Castle Union, sailed by the "Georgiana" from Limerick for Quebec, on the 7th instant, and 202 persons from the Croom Union by the "Hope," from same port, on the 10th instant. A list of these parties, with the necessary particulars, and remittances at the rate of 1*l.* for each adult, and 10*s.* for those under 14 years, have been transmitted by last mail by the clerks of the unions.

This completes the emigration from my district for the present season; and although the arrival of the number last sent may be at a late period of the year, I trust your efforts to obtain employment for them may be successful.

I shall be happy to hear from you as to the disposal of the emigrants; and thanking you for your valuable assistance,

I have, &c.
(Signed) R. A. DUNCAN,
Poor Law Inspector.

To A. C. Buchanan, Esq.,
Chief Agent, Quebec.

P.S.—I have just received your letter of 31st ultimo, announcing the safe arrival of the "Rhoderick Dhu," which will be welcome news to a great many.

(Signed) R. A. D.

MY DEAR SIR,

New Castle, September 9, 1852.

IN acknowledging your very satisfactory letters of the dates 10th and 21st August respectively, I cannot express too strongly the sense entertained by the guardians of your exertions, and the feeling of gratitude and thankfulness they bear to you, in which I need not say I fully participate.

The emigrants by the "Roderick Dhu" appear to have been successful by your aid in obtaining employment even beyond what could have been expected, and the rapid transition of these poor people from their burthensome and useless condition in the workhouse, to a state of independence and industry, relieving this country of a heavy drag upon its progress, and benefiting that to which they are sent, is in my mind the most hopeful feature of the present times.

Nothing could be more satisfactory than Mr. Fuller's letter, which you enclosed in your communication of the 21st ult.

As regards the balance of 5*l.* 10*s.* remaining in your hands, the guardians propose yet sending out the parties for whom it was intended, so that you can just hold it over till I write you again.

I should say that since the Poor Law Commissioners issued their several circulars to all unions, founded on your letter to me (of which they published a copy) regarding the amount to be given the emigrants on landing, you find the remittance from the guardians who send out their paupers more liberal.

Both the Commissioners and guardians of my district take a deep interest in the emigration experiment, and your letter, which I take the liberty of laying before them,

CANADA.

relieve all apprehensions, and are looked upon with much satisfaction by the local newspapers; they completely disarm the opposition which was likely to arise to emigration from workhouses by the Roman Catholic clergy, as statements of ill treatment when landed would not now be believed in this locality.

Again thanking you, and awaiting your kind communications regarding the further parties sent out from the workhouses with which I am connected,

I have, &c.

A. C. Buchanan, Esq.,
Chief Agent, Quebec.

(Signed) R. A. DUNCAN,
Poor Law Inspector.

MY DEAR SIR,

Emigration Department, Quebec, November, 11, 1852.

I LAST had the pleasure of addressing you on the 21st August, since when I am in receipt of your letters of 25th August and of September, all of which duly reached me, the last during my absence on leave, which is my apology for not having answered it sooner.

My letters of 30th September and 4th October to the respective clerks of the Croom and New Castle Unions, which you doubtless may have seen, would have informed you of the arrival and disposal of their respective parties of emigrants.

Since the date of these letters I have received very satisfactory accounts of the disposal of those who followed my advice and went to Upper Canada.

The 96 girls from the Croom Union, forwarded to Kingston, were all sent to Belleville, on the Bay of Quinte, where they found immediate employment.

92 of the "Georgiana" party proceeded to Toronto, and Mr. Hawke informs me that they have all been employed.

* * * * *

The non-receipt of the money for the Rathkeale paupers caused me a great deal of additional trouble, that is, however, not of any serious importance. I am glad I have succeeded in tracing the greater part of them, and have paid them their money.

The absence of a correct list of these people, as also those by the "Georgiana," caused some difficulty, which I hope will be prevented in future.

* * * * *

Some days after the "Georgiana's" passengers had left this, I received a letter from Mr. Fuller, requesting that I should forward a further party of young females to his section of the country; it came, however, too late for this season; but I have promised to supply him from among the first party which may arrive next year.

Having forwarded you a copy from a former letter of this gentleman, and as he refers favourably to the conduct and satisfaction given by that party, I send you a copy of his letter, which you will please communicate to the guardians of the Kiladysart and New Castle Unions.

The season is now drawing to a close. Our emigration numbers 32,292. It has on the whole been most satisfactory, remarkably healthy, and but few or any complaints have come under my notice.

Employment has been most abundant at much beyond the average wages of former years, and I am not aware of any emigrants at present unemployed.

The demand for labourers during the season of 1853 is likely to increase very considerably, all disposed to emigrate next spring, will be certain of finding steady and profitable employment.

As soon as the season arrives I shall be glad to hear from you as to the probable number and class of emigrants we may expect from your district.

I have, &c.

To R. A. Duncan, Esq.,
Poor Law Inspector, Newcastle.

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

County Clerk's Office, Simcoe, County Norfolk,
October 13, 1852.

DEAR SIR,

SEVERE and protracted illness has prevented my writing at an earlier date.

As the emigrant girls which I got up in August are doing well, and giving very general satisfaction, and as I see that numbers are reported as leaving Ireland, and arriving below, I should be glad to know if you could send me up 100 or 120 more girls, and 40 boys, this fall, for whom I will at once get good places. The propeller could, as before, land them at Port Dover, and by sending me a couple of days notice I would be perfectly prepared to receive them.

The county Clare (Kiladysart) girls are universally liked; and although the New Castle girls have all turned out well, and given satisfaction, still there is a decided preference given to the others. Not one of either party has changed places, nor is there any desire to change them at present.

An early reply would oblige me, as applications are daily made to know if any more are coming.

I have, &c.

To A. C. Buchanan, Esquire,
Chief Agent, Quebec.

STEPHEN J. FULLER,
County Clerk, County Norfolk.

Roscommon and Strokestown Unions.

Queenstown, July 30, 1852.

SIR,

ON the 19th instant there were embarked on board the "Industry" of Sligo, owner Mr. O'Connor, 85 single women, heretofore pauper inmates of the Roscommon union work-house, and whose destination is Quebec. A list of their names and ages was at the same time placed in the hands of Mr. O'Connor, for transmission to you, and a sum of 85*l.*, or 1*l.* for each emigrant, which it has been the desire of the board of guardians that you should be at liberty to apply in any way you conceived most likely to prove of advantage to those for whose benefit it is intended.

I may add that this sum has been fixed upon in pursuance of a recommendation of yours, contained in a letter addressed by you in May last to Mr. Duncan, poor law inspector, and since printed by the Poor Law Commissioners, for the information of the several boards of guardians.

The "Industry" will in all likelihood reach Quebec about the 25th proximo; and as the parties are all in good physical condition, and eagerly desirous of the opportunity now offered of earning a respectable livelihood, I sincerely trust the guardians will ere long be enabled to congratulate themselves on the result of the experiment.

A further party from the union of Strokestown embarked at the port of Dublin on the 28th instant on board the barque "Alert," chartered by Mr. Miley of Eden Quay. This party consist of 54 single women, and a family comprising the mother and 2 children.

A list of the names and ages of the emigrants has in this case likewise been placed in Mr. Miley's hands, for your information, and has been or will be immediately forwarded to you by that gentleman, together with a sum of 56*l.*, viz., 1*l.* for each of the 54 single women, and 2*l.* for the family above referred to. In this, as in the case of Roscommon, it is the desire of the guardians to have the application of the money remitted entirely to your own discretion.

I could have wished that the arrival of these parties at their places of destination could have been provided for at an earlier period of the season than it is now likely to take place at. However, though this circumstance will, I fear, prove of some, I hope it will not be of any serious disadvantage to the emigrants, in whose success it is impossible not to feel the very liveliest interest.

I shall feel much indebted by you doing me the favour to communicate with me on the arrival of the parties at Quebec, and if there is any practical information which your experience may enable you to afford, and likely to be made useful in cases of future emigration under similar circumstances, I shall feel grateful for it.

I have, &c.

To A. C. Buchanan, Esquire,
Chief Agent, Quebec.

(Signed) WM. P. O'BRIEN,
Poor Law Inspector.

SIR,

Emigration Department, Quebec, September 25, 1853.

I HAVE to acknowledge the receipt of your letter of 30th July and 12th ultimo.

The emigrants referred to have all arrived safe and in good health; the party from the Roscommon Union on the 30th ultimo, and from the Strokestown Union on the 17th instant. The former fully sustained the character I received of them. Their appearance was much in their favour; they were clean, tidy looking girls, and will all, I am satisfied do well. I directed 40 to the eastern townships, and placed them in charge of a confidential agent, who accompanied them as far as Sherbrooke; and I have the satisfaction to report to you that they all were employed by the farmers at from two to three dollars per month within 48 hours of their leaving Montreal. Of the remainder of this party, two proceeded to friends in the United States, and the remainder I sent forward to Toronto and Hamilton.

Those from Strokestown Union, with the exception of three who went to the United States, and two who obtained situations in Montreal, I sent up to Bytown on the Ottawa River. They were furnished with recommendations to the clergy and other influential gentlemen in that section of the province, and will also do well. Several other parties which I sent to that quarter this season were all hired at from 10*s.* to 15*s.* per month within 24 hours of their arrival.

Two other parties of paupers have arrived here during the past week; 167 in the ship "Enterprise," from the Baltinglass Union, and 160 by the "Annandale," from Liverpool from the Carlow Union.

The former party received the landing money through a commercial firm of this city, less the usual commission, which caused some dissatisfaction among the parties, as they considered they were entitled to the full sum of 20*s.* sterling, 24*s.* 4*d.* currency.

Those from the Carlow Union were all, it appears, paid previous to embarkation. The consequence was, that a large portion of them on landing here had but a few shillings left, having purchased extra provisions from the ship and other passengers during the passage. This is invariably the result when this system is adopted. Many of these poor people on arrival stated they had not sufficient means left to pay their passage to Montreal, and from their destitute state I had to forward them at Government expense.

I feel satisfied this a result wholly contrary to the wish of the guardians, and think it is only necessary to point out the evils attending it to have them remedied.

CANADA.

I can only say that I shall at all times be most willing to superintend the distribution of any funds which may be forwarded either direct or through the Emigration Commissioners; and it is of advantage to the parties and extremely desirable that I should have early information of the sailing of all emigrants of this class, in order that arrangements may be made for their reception and distribution.

I should have much preferred, had it been practicable, that these parties should have arrived earlier in the season, and I trust you will use your influence to obtain those desirable objects in the event of any further shipments.

Labourers and mechanics are much wanted in Upper Canada, and all persons desirous of employment obtain it at once. Labourers on the railroads receive 4s. sterling per day, and masons and stonecutters 8s.

W. P. O'Brien, Esq.,
Poor Law Inspector, Dublin.

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

SIR,

Roscommon, October 26, 1852.

I HAVE the honour to acknowledge, with many thanks, the receipt of your very obliging communication announcing the safe arrival and disposal of the emigrant parties despatched from this and the Strokestown Union in July last.

The unions of Carlow and Baltinglass not being under my charge, I have transmitted your letter, for the information of the Poor Law Commissioners, and I have no doubt your very proper observations will receive at their hands all the attention they deserve.

To A. C. Buchanan, Esq.,
Chief Agent, Quebec.

I have, &c.
(Signed) WILLIAM P. O'BRIEN,
Poor Law Inspector.

Despatches from the Secretary of State.

No. 1.

COPY of a DESPATCH from Sir JOHN S. PAKINGTON Bart. to the
(No. 42.) Earl of ELGIN AND KINCARDINE.

No 1.

MY LORD,

Downing Street, June 30, 1852.

June 24.

I TRANSMIT for your Lordship's information the copy of letter from Messrs. Harvey and Co., of Liverpool, representing the detention of their vessel at Quebec and Grosse Isle, on apparently insufficient grounds; and I have to request that your Lordship will cause inquiry to be made into the facts of this case, and report to me the result.

I have, &c.

The Earl of Elgin and Kincardine, (Signed) JOHN S. PAKINGTON.
&c. &c. &c.

Enclosure in No. 1.

Encl. in No. 1.

SIR,

Limerick, June 24, 1852.

IN the belief that we, in common with other ship-owners, will be best protected from a recurrence of the grievance of which we now complain, caused, as we believe, by the unjustifiable delay or neglect of the quarantine officers at Quebec, we take the liberty of laying the following statement before you.

Our ship, the "Primrose," sailed hence for Quebec, with passengers, on the 7th April last, and arrived at Grosse Isle on the 3d May about 4 o'clock A.M. Although there had been arrivals at Quebec from the United Kingdom so early as 14th April, and a great number of ships up to 1st May, no quarantine establishment had reached the island at the time of the Primrose's arrival there, and it was the following afternoon before she was cleared and permitted to proceed to Quebec, although she ought to have had scarcely an hour's detention.

It is probable that we should not have thus troubled you, had this been the first occurrence of the kind, but having, in the year 1849, suffered in a similar way, but to a more serious extent, we are induced to address you.

Early in April of that year the same ship sailed from the river Shannon, and arrived at Grosse Isle on the 6th May, where the master found only one man, a caretaker, at whose instance he proceeded to Quebec with the ship, where he arrived in the evening of the same day. There she was detained two days without either clearance or orders,— was then ordered back to Grosse Isle, where she was detained until the 12th, there having been, as we believe, no sickness on board her. Consequent on this proceeding a heavy expense for steam-towage, pilotage, &c., was incurred, independent of loss of time, wages of crew, provisions, &c. We may add that there had been arrivals at Quebec so early as 18th April of that year.

In the hope that, in the foregoing, we have been successful in drawing your attention to this matter, as one which you deem calls for your interference,

We have, &c.

To the Right Hon. Sir John Pakington,
Whitehall, London.

(Signed) JAMES HARVEY & Co.

No. 2.

No. 2.

COPY of a DESPATCH from Sir JOHN S. PAKINGTON Bart. to the
(No. 60.) Earl of ELGIN AND KINCARDINE.

MY LORD,

Downing Street, September 8, 1852.

* Page 1.

WITH reference to your Despatch, No. 62,* of the 29th of July last, notifying the great demand for labour existing throughout the province of Canada, I transmit for your Lordship's information the copy of a report made by the Colonial Land and Emigration Commissioners on the receipt of this intelligence.

August 31, 1852.

I have, &c.

The Earl of Elgin and Kincardine, (Signed)
&c. &c. &c.

CANADA.

Encl. in No. 2.

Enclosure in No. 2.

Colonial Land and Emigration Office,
31st August 1852.

SIR,

No. 62.
July 29, 1852.

1. We have to acknowledge the receipt of your letter of the 24th instant, accompanied by the copy of a despatch from the Earl of Elgin, and by reports from the Emigration Agents at Quebec and Toronto, relative to the great demand for labour existing at the date of those reports in Canada.

2. If this information had been received earlier in the year, we should have thought it desirable to give publicity to it to the greatest possible extent. But it appears to us that it would not be desirable to do so now. It may be assumed that if we now published the information, none of those who had not before made up their minds to emigrate would be able to get away from this country before the middle of September. They would consequently not reach Quebec before the end of October, nor the neighbourhood of Toronto before the beginning of November. It would be impossible, therefore, that they should get settled before the arrival of winter, which will diminish very considerably the employment for labourers.

3. Under these circumstances we have thought it unadvisable to take any steps with reference to Lord Elgin's despatch of the 29th of July. Possibly Sir John Pakington may think it right to explain the reasons for our abstaining from doing so, and in that case it might be desirable to point out to the colonial authorities that information of this kind, unless obtained very early in the season, is, however satisfactory, unavailable for practical purposes.

T. F. Elliot, Esq.,
& c. & c.We have, &c.
(Signed) T. W. C. MURDOCH.
FREDERIC ROGERS.

No. 3.

No. 3.

COPY of a DESPATCH from Sir JOHN S. PAKINGTON Bart. to the
(No. 70.) Earl of ELGIN AND KINCARDINE.

MY LORD,

Downing Street, October 5, 1852.

* Page 1.

WITH reference to your Lordship's Despatch, No. 75,* of the 24th ultimo, relative to the claim of the Messrs. Harvey against the Provincial Government, for losses occasioned by the detention of their vessels by the local authorities at Quebec and Grosse Isle, I transmit the copy of a further letter which I have received from those gentlemen on the subject, and I have to direct your Lordship to bring their representation under the consideration of your council, and suggest to your advisers whether the hardship and loss which the Messrs. Harvey have sustained would not justify arrangements being made in future, which shall ensure the de-patch of the quarantine establishment to Grosse Isle at an earlier period of the season; so that the officers being at their post before the opening of the navigation, vessels might, on their arrival at the quarantine station, neither be unnecessarily detained there, nor have any excuse for passing that place, and running the chance of being sent back for examination.

I have, &c.

The Earl of Elgin and Kincardine, (Signed) JOHN S. PAKINGTON.
& c. & c. & c.

Encl. in No. 3.

Enclosure in No. 3.

SIR,

Limerick, September 15, 1852.

WE had the honour to receive, on 2d July last, the reply which you directed to be sent to our letter of 26th June, relative to the detention of the ship "Primrose," at the quarantine station at Quebec last spring, stating, that the Governor of Canada had been written to, with instructions to inquire into the facts of the case, and that the result, when received at your department, would be communicated to us.

Not having since had any communication from you upon the subject, we again take the liberty of addressing you, having received by last mail a letter from the master of the "Primrose," with which he sent us a copy of his petition to his Excellency the Governor-General to be reimbursed the loss to the ship by the detention; also copy of his Excellency's reply thereto, which documents we now beg to forward herewith.

We regret to perceive that, not only has his Excellency refused the prayer of the petition, but he justifies the delay which was the subject of our complaint, from which we naturally take for granted that no steps are intended to be taken by the local Government to prevent a recurrence of it; and the reason assigned for this justification seems to us to be so very much at variance with the well-known fact, (we allude to the statement "that the detention arose from the late period at which the navigation opened,") that we cannot avoid giving the following maritime extract under date Quebec, "April 16th.—The 'To-

"ronto," Ballantyne, anchored off this port on the night of the 14th, after a fine run of 23 days from Liverpool, and came up to port at high-water this morning. The ship "Allbion," Barclay, also arrived in port yesterday morning from Glasgow. They are both for Montreal. Captain Ballantyne reports having seen the ship "Cambria," off Metis, on Wednesday last; also in the gulf on the 9th instant, two vessels in the ice, which he took for the "Ottawa," "Montreal," or "Shandon." Reports very little ice in the gulf.

"These two arrivals are the earliest ever made to this port. No vessel ever before arrived at Quebec earlier than 16th April, which vessel was the 'Nemesis,' from Poole, in 1831."

This report conveys a very different impression to us than that of the navigation opening late, especially as ships continued to arrive on the 16th, 19th, 20th, 21st, and 22d April.

The tenor of the Secretary's letter of 25th ult., in allusion to the transaction of 1849, is different from the letter of 5th June of that year, inasmuch as it states that the loss was owing to the vessel having *passed* the quarantine station without examination, which conveys an implication that she did not stop there at all, which, if the fact, would alter the case very much; whereas the latter states that the petitioner, *on arriving at Grosse Isle, should have waited there* until the quarantine establishment was in operation; and in reference to this subject we beg to insert the following extract from the master's letter to us, dated 28th ult., viz., "I enclose the documents on the subject of our detention at Grosse Isle on the two voyages. The sentence is not what I expected. Where I was badly treated in that in the year 1849, on reaching Quebec, they acted towards me as if I had passed the quarantine station without waiting to be inspected, whereas I did wait; and when I saw no flag hoisted, and no officers came off to board me, I went ashore in my boat, and had my crew to witness that it was at the advice of the man in charge of the quarantine station that I proceeded to Quebec, and *there* I was detained two days, and then ordered back to Grosse Isle; and this year I was detained for nearly two days, waiting for the medical staff to arrive."

We very much regret that we should have occasion thus to trouble you, but we feel that we have been aggrieved by dilatoriness of the quarantine officers, whose duty we believe it was to be in attendance at such time as there was a possibility of passenger ships arriving; and we are confident, that if you view the matter in a similar light, we may hope for your interposition to procure us compensation; at all events that you will take measures to protect us and other shipowners from such loss and detention in future.

We have, &c.

The Right Hon. Sir J. Pakington,
&c. &c. &c.

(Signed) JAMES HARVEY & Co.

Sub-Enclosure 1 in No. 3.

SIR, I BEG leave to enclose a petition to his Excellency the Governor-General from the Master of the "Primrose," praying to be indemnified for expenses, charges, and loss incurred by the owners of the vessel, owing to the Quarantine at Grosse Isle not being in operation at the time of the "Primrose's" arrival there.

Quebec, May 17, 1849.

The Hon. Jas. Leslie,
Provincial Secretary.

I have, &c.,
(Signed) ARCHD. CAMPBELL,
Agent of the "Primrose."

To his Excellency the Right Hon. JAMES BRUCE, Earl of Elgin and Kincardine, Captain-General and Governor-in-Chief of Her Majesty's Province of Canada, &c. &c. &c.

The Petition of John Ferguson, Master of the Ship "Primrose," of Limerick,

HUMBLY REPRESENTS,

THAT on Sunday morning the 6th of the present month of May your petitioner came to anchor in the said ship "Primrose" at Grosse Isle, and there being no quarantine establishment on the island, he was directed by the person in charge to proceed on to Quebec, where he arrived the same evening.

That your petitioner was detained by the Inspecting Physician at Quebec, with his crew and passengers on board the said vessel, until Tuesday afternoon, when he was ordered to proceed back to Grosse Isle.

That the wind being contrary, your petitioner was compelled to engage a steamer to tow the vessel down; that after undergoing the usual quarantine, your petitioner was released on Saturday, and returned to Quebec in tow of another steamboat.

That owing to the establishment not having been prepared and ready at Grosse Isle, the ship "Primrose," under the command of your petitioner, suffered a detention of three days, and your petitioner hath incurred an expense of 40*l.* for towages down to Grosse Isle and back, and a further expense of 6*l.* extra pilotage down and back.

That the seamen's wages and provisions during the detention aforesaid amounts to 10*l.* per diem, or 30*l.*, which with the towages 20*l.* down and 20*l.* back, and extra pilotage 6*l.*, make, in all, a loss of 76*l.* suffered by the owners of the "Primrose."

CANADA.

Your petitioner, therefore, humbly prays that your Excellency may be pleased to take the foregoing into consideration, and to direct that the sum of 76*l.* may be granted to him, being the actual loss sustained in consequence of the premises aforesaid.

And, as in duty bound, your petitioner will ever pray.

Quebec, May 17, 1849.

(Signed) JOHN FERGUSON.

Sub-Enclosure 2 in No. 3.

SIR,

Secretary's Office, Montreal, June 5, 1849.

THE Governor-General having had under his consideration in council the memorial transmitted by you on behalf of the Master of the ship "Primrose," dated the 17th ult., I am commanded by his Excellency to inform you, in reply, that he is advised that the petitioner on arriving at Grosse Isle should have waited there until the quarantine establishment was in operation, and that consequently the claim for compensation for expenses incurred on account of the vessel having been sent back to Grosse Isle for the requisite examination at the station cannot be entertained.

A. Campbell, Esq., N.P.

I have, &c.
(Signed) J. LESLIE, Secretary.

Sub-Enclosure 3 in No. 3.

To his Excellency JAMES, Earl of Elgin and Kincardine, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over our Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

The Petition of John Ferguson, the Master and Commander of the Ship or Vessel called the "Primrose," of Limerick,

HUMBLY SHOWETH,

THAT your petitioner arrived at Grosse Isle on the inst., in the said vessel, with 179 passengers and a crew of 19 on board, all in a healthy state.

That your petitioner was detained at the island 48 hours, until the arrival of the officers of the quarantine establishment, before the vessel could be cleared, at an expense and cost of 26*l.* 3*s.* 6*d.* sterling to the owners.

Your petitioner would further humbly state, that three years ago he arrived at Grosse Isle with passengers before the arrival of the officers of the quarantine establishment, and after landing there, and finding no officers to board his vessel, he proceeded on to Quebec, where, after remaining two days, he was sent back, at a cost to the owners of the vessel of about 100*l.* sterling.

Wherefore your petitioner humbly prays that your Excellency in your wisdom will be pleased to cause the owners of the said vessel to be indemnified for the loss sustained by them, the same having arisen as aforesaid, and not by or through the fault or negligence of your petitioner; and as in duty bound will ever pray.

Quebec, May 20, 1852.

(Signed) JOHN FERGUSON.

COPY of a Letter accompanying the above petition.

SIR,

Quebec, May 20, 1852.

I HAVE been instructed by Captain Ferguson, master of the ship "Primrose," to forward the enclosed petition praying for redress, with the request that you will be pleased to lay the same before his Excellency the Governor-General.

The Hon. A. N. Morin,
Prov. Sec.

I have, &c.
(Signed) J. GREAVES CLAPHAM

Sub-Enclosure 4 in No. 3.

SIR,

Secretary's Office, Quebec,
August 25, 1852.

IN reply to the memorial preferred by you on behalf of Captain Ferguson, master of the ship "Primrose," dated 20th May last, I am commanded by the Governor-General to inform you that the greater part of the loss complained of in 1849 was owing to the vessel having passed the quarantine station, and proceeded on to Quebec without examination, for which reason she was ordered to return. The detention this year arose from the late period at which the navigation opened; and his Excellency, on investigation, having ascertained that no blame can be attached to any of the officers of government in respect to such detentions, which were not of an unreasonable duration, is not advised to award the indemnity prayed for by the petitioner on behalf of the owners of the vessel.

J. Greaves Clapham, Esq.,

I have, &c.
(Signed) E. PARMY,
Assistant Secretary.

NEW BRUNSWICK.

N. W.
BRUNSWICK.

Despatches from the Lieutenant-Governor.

No. 1.

No. 1.

COPY of a DESPATCH from Lieut.-Governor Sir EDMUND HEAD to the
Right Hon. Sir JOHN S. PAKINGTON.

(No. 26.)

Government House, Fredericton, N. B.,
May 7, 1852.

(Received May 25, 1852.)

SIR,

I HAVE the honour to enclose a copy of a letter from the Emigration
Officer at St. John, reporting the arrival at that port of the barque "Mary Ann,"
with emigrants, from Londonderry.

I also transmit the usual return for the same vessel.

I have, &c.

(Signed) EDMUND HEAD.

The Right Hon. Sir J. S. Pakington, Bart.,
&c. &c. &c.

April 27, 1852.

Encl. in No. 1.

Enclosure in No. 1.

Government Emigration Office, St. John, N.B.,
April 27, 1852.

SIR,

I HAVE to report the arrival of the barque "Mary Ann," with 194 passengers, from
Londonderry, in the unusually short passage of 23 days. A ship return of this vessel is
enclosed.

A large proportion of the passengers of this vessel have come out to join friends in this
province, their passage money having been chiefly paid here.

I have been officially informed that there will probably be a large number of emi-
grants from Cork at this port the present season on their way to the United States, the
regulations at the American ports being so strict that owners of vessels are unwilling to
carry them direct.

I have, &c.

(Signed) M. H. PERLEY.

The Hon. John R. Partelow,
Provincial Secretary.

No. 2.

No. 2.

COPY of a DESPATCH from Lieut.-Colonel F. MURRAY to the Right Hon.
Sir JOHN S. PAKINGTON.

(No. 1.)

Government House, Fredericton, N. B.,
May 27, 1852.

(Received June 2, 1852.)

SIR,

(Answered No. 22, 6 August 1852, Page 47.)

I HAVE the honour to enclose a copy of a letter from the Emigration
Officer at St. John, reporting the arrival at that port of the ships "Industry"
and "Albion," with passengers.

I also transmit the usual returns for these vessels.

As these ships had smallpox on board at the time of their arrival, I have
called on Mr. Perley for a special report on the health of the passengers, which
I have the honour to forward by this mail.*

Annexed to this Despatch also will be found a copy of a letter from Mr.
Perley, and a ship return for the emigrant barque "Ellen and Margaret," arrived
at St. John. This vessel, seemingly by the inadvertance of the clearing officer
at Cork, carried an excess of two passengers.

I have, &c.

(Signed) FREEMAN MURRAY,
Lieut.-Colonel 72d Highlanders,
Administering the Government.

The Right Hon. Sir J. S. Pakington, Bart.,
&c. &c. &c.

May 18, 1852.

* Lieut.-Colonel
Murray to Sir J. S.
Pakington, No. 2.
May 28, 1852.

Enclosure 1 in No. 2.

Government Emigration Office, St. John,
May 18, 1852.

SIR, I HAVE to report the arrival of the barques "Industry" from Dublin, and "Albion" from Cork, for which vessels ship returns are enclosed, and to which I beg to refer.

At the time the passengers by these vessels were landed at Partridge Island there were three cases of smallpox on board the "Industry," and four cases in the "Albion," all children.

I regret to say that up to last evening fifteen additional cases of smallpox have appeared among the passengers on the island, all the cases arising among children that have not been vaccinated.

There have been no deaths as yet, and all the cases are going on favourably. Every precaution has been taken by the Board of Health to prevent the disease reaching this city, and every arrangement has been made for the comfort of the emigrants while they remain at the island.

I have, &c.
(Signed) M. H. PERLEY,
H. M. Emigration Officer.

Enclosure 2 in No. 2.

Encl. 2 in No. 2

Government Emigration Office, St. John,
May 20, 1852.

SIR, I HAVE to report the arrival of the barque "Ellen and Margaret," from Cork, with 102 passengers, all in good health. A ship return for this vessel is enclosed.

Return No. 4.

There were two statute adults on board this vessel more than her tonnage would allow, apparently the fault of the Custom-house officer at Cork, who mustered the crew, and cleared the vessel, he having overlooked the tonnage check; for this he should be admonished.

Clearance list signed "F. Russell, Officer of Customs."

The master of this vessel since his arrival has been continually in a beastly state of intoxication, and no explanation can be had from him, but as the error is evident in the Custom-house papers it is clear that the fault lies with that department.

I shall not institute a prosecution for the penalty in this case unless instructed.

I have, &c.
(Signed) M. H. PERLEY,
H. M. Emigration Officer.

The Hon. John R. Partelow,
Provincial Secretary.

No. 3.

No. 3.

COPY of a DESPATCH from Lieut.-Colonel F. MURRAY to the Right Hon. Sir JOHN S. PAKINGTON.

(No. 2.) Government House, Fredericton, N. B.,
May 28, 1852.

SIR, (Received June 21, 1852.)

I HAVE the honour to enclose for your information a copy of a report from the Emigration Officer at St. John, regarding the state of health of the passengers landed at the quarantine station at that port during this season.

May 21, 1852.

I have, &c.
(Signed) FREEMAN MURRAY,
Lieut.-Colonel 72d Highlanders,
Administering the Government.

The Right Hon. Sir John S. Pakington, Bart.,
&c. &c. &c.

Enclosure in No. 3.

Encl. in No. 3

Government Emigration Office, St. John,
May 21, 1852.

SIR, I HAVE the honour to report that up to this date 622 emigrants have arrived here the present season from the United Kingdom in twelve vessels, four of which were under the Passengers Act, and eight not under that Act.

NEW
BRUNSWICK.

In consequence of smallpox existing on board the "Industry" from Dublin and "Allion" from Cork, the passengers by those vessels, in all 294 souls, were landed at Partridge Island. When first landed there were only four cases of the disease, all children; but as there was a number of other children not vaccinated in the same families the disease has spread among them, as a matter of course, and there are now 24 cases in all.

One child aged eighteen months has died of the disease; two more are considered dangerous, but the others are going on favourably.

There are now only 74 persons in all detained at the island, many of them children undergoing vaccination; the rest have been discharged. The smallpox has not attacked any of the emigrants above 14 years of age, nor would it have spread among the young children had they been vaccinated before leaving Ireland.

There are 2 female adults from Londonderry in hospital at the island, suffering from pulmonary disease after recovery from ship fever. The weather being very fine, dry, and warm for the season, all the sick are recovering rapidly, and the hospital may soon be cleared.

There is a very considerable demand for labour in this city, and still greater demand in the rural districts, where unskilled labour is really scarce. None of the emigrants have gone to the country except such as had relations there, as they could obtain immediate employment in the city at 3s. 4d. to 4s. sterling per day without board and lodging.

Farm labourers are now offered 30s. to 35s. sterling per month for the season with board and lodging, but none can be had on those terms.

R. T. Pennefather, Esq.,
Private Secretary &c.

I have, &c.
(Signed) M. H. PERLEY,
H.M. Emigration Officer.

No. 4.

No. 4.

COPY of a DESPATCH from Lieut.-Colonel F. MURRAY to the Right Hon.
Sir JOHN S. PAKINGTON.

(No.

Government House, Fredericton, N. B.,
June 16, 1852.

SIR,

(Received July 5, 1852.)

I HAVE the honour to enclose a copy of a letter from the Government Emigration Officer at St. John, reporting the arrival at that port of the brig "Garland," from Berhaven, with passengers.

I also transmit the usual ship return for the same vessel.

I have, &c.

(Signed) FREEMAN MURRAY,
Lieut.-Colonel 72d Highlanders,
Administering the Government.

The Right Hon. Sir John S. Pakington, Bart.,
&c. &c. &c.

Encl. in No. 4.

Enclosure in No. 4.

Government Emigration Office,
St. John, May 24, 1852.

SIR,

Return No. 5.

I HAVE to report the arrival of the brig "Garland," from Berhaven, and enclose a ship return.

The passengers by this vessel are chiefly miners and their families on their way to the United States. They are all in good health and tolerably clean.

The emigration from Ireland seems to be now confined to those persons who come out to join friends or members of families whose passages have been paid by relatives in America. The numbers of the latter class will account for the large proportion of women and children who come out this year.

The Hon. John R. Partelow,
Provincial Secretary.

I have, &c.
(Signed) M. H. PERLEY,
H.M. Emigration Officer.

No. 5.

COPY of a DESPATCH from Lieut.-Colonel F. MURRAY to the Right Hon.

Sir JOHN S. PAKINGTON.

(No. 4.)

Government House, Fredericton, N. B.,

June 19, 1852.

(Received July 5, 1852.)

SIR,

I HAVE the honour to enclose copies of two reports from Mr. Peiley, dated respectively June 4 and June 18, relative to the state of health of the emigrants at the quarantine station at St. John.

I have, &c.

(Signed) FREEMAN MURRAY,
Lieut.-Colonel 72nd Highlanders,
Administering the Government.

The Right Hon. Sir J. S. Pakington, Bart.,
&c. &c. &c.

June 4, 1852.
June 18, 1852.

Enclosure 1 in No. 5.

Encl. 1 in No. 5.

SIR,

Government Emigration Office,
St. John, June 4, 1852.

REFERRING to my report to you of May 21, I have now the honour to state that only one passenger-vessel has arrived since that date, the "Garland," from Berehaven, with 123 emigrants, all in good health, making a total of 795 emigrants only the present season.

There are now in hospital on Partridge Island 33 emigrants, of whom 16 children are convalescing from smallpox, and one adult from inflammation of the lungs. The other 16 are friends of the sick children detained with them.

Of the 74 emigrants on the island at the date of my former report 39 have been discharged, 33 remain as above, and two have died, one a female, seventeen years of age, of consumption, the other a child, three years old, of smallpox.

Many millmen and other operatives having recently left the state of Maine for California, the demand for labour there and the high wages offered have drawn a number of persons from this province, thereby rendering labour still more scarce here. The rates of wages in New Brunswick are advancing; and as the season is remarkably favourable, with the prospect of an abundant harvest, and shipbuilding has received a fresh impulse, agricultural as well as other labourers will be in great request all this year.

The contractors for that portion of the St. Andrew's Railway between Waweig and Woodstock break ground formally this day at Frye's Lake, 10 miles from St. Andrew's, intending to proceed with the 80 miles thence to Woodstock, without delay. Their operations will of course add to the existing demand for labour.

No emigrants have arrived at any port in the province but St. John.

R. T. Pennefather, Esq.,
&c. &c.

(Signed) M. H. PERLEY,
H.M. Emigration Officer.

Before reported	-	672
Since arrived	-	123
Total	-	795
Sick in Hospital	-	17
In attendance	-	16
Total at Island	-	33
Discharged	-	39
Dead	-	2
Remaining in Hospital	-	33
Total before reported	-	74

Enclosure 2 in No. 5.

Encl. 2 in No. 5.

SIR,

Government Emigration Office,
St. John, June 18, 1852.

SINCE my report to you of the 4th inst. three vessels have arrived at this port with 163 passengers, making the whole number landed to this date, 958 souls.

At my last report there were 33 emigrants remaining at Partridge Island. Since then 19 have been discharged; the remaining 14 consist of a few children convalescing from smallpox and relations in attendance on them, all of whom will be shortly discharged.

No deaths have occurred at Partridge Island except those previously reported.

On the 14th inst. 73 emigrants by the brigantine "Ocean," from Cork, were landed at the island, in consequence of two of their number and a seaman being ill with typhus fever. Those in health will come up to the city after purification.

The demand for labour is still on the increase, from the impulse to shipbuilding and the proposed departure of a number of young and active operatives for Australia.

The applications to me from the rural districts for agricultural labourers are incessant, and the call for labour I am wholly unable to meet, from the high wages given to the men in deal-yards, saw-mills, timber ponds, and ship-yards.

R. T. Pennefather, Esq.,
&c. &c.

(Signed) M. H. PERLEY,
H.M. Emigration Officer for New Brunswick.

Arrived prior to	Souls
June 4	- 795
Landed since	- 163
Total	- 958
On Partridge Island at last report	- 33
Since discharged	- 19
Now remaining	- 14

NEW
BRUNSWICK.

No. 6.

No. 6. COPY of a DESPATCH from Lieut.-Colonel F. MURRAY to the Right Hon. Sir JOHN S. PAKINGTON.

(No. 6.) Government House, Fredericton, N. B.,
July 1, 1852.

SIR,

(Received July 19, 1852.)

I HAVE the honour to enclose a copy of a letter from the Government Emigration Officer at St. John, reporting the arrival at that port of four vessels, the "Ocean," "Æneas," "Susan," and "Mary," from Ireland, with emigrants.

I also transmit the usual returns for these ships.

I have, &c.

(Signed) FREEMAN MURRAY,
Lieut.-Colonel 72nd Highlanders,
Administering the Government.

The Right Hon. Sir J. S. Pakington, Bart.,
&c. &c. &c.

Encl. in No. 6.

Enclosure in No. 6.

SIR,

Government Emigration Office,
St. John, June 24, 1852.

"Ocean," No. 6.
"Æneas," No. 7.
"Susan," No. 8.
"Mary," No. 9.

I HAVE the honour to report the arrival of four vessels with passengers from Ireland, for each of which a ship return is enclosed.

The passengers by the "Ocean" landed at Partridge Island on the 14th, in consequence of two cases of typhus fever among them, have since been discharged, except the two sick persons who are recovering.

Total passengers 309
Males above 13 91

In the four vessels now reported there were in all 309 passengers, of whom only 91 were males above the age of fourteen years; all the rest were women and children.

Women and } 211
children - }

The greater portion of these passengers were on their way to the United States to join friends and relatives who had paid their passage money across the Atlantic.

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

I have, &c.
(Signed)

M. H. PERLEY,
H.M. Emigration Officer.

No. 7.

No. 7.

COPY of a DESPATCH from Lieut.-Colonel F. MURRAY to the Right Hon. Sir JOHN S. PAKINGTON.

(No. 10.) Government House, Fredericton, N. B.,
August 10, 1852.

SIR,

(Received August 30, 1852.)

July 21, 1852.

I HAVE the honour to enclose for your information a copy of a letter from the Emigration Officer at St. John, reporting the arrival at that port of the vessels "Soffide," "Nicholson," and "Economy," with passengers.

I also transmit the usual returns for these ships.

I have, &c.

(Signed) FREEMAN MURRAY,
Lieut.-Colonel 72nd Highlanders,
Administering the Government.

The Right Hon. Sir J. S. Pakington, Bart.,
&c. &c. &c.

Encl. in No. 7.

Enclosure in No. 7.

SIR.

Government Emigration Office,
St. John, July 21, 1852.

I HAVE the honour to report the arrival of the Norwegian barque "Soffide," from Londonderry, with 176 passengers; the brig "Nicholson," from Westport, with 78 passengers; and the brig "Economy," from Cork, with 78 passengers; for each of which vessels a ship return is enclosed.

Returns Nos. 10,
11, & 12.

All the passengers by these vessels were in excellent health, and landed without delay.

NEW
BRUNSWICK.

I am much gratified also in being able to state that there is not at this moment a single emigrant in the hospital at the quarantine station. This is a very unusual circumstance at this season of the year. The like has not occurred since I assumed the duties of this office in 1843, and it speaks well for the general good health of the emigrants before embarkation, and the care taken of them on the voyage under the greatly improved regulations which now exist.

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

I have, &c.
(Signed) M. H. PERLEY,
H.M. Emigration Officer.

No. 8.

No. 8.

COPY of a DESPATCH from Lieut.-Colonel F. MURRAY to the Right Hon.
Sir JOHN S. PAKINGTON.

(No. 14.)

Government House, Fredericton, N. B.,

August 28, 1852.

(Received Sept. 13, 1852.)

SIR,

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

Aug. 11, 1852.

I also enclose the usual return for this vessel.

I have, &c.
(Signed) FREEMAN MURRAY,
Lieut.-Colonel 72nd Highlanders,
Administering the Government.

The Right Hon. Sir J. S. Pakington, Bart.,
&c. &c. &c.

Enclosure in No. 8.

Encl. in No. 8.

Government Emigration Office, St. John,
August 11, 1852.

SIR,

I HAVE to report the arrival of the barque "Mary Ann," from Londonderry, with 131 passengers, and enclose a ship return.

Return No. 13.

The ship "Crescent City," has also arrived with 46 passengers from Liverpool, not under the regulations of the Passengers Act.

I am happy to state that all these passengers landed in excellent health and very cleanly condition.

There is not now, and has not been since my last report, a single emigrant or sick person in the hospitals or buildings on Partridge Island.

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

I have, &c.
(Signed) M. H. PERLEY

No. 9.

No. 9.

COPY of a DESPATCH from Lieut.-Governor Sir EDMUND HEAD to the Right Hon. Sir JOHN S. PAKINGTON.

(No. 3.)

Government House, Fredericton, N. B.,

January 1, 1853.

(Received January 17, 1853.)

SIR,

I HAVE the honour to enclose a copy of a letter from Mr. Perley, together with the ship return relating to the barque "Berlin," from Westport.

I cannot say that the report of the Emigration Officer is satisfactory, as regards the condition or conduct of the passengers.

I have, &c.
(Signed) EDMUND HEAD.

The Right Hon. Sir J. S. Pakington, Bart.,
&c. &c. &c.

NEW
BRUNSWICK.

Enclosure in No. 9.

Government Emigration Office, St. John, N. B.,
December 27, 1852.

Encl. in No. 9.

SIR,

I ENCLOSE a ship return for the barque "Berlin," from Westport, whose arrival I have already reported.

The whole of the passengers by this vessel (except two females) were forwarded to Boston in the steamer "Admiral," last Friday morning. Advantageous places, and the highest wages were offered to the females in this vessel, nearly all of whom were seeking situations. The anxiety to retain them here induced the belief that they would obtain much higher wages in Boston, and all left except two of their number, who were very destitute of clothing.

The passengers complained to me of having been four weeks on short allowance of provisions and water. I told them they could obtain immediate redress by applying to the stipendiary magistrate, and that they should have my assistance in any proceedings they wished to adopt; but they declined taking any steps against the master, provided they were sent at once to Boston, which was done.

The crew charged the passengers with having broken open the ship's storeroom, and wasted the provisions as well as the water; and this was not denied in my presence.

The fresh provisions provided by the master after the arrival of the vessel here, the male passengers (Connaught men) sold for spirits, and they were all more or less intoxicated up to the hour of their departure.

The Hon. J. R. Partelow,
&c. &c.I have, &c.
(Signed) M. H. PERLEY.

No. 10.

No. 10.

COPY of a DESPATCH from Lieut.-Governor Sir EDMUND HEAD to
the Right Honourable Sir JOHN S. PAKINGTON.

(No. 5.)

Government House, Fredericton, N. B.
January 10, 1853.

(Received January 31, 1853.)

SIR,

I HAVE the honour to enclose the annual abstract of immigration into this province, with the Emigration Officer's report for the year 1852.

I also enclose * a list of applications for children from England, made to the Emigration Officer at St. John, to which I beg to call attention, as showing the increased demand for apprentices and domestic servants throughout the province.

I have, &c.
(Signed) EDMUND HEADThe Right Hon. Sir John S. Pakington, Bart.,
&c. &c. &c.* This lengthy
Schedule is not
printed.

Encl. in No. 10.

Enclosure in No. 10.

To his Excellency Sir EDMUND HEAD, Bart., Lieut.-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 this province for the year 1852.

1851	-	-	Souls.	3,470
1852	-	-		2,165
				—
Decrease	-	-		1,305
				—

The whole number of immigrants landed in the province during the year was 2,165, being a decrease on the year 1851 of 1,305 souls.

Among the passengers that arrived in the early part of the season there were many cases of smallpox, but owing to the very comfortable arrangements now existing at Partridge Island for a moderate number of immigrants, and the kindness and skill of Dr. Harding, the deaths on the voyage and in quarantine amounted to less than one fifth of one per cent. on the numbers embarked.

During the past season there has been no prosecution under the "Passengers Act." The rights of passengers are now better understood than formerly, and the wise and salutary provisions of the Passengers Acts have operated greatly to their advantage. The provisions of the Consolidated Act which came into force on the first day of October last appear well calculated to add to the comfort and welfare of passengers to North America.

Fully two thirds of the immigrants of the past season proceeded to the United States immediately after their arrival here. In fact, most of these had paid their passage-money through to Boston before leaving the United Kingdom, and came by this port merely to avail themselves of a cheap passage in the timber ships which arrive here in ballast. Fully nine tenths of the immigrants of the season were Irish, the residue were English, Scotch, and some German families, on their way from Liverpool to the United States.

The past year has been one of unusual prosperity in New Brunswick. The prices of the staple exports of the country (timber and deals) have been maintained throughout the year, and there has been much activity in every branch of the wood trade. The saw-mills of the province, driven either by steam or water power, amount to 584. All these have been fully and profitably employed, and new mills are in course of erection in several sections of the province. The demand for shipping consequent upon the increase of trade to California and Australia, and the high character attained by the New Brunswick-built ships from the superiority of their model, workmanship, and materials, have conjointly given a great impulse to shipbuilding, a profitable employment for the industry of the country. The labours of the husbandman have been blessed with an abundant harvest, and the only drawback to the general advancement of the province has arisen from the scarcity and high price of labour, which has been felt in a greater or less degree by every branch of business and in all the departments of industry.

The scarcity of farm labourers and domestic servants now amounts to a serious inconvenience. With the view of affording some relief to those in want of servants, I made application in the early part of the year for 100 male and 100 female children from the poor-law unions of England. In November an intimation was received from the Emigration Commissioners that the Poor-law Board would furnish the required number from the London and North Surrey district schools, on proper arrangements being made for their disposal and welfare after their arrival here. A notice was thereupon issued from this office, requesting persons in want of domestic servants to apply in writing, stating the numbers, age, and sex of the children required, and the nature of the employment for which they were needed.

In consequence of this notice, I have received applications from every county in the province, and a detailed statement* is herewith submitted, showing the names of the applicants, their residence, the numbers and ages of the children, and the nature of the service for which they are required.

* This lengthy schedule is not printed.

These applications are thus summed up:—

	Male.	Female.
City and county of St. John	35	28
County of King's	62	43
" Queen's	7	10
" Sunbury	11	5
" York	10	10
" Carleton	58	47
" Victoria	6	2
" Albert	6	3
" Westmoreland	21	11
" Kent	1	1
" Northumberland	10	2
" Gloucester	5	2
" Restigouche	2	2
" Charlotte	15	10
Totals	249	176

In all 249 boys and 176 girls, equal to 425 souls.

The number of applications, for boys especially, being so much larger than at first anticipated, renders necessary a further requisition upon the Poor-law Board, and I have to beg your Excellency's aid and influence in order to procure a sufficient supply of children to meet all the applications.

I am quite satisfied that the applications would have been more numerous if longer notice had been given; but probably the numbers now asked will be quite sufficient to give this description of immigration a fair trial.

Subsequently to arrangements being made with Messrs. Jackson, Peto, Betts, and Brassey, for the construction of railways in this province on an extensive scale, I issued a circular letter to the several gentlemen who act as emigration officers at the outports, requesting them to inform me if any and what demand existed in their several districts for labourers and mechanics, or for male and female servants; as also whether an additional supply of labour of any particular description would be required next spring, in the event of railways being commenced as extensively as proposed.

In answer to this circular, Mr Harrington, deputy-treasurer, at Shediac, states, that at present there is a sufficient supply of labour in that district for lumbering and agricultural operations, but that some anxiety exists among the parties engaged in those operations, lest labour should be scarce and high-priced in early spring. Mr. Harrington believes that many persons will be attracted at that season from Prince Edward Island,

Nova Scotia, and the United States, by the demand for labour consequent on the commencement of railways; but fears are entertained, that after Midsummer, there will be a scarcity of labour at a fair price; he is unable to offer any estimate of the number of labourers that may be required next spring for the business of the country, as that will greatly depend on the number of workmen brought from the United Kingdom by the railway contractors at the commencement of their operations.

Mr. Weldon, deputy treasurer at Richibucto, states, that during the past season there has been a scarcity of labour at that place for the ordinary business of the port. The farmers in that district complain of the want of farm-servants, while female servants are also very scarce. Mr. Weldon adds, that there are now upwards of 3,000 tons of shipping on the stocks in the harbour of Richibucto, to be launched at the opening of navigation next season, and that a great deal of business is being done in the forest the present winter. He is therefore of opinion, that there will be a greater demand for labourers in that district next season, than in any previous season.

Mr. Peters, deputy treasurer at Miramichi, in reply to my circular, forwards letters from Messrs. Gilmour, Rankin, and Co., and from the secretaries of two of the agricultural societies in Northumberland, to whom he had applied for information.

Messrs. Gilmour, Rankin, and Co. state, that they consider the present supply of labour at Miramichi fully equal to the demand, at better rates of wages however than have been paid for the last ten years. In the spring there will be an increased demand for labour, as men will then be wanted for some new saw-mills now in course of erection. If this want is not supplied there will be an advance of wages, in order to induce some of the agricultural population to turn their attention to the manufacture and export of lumber. It appears to Messrs. Gilmour, Rankin, and Co. that the opening of a new field of labour, even at a less rate of wages than is now paid, and the love of change and adventure, will draw off a large number of those now engaged in lumbering, agriculture, and the fisheries from Miramichi, as well as other sections of the province, unless some plan be devised to counteract the drain that will undoubtedly follow the commencement of "the great work." Messrs. Gilmour, Rankin, and Co. think this can be accomplished by the encouragement of immigration by the Government, to supply the extra demand. Unless the railway contractors bring into the country a sufficient number of labourers to carry on their works, "a rush" will otherwise ensue, to the great inconvenience, loss, and interruption of all other branches of business in Miramichi and elsewhere.

Mr. Caie, secretary of the Northumberland County Agricultural Society, states, that owing to the serious depression in the business of that county which took place a few years ago, a large number of mechanics and operatives were compelled to leave it, and seek employment elsewhere; but that during the past season a great revival took place in every description of business prosecuted at Miramichi. In saw-mills, ship-yards, and lumbering, operations, have been renewed with increased vigour, owing to which the scarcity of mechanics and operatives of every description was severely felt during the whole season. Three new saw-mills, and the like number of new ship-yards, will shortly be in operation, and will increase the demand for labour. It appears very certain to Mr. Caie, that a large number of respectable mechanics and industrious labourers will find ready employment at Miramichi in the spring.

Mr. Caie further states, that, owing to the high price and scarcity of labour last season, the farmers of Northumberland were compelled to do as they best could, without employing farm servants at all. This, taken in conjunction with the fact that in no county is such rapid progress being made in agriculture as in Northumberland, proves distinctly that a greater number of farm servants of the better class will be required. Female servants, Mr. Caie says, have been scarce for several years past in Northumberland, and a considerable number of young women of good character would find ready and remunerative employment in that county.

Mr. J. L. Price, secretary of the Ludlow Agricultural Society, states that the supply of labour in that district is barely equal to the demand, although a considerable addition has recently been made to the labouring population by the introduction of workmen from Nova Scotia and Prince Edward Island. The entire adult population is actively and usefully employed, and the unremitting exertions of all will be required throughout the present winter and the coming summer to carry on the ordinary business of the country. It is therefore obvious, says Mr. Price, that a supply of labourers from abroad, equal to the numbers which will be needed on the contemplated railways, should be encouraged to enter the province next spring, either to be employed on those railways, or else to supply the places of that portion of the present population who may be induced to leave their ordinary avocations, and engage in those works. To rely upon the present limited supply of workmen for any considerable aid in railway construction would enormously increase the price of labour, already too high, and prostrate the ordinary branches of business, the maintenance of which is so essential to the prosperity of the country.

Mr. Read, deputy treasurer at Bathurst, states that the present supply of labour in that district is scarcely adequate to the various requirements for prosecuting the ordinary business of the country; and he has no doubt that if railways are commenced next spring as extensively as proposed, labour will be exceedingly scarce and dear. No emigrants have arrived at Bathurst for several years; while numbers of the young and able-bodied population have left for Canada and the United States. Mr. Read trusts that the intro-

duction of railways will change this state of things, and he considers it absolutely necessary that all fair means and encouragement should be resorted to, in order to induce male and female emigrants to come to that district next spring. Mechanics are not so much needed as ordinary labourers; and Mr. Read concludes by stating, that the agricultural capabilities of the county of Gloucester, combined with its bay fisheries, present inducements to an industrious class of emigrants, not to be surpassed by any other part of the province.

Mr. Stewart, deputy treasurer at Dalhousie, states, that on the Restigouche there is a greater scarcity of labourers than usual. The high rates of wages given last season to lumbermen on the river St. John, drew nearly all the transient population in that direction, and the places of these men have been filled by the farmers' sons, greatly to the annoyance of their parents in many instances. Farm servants of both sexes have always been difficult to procure; and in fact, good ones are not to be had in the county of Restigouche. As for mechanics, the county is wretchedly supplied in every department. Mr. Stewart hazards the opinion, that in the event of railways being commenced as extensively as proposed, there will scarcely be an unmarried man left in the county next year, as cash payments will draw them all to the railways.

Mr. Jones, assistant emigration officer at St. Andrew's, states that a very serious want of labour is now experienced in that district, which, if not supplied next spring, will greatly impede the business of the country. All kinds of labour are required in Charlotte county, skilled and unskilled, male and female, servants and mechanics. The contractors for the St. Andrew's and Quebec Railway state to Mr. Jones that it is their intention to have about 1,000 men at work next spring. They have made arrangements to bring out from Great Britain about 600 labourers and mechanics; and they will undertake to employ 300 labourers from any number that may be induced to emigrate by the province. Mr. Jones adds, that in addition to the numbers required by the St. Andrew's and Quebec Railway Company, about 300 labourers would find immediate employment in Charlotte county at good wages.

From this city, along the whole valley of the river St. John, to Madawaska and the St. Francis, a distance of about 300 miles, there is a scarcity of labour in nearly every branch of business. The increased demand which is sure to arise next spring, from the present prosperous state of the province (of the continuance of which there seems no reasonable doubt,) will press severely upon all classes, quite independently of the enormous amount of labour that will be required for railway construction. The impetus which will be given by the railways to new branches of industry will call for still more labourers and workmen everywhere; and the necessity for large supplies of labour of all kinds is therefore clearly apparent.

I beg most respectfully to draw the attention of your Excellency and Council to the consideration of the most advisable mode of procuring from Europe the large supply of labour this province will absolutely need next year, as well for the ordinary business of the country as for railway construction, a subject of pressing importance at the present time. In reply to my inquiry, "whether by taking proper means and using due exertion, a large and healthy emigration could be directed from the United Kingdom to New Brunswick," the Colonial Land and Emigration Commissioners state that it will scarcely be possible to divert any of the emigrants now about proceeding to the United States and the Australian gold fields; but it might probably be possible, if great and permanent advantages were held out by this province, to induce a portion of those emigrants who leave the mother country without any peculiar attraction to one locality, to adopt New Brunswick as their home. The Commissioners state that they cannot take any step in this matter except upon the authority of your Excellency, sanctioned by the Secretary of State; and if your Excellency wishes any steps adopted, it would be necessary to send to Her Majesty's Government a statement of the advantages which this province offers, to be published on your Excellency's authority and responsibility.

It only remains for me again to bring under your Excellency's notice the difficulties attending the existing mode of acquiring crown lands in this province, which, I feel assured, deter many persons from purchasing and becoming settlers. I beg respectfully to refer to the mode pointed out in my report of 31st December last of obviating those difficulties, and greatly simplifying the manner of purchasing vacant land, as well as diminishing the number of public accounts.

The survey of all vacant lands in those counties through which the railways are expected to pass now becomes a work of necessity; the demand likely to arise for such lands, and their increased value from contiguity to the railways, are good reasons for having some of the eligible vacant land of the province so laid out as to be at once available to any respectable body of settlers who may be attracted to New Brunswick, from the many advantages it will shortly present for the employment of labour and the profitable investment of capital.

Which is respectfully submitted.

(Signed) M. H. PERLEY,

H. M. Emigration Officer for New Brunswick.

Government Emigration Office,
St. John, New Brunswick,
December 31, 1852.

Sub-Enclosure to Enclosure in No. 10.

NEW
BRUNSWICK
Sub-Incl. in
No. 10.

ABSTRACT RETURN of IMMIGRATION to New Brunswick during the Year ended
31st December 1852.

Quarters.	Number of vessels.	No. of births on board or in Quarantine.	No. of deaths on board or in Quarantine.	Adults.		Between 14 years and 1 year.		Under one year.		Totals.		Whole number of souls.
				M.	F.	M.	F.	M.	F.	M.	F.	
Quarter ended March 31	—	—	—	—	—	—	—	—	—	—	—	—
Do. ended June 30	21	1	2	419	373	175	172	29	13	623	558	1181
Do. ended Sept. 30	17	—	—	257	283	95	103	16	16	368	402	770
Do. ended Dec. 31	7	—	—	62	96	25	26	4	1	91	123	214
Totals	45	1	4	738	752	295	301	49	30	1082	1083	2165

RECAPITULATION.

	M.	F.
Adults - - - - -	738	752
Between 14 and one year - - - - -	295	301
Under one year - - - - -	49	30
Totals	1082	1083

Total, Two thousand one hundred and sixty-five souls.

Government Emigration Office, St. John, N. B.
December 31, 1852.

(Signed) M. H. PERLEY,
H. M. Emigration Officer.

No. 11.

No. 11.

COPY of a DESPATCH from Lieut.-Governor Sir E. HEAD to the
Duke of NEWCASTLE.

(No. 10.)

Government House, Fredericton, N. B.,
January 29, 1853.

(Received February 14, 1853.)

(Answered, March 29, 1853, No. 17, page 47.)

MY LORD DUKE,

I HAVE the honour to enclose a copy of a letter addressed by Mr. Perley, the Emigration Officer at St. John, to my private secretary.

January 28, 1853.

In connexion with this letter, I must refer your Grace to my late Despatch to the Right Honourable Sir John Pakington, of January 10,* 1853 (No. 5.), which enclosed a detailed list of applications for children from England.

* Page 42.

I have, &c.,

(Signed) EDMUND HEAD.

His Grace the Duke of Newcastle,
&c. &c. &c.

Enclosure in No. 11.

Encl. in No. 11.

Government Emigration Office, St. John,
January 28, 1853.

DEAR SIR,

I have already informed you that by the last English mail I intimated to the Colonial Land and Emigration Commissioners, that I had received forty-eight additional applications for English children.

Since then I have received fourteen more applications in writing, and the numbers now stand thus:—Boys, 282; Girls, 205;—Total, 487.

I am aware that several others intend to apply who have as yet neglected to send applications in writing. I am quite satisfied, therefore, that at least 500 children will be required, thus apportioned:—Boys, 290; Girls, 210;—Total 500.

I beg his Excellency will be good enough to state to the Colonial Department the number of children required, and the general desire of the applicants that they should arrive here as early as possible next spring.

I have, &c.

(Signed) M. H. PERLEY.

W. C. Drury, Esq.
&c. &c.

Despatches from the Secretary of State.

No. 1.

No. 1.

COPY of a DESPATCH from the Right Hon. Sir JOHN S. PAKINGTON to the OFFICER ADMINISTERING the GOVERNMENT of New Brunswick.

(No. 22.)

SIR, Downing Street, August 6, 1852.
I HAVE to acknowledge the receipt of your Despatch No. 1,* of the 27th May, enclosing the copy of a letter from the Emigration Officer at St. John, reporting that the ship "Ellen and Margaret" had arrived at that port with an excess of passengers on board.

* Page 36.

From the accompanying copy of a letter from Captain Friend, the Emigration Officer at Cork, it appears that the excess in question was caused by the master taking two more persons as part of his crew than he cleared with; but as he has in all probability left New Brunswick, I do not consider that it would be expedient to institute legal proceedings against him.

July 8, 1852.

I have, &c.

(Signed) JOHN S. PAKINGTON.

Enclosure in No. 1.

SIR, Ramsgate, July 8, 1852.
YOUR letter of the 1st instant, No. 44,335, has been forwarded to me here; and in reply I beg to acquaint you that in consequence of a communication from Mr. Perley, I have referred to the clearance of the "Ellen and Margaret," and find the excess of two persons on board that vessel was caused by the master taking two more persons as part of his crew than he cleared with.

Encl. in No. 1.

I have, &c.

Stephen Walcott, Esq.
&c. &c. &c.(Signed) CHARLES FRIEND,
Commander, R.N.

No. 2.

COPY of a DESPATCH from the Duke of NEWCASTLE. to Lieut.-Governor Sir EDMUND HEAD.

No. 2.

(No. 17.)

SIR, Downing Street, March 29, 1853.
I HAVE had under my consideration your Despatch No. 10,* of the 29th of January last, accompanied by a letter from Mr. Perley, the Emigration Officer at St. John, proposing an emigration of boys and girls from the workhouses of this country to New Brunswick.

* Page 46.

Having caused the Emigration Commissioners to communicate on this subject with the Poor Law Board, I enclose for your information the copy of a letter which has been received from Lord Courtenay, the secretary to that Board.

You will observe that they do not wholly refuse to entertain the plan, but that they would require much preliminary information, and to be assured beforehand of various precautions, and that even if the requisite conditions were complied with, they could not answer for affording any regular or numerous supply of emigrants of the proposed kind to New Brunswick. Such being the case, I have also to inform you, that all former attempts to send out children from the workhouses to the colonies have been found to be attended with numerous risks of complaint, both on the part of the juvenile emigrants themselves, and also of parents who, without being discovered perhaps before the children were sent, came forward to claim them afterwards. At the Cape of Good Hope some years ago an experiment of this kind brought great obloquy on a well-meaning private association by which it was made.

11th March 1852.

Considering, therefore, the difficulties and dangers of executing the plan, and seeing that after all there is no prospect that it could be carried to any such

NEW
BRUNSWICK.

extent as to be of importance to the interests of the province, I do not think that it ought to be prosecuted further.

Sir Edmund Head,
&c. &c.

I am, &c.
(Signed) NEWCASTLE.

Encl. in No. 2.

Enclosure in No. 2.

Poor Law Board. Whitehall,
March 11, 1853.

SIR,

I AM directed by the Poor Law Board to acknowledge the receipt of your letters of the 25th of January, 3d of February, and 2d of March, in which you transmit to them copies of letters and other documents received by the Colonial Land and Emigration Commissioners from Mr Perley, Her Majesty's emigration officer at St. John's, New Brunswick, on the subject of the demand at present existing in the province of New Brunswick for the service of children between the ages of 12 and 16 years, and in which you request that the Board will inform the Commissioners of their views as to the possibility and expediency of meeting the necessities of the employers of labour in New Brunswick by encouraging the emigration to that province of pauper children from this country.

The Poor Law Board have carefully considered the present and the previous communications received from you on the same subject, and particularly the letter (with its enclosures) addressed by Mr. Perley to the Colonial Land and Emigration Commissioners, an extract from which was forwarded to them in your letter of the 15th December last.

The Board desire in the first place to observe, that their intention in sending to the Colonial Land and Emigration Commissioners the lists of children to which Mr. Perley refers, was rather to indicate the class, age, and description of the children in metropolitan workhouses or district schools amongst whom the desire to emigrate might exist, than to lead to the inference which that gentleman appears to have drawn that this Board were either enabled by law or prepared to send out to New Brunswick the children mentioned in those lists. It is unnecessary to point out to the Colonial Land and Emigration Commissioners that no such emigration could take place without the previous consent of the guardians of the several unions or the managers of district schools respectively, and the sanction of this Board; and the Board do not think, upon the information at present before them, that the suggested plan has been so far matured or any such arrangements for the reception and subsequent protection and employment of the proposed youthful emigrants definitely made, as would justify the Board in bringing the subject under the notice of the guardians or managers. The Board observe that, as stated by the Commissioners in their letter of the 15th December 1852, Mr. Perley's letter describes rather what was at the date of his communication in contemplation, than any arrangements then actually made with a view to the proper care and disposal of the children on their arrival in New Brunswick; and they think it desirable therefore, in adverting to this fact, to point out certain arrangements which among others appear to them essential in order to the safe operation of such a system of emigration as is contemplated by Mr. Perley.

It appears to the Board, first, that provision should be made that some public officer should be charged with the duty of receiving the children on their landing, and of providing either singly or in co-operation with a charitable association, such as that referred to by Mr. Perley, for their care until placed out in situations. Secondly, that the assent of such officer should be necessary to the placing a child in any service; and thirdly, that no child should be placed out except under an indenture of apprenticeship, or some other instrument of a character legally enforceable (the terms of which should hereafter be agreed upon jointly by the Colonial Land and Emigration Commissioners and this Board), binding the employer to retain and take due care of the child for a certain limited period. The Board observe, that the Act of the Legislature of New Brunswick, to which Mr. Perley refers, as legalising indentures in such cases as those now under consideration, in fact only applies to the "orphan or deserted children of deceased emigrants, or the children of such as may be paupers," and not to the cases of children sent out from this country in the manner now suggested.

The Board beg to submit these considerations to the Colonial Land and Emigration Commissioners; and to add, in conclusion, that it will give them much satisfaction to confer hereafter with them upon this subject, should circumstances appear to render it expedient upon the receipt of more full and definite information from the colony, to take measures for the encouragement of emigration of the description now referred to.

The Board think it right further to intimate, that they cannot assure a regular or numerous supply of such emigrants to New Brunswick, even supposing the official arrangements, to which the Board have adverted as necessary, to be made for their reception and ultimate destination.

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

I am, &c.
(Signed) COURTENAY,
Secretary.

NOVA SCOTIA.

NOVA SCOTIA

Despatches from Lieutenant-Governor Sir J. Harvey.

No. 1

No. 1.

COPY of a DESPATCH from Lieut.-Governor Sir J. HARVEY to the
Right Hon. Sir JOHN S. PAKINGTON Bart.

(No. 4.)

Government House, Halifax,
March 18, 1852.

(Received March 30, 1852.)

SIR,

(Answered No. 14., May 28, 1852, p. 56.)

I HAVE the honour to acquaint you that the brig "Fanny, of 155 tons burthen, was chartered at Galway on the 23rd August last, by Messrs. Evans and Sons, merchants, of that place, to convey passengers to New York for 145*l.* sterling, and 6*s.* 3*d.* capitation money, in cash, and advertised to sail for the United States of America on the 15th of September, but remained in port until the 13th of November, when she put to sea, having on board 75 passengers. After being some time out, two of the number died, and the rest were reduced to destitution, without sufficient provision, and totally without rice or flour, and on short allowance of biscuit and oatmeal; they were in a starving condition, and would have perished had they not possessed private stores of their own.

These poor people were to be found by Messrs. Evans, whom they paid; and after encountering tempestuous weather, and working day and night at the pumps to keep the vessel afloat, finally reached this port on the 14th of February, where the vessel was pronounced unseaworthy, arrested for payment of an hypothecation bond given to Mr. Fyn of Galway under process from the Admiralty Court, sold, and produced about 175*l.*, which remains in the registry, subject to expense incurred and seamen's wages—the latter amounting to 103*l.*

I have advanced the necessary sum to relieve these sufferers, and forward them to their destination, and transmit herewith the accounts, and beg your attention to the 43d section of the Act 12 & 13 Vict., cap. 33, and have to request you to direct the bond to be put in suit to reimburse the government under my charge; and to prevent a recurrence of the inhumanity of sending in future such poor people across the Atlantic in the depth of winter, I have directed the collector of the customs to institute proceedings against the master and owner, who are both insolvent.

I have, &c.

(Signed) J. HARVEY.

Lieut.-Governor.

Right Hon. Sir John S. Pakington,
&c. &c. &c.

P.S. Copy of the charter-party is herewith enclosed.

Encl. 1 in No. 1.

Enclosure 1 in No 1.

Halifax, N. S.

Provincial Government,
1852, To B. Wier & Co., Dr.
February 23.—To passages of 72 souls per "Boston,"
to Boston, and provisions for ditto, at } £144 0 0
40*s.* each. - - - - -
Received payment (Signed) B. WIER, & Co.

Halifax, N.S. February 21, 1852.

An account of the provisions purchased by the Committee of Charity of the Charitable Irish Society, for the use of the emigrants on board the brig "Fanny."

	£	s.	d.
3 barrels bread, at 15 <i>s.</i>	-	-	2 5 0
58 lbs. mutton, at 3½ <i>d.</i>	-	-	0 16 11
1 cwt. meal, at 12 <i>s.</i> 6 <i>d.</i>	-	-	0 12 6
5 gallons molasses, at 1 <i>s.</i> 6 <i>d.</i>	-	-	0 7 6
21 lbs. tea, at 1 <i>s.</i> 9 <i>d.</i>	-	-	1 16 9
11 dozen bread, at 3 <i>s.</i> 6 <i>d.</i>	-	-	1 18 6
2 bushels potatoes at 3 <i>s.</i> 9 <i>d.</i>	-	-	0 7 6

	£	s.	d.
10 lbs. onions, at 2d.	-	0	1 8
2 quarts salt, at 2d.	-	0	0 4
2 barrels pilot bread, at 15s.	-	1	10 0
1 bushel turnips, at 1s. 9d.	-	0	1 9
48 lbs. beef, at 3½d.	-	0	14 0
113 ditto, at 4d.	-	1	17 8
4 tin kettles, at 1s.	-	0	4 0
1 cord wood, at 19s. 6d.	-	0	19 6
Truckage, 3s. 3d., sawing wood, 3s 6d.	-	0	6 9
21 lbs. tea, at 1s. 9d.	-	1	16 9
2lbs. candles, at 9d.	-	0	1 6
12 dozen bread, at 3s. 6d.	-	2	2 0
6¼ lbs. beef, at 4d., 21s. 6d. ; 22lbs. ditto, at 2d., 3s. 8d.	-	1	5 2
		<u>19</u>	<u>5 9</u>

Enclosure 2 in No. 1.

Encl. 2 in No. 1.

Charter-party.

Galway, August 22, 1851.

It is this day mutually agreed between John C. Rudolf, of the good ship or vessel called the "Fanny," of Halifax, whereof John C. Rudolf is master, of the burthen of 155 tons or thereabouts, now at Galway, and Messrs. Evans and Son, merchants, that the said ship being tight, staunch, and strong, and every way fitted for the voyage, shall, with all convenient speed, load a full and complete number of passengers as allowed by the American laws, and to clear six passengers as cabin passengers, but not to have access to the cabin, which the said merchants bind themselves to send or cause to be sent alongside the said vessel at her port or place of loading aforesaid, and to be taken from alongside the said vessel at her port or place of discharge herein-after mentioned, free of expense to the ship, but not exceeding what she can reasonably stow and carry over and above her tackle, apparel, provisions, and furniture; and being so loaded shall therewith proceed to New York, or so near thereunto as she may safely get, and deliver the same, on being paid freight at Galway, as agreed, one hundred and forty-five pounds sterling, and six shillings and threepence head-money in cash; the act of God, the Queen's enemies, fire, and all and every other the dangers and accidents of the seas, rivers, and navigation, of whatever nature and kind soever, during the said voyage, always excepted; the freight to be paid before sailing from Galway, also head-money at the rate of six shillings and threepence for each passenger shipped; days to be allowed the said merchant (if the ship be not sooner despatched) for unloading the said ship at Galway, and two days to clear the ship at the Custom-house, and all the passengers to be clear of the ship in forty-eight hours at New York, and days, or demurrage, over and above the said laying days, at pounds per day. Penalty for non-performance of this agreement three hundred pounds. The charterers to provide the passengers with fuel, water, and provisions as required by law; also to fit up the ship with deck berths and fire-places, with the privilege of taking about fifty tons marble, and all the surplus stores, water casks, berths, decks, &c., to be received by the master for his benefit.

(Signed) EVANS & SON.

Witness

No. 2.

No. 2.

COPY of a DESPATCH from Lieut.-Governor Sir J. G. LE MARCHANT to the Right Hon. Sir JOHN S. PAKINGTON Bart.

(No. 5.)

Government House, Halifax,
August 17, 1852.

(Received August 30, 1852.)

SIR,

(Answered No. 21, October 5, 1852, p. 56.)

REFERRING to your Despatch, No. 14,* of the 28th May, to the administrator of this Government, I beg to call your attention to the enclosed statement of the case of the brig "Fanny," prepared by the Attorney-General.

* Page 56.

The law, it would appear, gave to the passengers landed here from that vessel no relief.

The Legislature having from time to time made very liberal grants in similar cases, which have never been reimbursed, is naturally weary of providing for emigrants who are often thrown in a state of destitution and wretchedness on the shores of Nova Scotia.

NOVA SCOTIA.

I would respectfully suggest, therefore, either that the law be amended, or that an officer be appointed at the port of Halifax, with full powers to provide, as is done at the ports of Quebec, and St. John, New Brunswick, for the relief and protection of poor persons who may be imposed upon by shipmasters, or cast in a state of helplessness on the coast.

A statement is herewith enclosed of disbursements from the Provincial Treasury on account of the passengers of the "Fanny;" and I beg to request that the necessary directions may be given for the reimbursement of the amount, being 163*l.* 5*s.* 9*d.* currency, equal to 130*l.* 12*s.* 8*d.* sterling.

I have, &c.

(Signed) J. GASPARD LE MARCHANT.

The Right Hon. Sir J. S. Pakington, Bart.

&c.

&c.

&c.

Encl. 1 in No. 2.

Enclosure 1 in No. 2.

THE brig "Fanny" sailed from Galway, Ireland, with 82 passengers, bound to New York in the United States of America; put into Lunenburg on the 25th day of January, 1852, in a disabled state, and after remaining there for ten days the said vessel set sail for Halifax, where she arrived on the 9th of February following. The owner of said brig, unable to refit said vessel, abandoned her, and the voyage was thus terminated. On the 19th of February the passengers of said vessel applied to Henry Trew, Esq., Collector, under the 12th and 13th Vict. cap. 33, and a complaint was accordingly entered under the provisions thereof before two justices of the peace to the following effect:

"Whereas by the 12th and 13th Vict. cap. 33, entitled 'An Act for regulating the Carriage of Passengers in Merchant Vessels,' it is enacted by the 5th section, that Commissioners of Emigration shall carry the provisions of said Act into execution; and by the 7th section of said Act all powers, functions, and duties to be exercised or performed by such emigration officer shall, at any port where there shall be no such emigration officer or assistant, be exercised by the chief officer of customs for the time being at such port; and whereas there is no emigration officer or assistant at the port of Halifax in the province of Nova Scotia, and certain passengers in the brig "Fanny," bound from Galway, Ireland, to New York in the United States of America, having been brought into this port, the vessel being in distress, and the owner and master having terminated the voyage, the said vessel being in a damaged state, and the owner being unable to repair or refit her, and she having put into Lunenburg in this province on or about the 25th day of January, and remained there ten days, and having entered the port of Halifax on the 9th day of February, still remaining there, lodged a complaint with me, and requested my interposition and to recover on their behalf the passage-money respectively paid by said passengers for such passage, and also such further sum in respect of each such passage, for a reasonable compensation for the loss of such passage; I, Henry Trew, chief officer of Her Majesty's Customs at Halifax in Nova Scotia, do appear before George N. Russell, Esquire, justice of the peace for the county of Halifax, and make complaint and give information that the British brig "Fanny," with the passengers, a list of whom is herewith exhibited, sailed from Galway in Ireland, bound to New York, on the thirteenth day of November, and arrived at Halifax and entered at the custom-house on the ninth day of February; that said passengers paid respectively for their passages, and hold contract tickets; they that have remained here ever since the arrival of the vessel have not been supplied with provisions, and are destitute, and supported at the public expense; and the owner and master of the "Fanny" refused to provide said passengers respectively with a passage to the port of New York, and have discharged the crew of said vessel, and closed the voyage here. I therefore pray that this case may be heard, and that judgment may be pronounced in my favour for and on their behalf, for the monies paid by them respectively for their passages from Galway to New York, and for a sum of five pounds each compensation for loss or inconvenience occasioned by loss of such passage.

Custom-house,
19th February 1852.

(Signed) HENRY TREW,
Comptroller H.M. Customs,
Port at Halifax, N. Scotia.

On the twentieth of February last said complaint was fully heard, evidence was adduced on behalf of the complainant, and the case fully substantiated and proved, and the following decision was arrived at by the said justices:

Halifax, Nova Scotia, 1852.

Cause { Henry Trew, Comptroller H.M. Customs,
 against
 William Henry Rudolph, owner of brig "Fanny."

We are of opinion that this prosecution cannot be sustained.

The Act of 12 and 13 Victoria, cap. 33, section 34, under which it has been commenced, contemplates "a reasonable time according to the circumstances of each case, but not exceeding six weeks in any case," within which period the owners of the vessel are required to provide a passage for the parties in the same or other vessel; on their failure so to do the penalties attach. The prosecution having been instituted almost immediately on the arrival of the vessel, we conceive to have been premature. The act is highly penal in its character, as it renders the owners liable, although they may not have been concerned in making the contract with passengers, and therefore must be strictly interpreted.

(Signed) ANDREW M'KINLAY,
Mayor of the City of Halifax and
J.P. for the County of Halifax.
G. N. RUSSELL, J.P.

Enclosure 2 in No. 2.

Encl. 2 in No. 2.

THE Province of Nova Scotia in account with the Committee of Charity of the Irish Society, Halifax.

	£	s.	d.
To paid for provisions and necessaries furnished passengers, brig "Fanny," by order of the Government February 21, 1852.	-	-	-
	19	5	9
Received the amount, April 15, 1852, (Signed) JOHN WALKER.	-	-	-

Provincial Government to Benjamin Wier & Co.
February 23, 1852, To passages of 72 souls, per "Boston" to Boston,
and provisions for ditto, at 40s. each

-	-	-	-
-	144	0	0

Received payment,
(Signed) B. WIER & Co.

No. 3.

No. 3.

COPY of a DESPATCH from Lieut.-Governor Sir J. G. LE MARCHANT to the Right Hon. Sir JOHN S. PAKINGTON Bart.

Government House, Halifax, Nova Scotia,
December 9, 1852.

(Received December 21, 1852.)

(No. 33.)
SIR,

REFERRING to your Despatch No. 21,* dated the 5th of October last, in answer to mine of the 17th August, No. 5, applying for repayment of the money advanced from the Provincial Treasury on account of destitute emigrants landed at Halifax from the brig "Fanny," I have now the honour to transmit the three accompanying returns, in compliance with your directions, showing the sums that have been paid from time to time by the Provincial Legislature of Nova Scotia in cases similar to the one in question, and also the number of emigrants who have landed in Halifax during the last five years.

* Page 58.

The return No. 1 shows the aggregate of amounts granted by the Legislature of Nova Scotia for the relief of emigrants from 1847 to 1851, both inclusive (4,855*l.* 19*s.* currency, or 3,884*l.* 15*s.* 2*d.* sterling).

With regard to the return of emigrants landed at Halifax during the last five years, I caused a communication to be addressed to the Comptroller of Customs and Navigation Laws; but I have been given to understand by that officer that no record has been kept at the custom-house from which such information could be supplied.

The return marked No. 2 therefore shows the number of emigrants landed at Halifax in the years 1849, 1850, and 1851, from the books of the Colonial Duties Office at Halifax.

The return No. 3 shows, as far as can be gathered from the public newspapers the number of emigrants arrived in Halifax in 1847 and 1848.

I have, &c.

(Signed) J. GASPARD LE MARCHANT.

Right Hon. Sir John S. Pakington, Bart.
&c. &c. &c.

NOVA SCOTIA.

Encl. 1 in No. 3.

Enclosure 1 in No. 3.

A RETURN of the Dates and Amounts of Grants of Money made by the Legislature of Nova Scotia, for or towards the Relief of Emigrants, from the year 1847 to 1851 both inclusive.

1847.		£	s.	d.
Paid to Board of Health and others at Halifax, for medical attendance and other expenses of immigrants	-	1,414	19	0
Paid to Board of Health and others at Pictou, for medical attendance and other expenses of immigrants	-	794	1	3
Paid to S. Donovan and others at Arichat, for medical attendance and other expenses of immigrants	-	413	0	5
1848.				
Paid to Board of Health and others at Halifax, for expenses incurred on account of passengers saved from barque "Omega," &c.	-	1,131	17	8
Paid to Board of Health and others at Pictou, for expenses incurred on account of passengers by barque "Lulan"	-	509	12	0
Paid to S. Donovan and others, for expenses incurred on account of shipwrecked passengers at Canso and Cape Breton	-	255	6	4
1849.				
Paid to Commissioners of Waterloo and Smallpox Hospitals, for expenses of sick immigrants transferred to them, and for coffins supplied to the hospital at Dartmouth	-	130	9	7
1850.				
Paid Salter and Twining, for passages of shipwrecked immigrants from Halifax to Boston	-	160	5	0
Paid to B. McDonald, for supplies furnished to the above immigrants	-	15	19	0
1851				
Paid to S. Donovan, Cape Breton, being balance of expenses incurred by him in 1848	-	30	8	9
		Currency	4,855	19
		Less $\frac{1}{2}$	971	3
		Sterling	£3,884	15
			2	

Financial Secretary's Office.
Nov. 1852.

SAMUEL CREELMAN,
Fin. Sec.

Encl. 2 in No. 3.

Enclosure 2 in No. 3.

A RETURN of the Number of Emigrants who have landed at Halifax in each Year from 1847 to 1851, both inclusive.

Year.	Number.
1847-1848	No Return.
1849	73
1850	21
1851	101

Impost and Excise Office,
Halifax, 15th November, 1852.

WM. G. FIFE,
Acting Coll.

Enclosure 3 in No. 3.

Encl. 3 in No. 3.

RETURN of Immigrants arrived at the Port of Halifax during the Years 1847 and 1848:
so far as can be collected from Arrivals reported in the Halifax Newspapers.

Name of Vessel.	Port of Departure.	Date of Arrival at Halifax.	Number of Immigrants.	Remarks.
Ship "Milo" - - -	Liverpool	Dec. 17, 1847.	34	There appear to have been no arrivals of passenger vessels at Halifax during the year 1848, as none are reported.
" "New York" (Am.) - -	"	March 28, "	330	
Barque "Mountaineer," Carcy	Cork	May 13, "	279	
" "Barbara," M'Gie - -	Galway	" 19, "	296	
" "David," York - - -	"	" 22, "	73	
Brig "Lelia," Galloway - -	"	" 29, "	160	
" "Redwing," Bell - - -	"	June 1, "	140	
" "John Begg" - - - -	"	" 3, "	97	
" "Eliza" - - - - -	Waterford	" 8, "	96	
Schooner "Democrat" - - -	Cork	July 5, "	48	
" "Three Sisters" - - -	Liverpool	Sept. "	18	
" "Enterprize" - - - -	"	" "	30	
Total number of immigrants - - -	- - -	- - -	1,621	

Provincial Secretary's Office,
Halifax, December 8, 1852.

Despatches from the Secretary of State.

No. 1.

No. 1.

COPY of a DESPATCH from Sir JOHN S. PAKINGTON Bart. to the
Officer administering the Government of Nova Scotia.

(No. 14.)

SIR,

Downing Street, May 28, 1852.

• Page 50.

I HAVE to acknowledge the receipt of your Despatch, No. 4,* of the 18th of March last, reporting the unseaworthy condition of the brig "Fanny" on her arrival at Halifax, and the destitute state of the emigrants on board of her.

8th May 1852.

Having referred the case of this vessel to the Colonial Land and Emigration Commissioners, I transmit for your information an extract from their report; and I have to express my concurrence in their opinion, that it would not be advisable to act upon the suggestion of the late Lieut.-Governor, by putting the Bond in suit in the present instance.

I have, &c.

(Signed) JOHN S. PAKINGTON.

The Officer administering the Government.

&c.

&c.

&c.

Encl. in No. 1.

Enclosure in No. 1.

Extract of a Report from the Colonial Land and Emigration Commissioners,
dated May 8, 1852.

"On receiving your letter we communicated with our officer at Galway, in order to ascertain whether any evidence could be procured at that port of the infraction of the law by the charterer or master of the ship in question, since it was clear, that, although the circumstances stated by Sir J. Hervey raised a suspicion that the requirements of the law had not been complied with before the ship sailed, his Despatch was not conclusive, and at all events could not be received as evidence on the point. The emigration officer at Galway has in reply transmitted to us the two certificates of survey and repair of this vessel of which we enclose copies, the one signed by the then Government surveyor, the other by Lloyd's surveyor and a master shipwright, to the effect that the "Fanny" was perfectly seaworthy, and fit in all respects for the carriage of passengers, at the time of her sailing. The emigration officer further states, that by the victualling bill it appears that she had on board when she sailed 67 cwt. of bread stuffs and 3,600 gallons of water for the use of the passengers. It would likewise appear from the emigration officer's report that she put into Lunenburg in Nova Scotia on the 26th of January, having been then out 74 days, and we presume that she must have remained there some days, as she is stated to have reached Halifax only on the 14th of February.

"Such being the facts of the case, we apprehend that in the absence of evidence contradictory of the above statements no suit could be instituted for the forfeiture of the bond with any chance of success. As far as the documents in this country show, the vessel was properly surveyed and repaired for her intended voyage. The quantity of bread stuffs on board as stated in the victualling bill was more than the quantity required by law for her number of passengers; and although there would appear to have been a deficiency of about 75 gallons of water, this deficiency, especially as it was allowed by the customs-officer who cleared the ship, would not, we think, be considered a sufficient ground for the forfeiture of the bond. It is to be observed, that the passage to Lunenburg was longer than the passage calculated by the Passengers Act, while no less than 93 days elapsed between the sailing of the vessel from Galway and her arrival at Halifax. Unless, therefore, additional provisions were taken on board at Lunenburg, the passengers could not be otherwise than in a state of great destitution on their arrival in Halifax.

"Under all the circumstances of the case, we would venture to submit, that, notwithstanding the suggestion of the Lieut.-Governor, it would not be advisable to put the bond in suit in this instance.

"We may mention, in conclusion, that this vessel was cleared by the collector of customs, there being no emigration officer at the port of Galway in November last. Since that date, however, an emigration officer has been appointed there.

Sub-Enclosure in No. 1.

PORT OF GALWAY.

NOVA SCOTIA.

Sub-Encl. in No. 1.

Final Report of Survey.

Name of the Ship.	Tonnage.	Where and when built.	Classification, if any.	Where and when last in Dry Dock.	When last coppered.	Ground Tackle.				Boats.		
						Hawsers, Size and Length.	Anchors. Weight of each.	Chain Cable.		Dimensions of each.		
								Size of Chain.	Length.	Length.	Breadth.	Depth.
Fanny	155	Fugwash, Nova Scotia.	None	Liverpool in 1847.	2 years since, 1849.	1 of 7'75, 1 of 4'45	2 Bowers 10 Cwt., 1 of 3 Cwt. 2 of 2 Cwt.	2 in. N. 1 1/8"	75 Fms. and 95 Fms.	Feet. 20	Ft. In. 7 6	Inches. 4 0
								2 small Chains of 45 Fms.		14	5 0	2 6

Nature of repairs now effected.—Topsails new, and caulked fore and aft; 3 topsails, 3 courses, small sails and studding sails complete.

We the undersigned surveyors, duly appointed by Her Majesty's Colonial Land and Emigration Commissioners, under and for the purpose of the "Passengers Act, 1849," hereby certify, that in pursuance of directions to that effect received from J. Richardson, Esq., collector of customs and emigration officer at this port, we have carefully surveyed the above-mentioned ship, when her hold and between-decks were entirely cleared of cargo, and have also examined her masts, yards, rigging, sails, pumps, ground tackle, and boats. We find that her hull is sound, tight, staunch and firm in the fastenings; that her passengers' deck is not less than one inch and a half in thickness, properly supported by beams of adequate strength, forming part of the permanent structure of the ship, and firmly secured with hanging and lodging knees; and that her boats, pumps, and other equipments are suitable and sufficient for a vessel of her tonnage, and in a sound and efficient condition. And, finally, we hereby report that the said ship is, in our opinion, seaworthy and fit in all respects for the carriage of passengers on her intended voyage to

1,020 superficial feet.

(Signed) JOHN HARDING, Com. R. N. } Government Surveyors
J. DOWMAN, R. N. } for the Port of Galway.

Dated this 9th day of September, 1851.

Approved. (Signed) J. RICHARDSON,
Collector of Customs,
Emigration Officer for the Port of Galway.

Sub-Enclosure 2 in No. 1.

Sub-Encl. 2 in No. 1.

We the undersigned, being again called upon by Capt. John C. Rudolf, master of the brig "Fanny" of Halifax, burthen per register 155 tons, to survey and inspect said vessel as she now lies in the floating dock after repairs, and find her as follows:—A new main topsail, a new foresail, and mainstay sail repaired, together with all her other canvass properly overhauled and repaired where wanted. All the running rigging overhauled, and replaced with new where required. Four new planks put in from the stem to abaft the after chains on the starboard side, and two new planks put in on the portside from the stem to about midships, and two new deck planks along the water ways which had to be cut out, occasioned by the bolts in the binding streaks going through the water ways and into the plank next to the water ways; and in order to back the bolts out, those two deck planks had to be cut out and replaced with new; a few sheets of copper put on where wanted, her pumps repaired, and some new chain bolts, some bulwark boards put in and bulwarks properly repaired. The ship properly new treenailed and bolted from the light water mark upwards to her covering board, and also well corked and horsed from the light water mark to the covering board; decks all caulked over; and the vessel painted throughout, and is now fit to carry dry cargoes beyond the seas.

Given under our hands at Galway, this 18th day of September 1851.

(Signed) HENRY TOWNEND,
Lloyds' Surveyor.
JAMES KING,
Master Shipwright.

NOVA SCOTIA.

No. 2.

No. 2. Copy of a DESPATCH from the Right Hon. Sir JOHN S. PAKINGTON Bart. to
Lieut.-Governor Sir J. G. LE MARCHANT.

(No. 21.)

SIR,

Nova Scotia, October 5, 1852.

* Page 51.

I HAVE to acknowledge the receipt of your Despatch of the 17th instant, No. 5,* in which you request repayment of the money advanced from the Provincial Treasury on account of the destitute emigrants landed at Halifax from the brig "Fanny," and adverting to the absence of any legal remedy against the owners of that vessel, suggest an amendment of the Passenger Act, or the appointment of an emigration officer at Halifax, with power to provide, as is done at Quebec and St. John, for the relief and protection of poor persons who may be imposed upon by shipmasters, or cast in a state of helplessness upon the coast.

I am happy to state that your suggestion for an amendment of the Passenger Act has been anticipated in the new law which will come into operation next month. If you will refer to the clauses numbered 47, 48, 49, 50, and 51 of that Act, you will find that securities are afforded to passengers in distress, and that facilities are given for recovering any lawful expenses that may be incurred on their account.

With regard to your suggestion for the appointment of an emigration officer at Halifax, I have obtained from the Commissioners of Emigration a return (of which a copy is enclosed for your information) showing the number of persons who have emigrated in the last five years from the United Kingdom to the three provinces of Canada, New Brunswick, and Nova Scotia. From this statement it appears that the emigration to the latter province is comparatively insignificant. It is not in my powers therefore, to hold out any prospect that Parliament could be asked for a grant of money for the maintenance of an agency at Halifax. It is of course competent for the Provincial Government to make provision for such an officer, if they judge it expedient to do so.

With reference to the statement contained in the second paragraph of your Despatch, namely, that the Provincial Legislature have from time to time made liberal grants of public money in cases similar to the present, which have never been repaid, I shall be glad to receive from you a return of the dates and amounts of these grants, and also of the number of emigrants who have landed at Halifax, during the last five years.

I have caused a communication to be addressed to the Lords Commissioners of the Treasury on the subject of the money disbursed by the Provincial Treasury for the emigrants from the "Fanny," and I will take the earliest opportunity of acquainting you with the result.

I have, &c.

(Signed) JOHN S. PAKINGTON.

Sir J. Gaspard Le Marchant,
Lieut.-Governor.

Encl. in No. 2.

Enclosure in No. 2.

Return of Emigration from the United Kingdom to the under-mentioned Ports from the
Years 1844 to 1851, both inclusive.

Year.	Canada.	New Brunswick.	Nova Scotia.
1844	13,814	2,128	214
1845	18,989	4,989	195
1846	23,209	5,701	463
1847	89,562	16,589	2,000
1848	25,582	4,346	140
1849	37,520	3,016	147
1850	30,294	1,271	135
1851	38,653	3,533	281
Total	277,623	41,573	3,575

No. 3.

NOVA SCOTIA.

Copy of a DESPATCH from the Right Hon. Sir JOHN S. PAKINGTON, Bart.,
to Lieut.-Governor Sir J. G. Le MARCHANT.

(No. 26.)

No. 3.

SIR,
Downing Street, November 15, 1852.
WITH reference to the last paragraph of my Despatch, No. 21, of the 5th ult., I transmit for your information copies of the correspondence which has passed between this department and the Board of Treasury on the subject of the repayment of the money disbursed by the provincial treasury on account of the emigrants landed at Halifax from the brig "Fanny."

Colonial Office,
October 11.Treasury,
November 6.

You will observe from these papers that although the Lords Commissioners concur in my recommendation that the amount in question should be defrayed from Imperial funds, it is only on special grounds that their Lordships have felt themselves at liberty to adopt this course on the present occasion.

You will therefore draw a bill upon the Paymaster-General for the sum of 180*l.* 12*s.* 8*d.*, being the amount of the expenses paid by the Provincial Government.

I have, &c.

(Signed)

JOHN S. PAKINGTON.

Lieut.-Governor Sir J. G. Le Marchant,
&c. &c. &c.

Enclosure 1 in No. 3.

SIR, Downing Street, October 11, 1852.

Encl. 1 in No. 3.

I AM directed by Secretary Sir John Pakington to transmit to you, for the consideration of the Lords Commissioners of the Treasury, the copy of a despatch from the Lieut.-Governor of Nova Scotia, requesting repayment of the expenses incurred by the Provincial Government in respect of certain emigrants who were landed at Halifax in February last in a destitute condition from the brig "Fanny."

The particulars of this case are as follows:—

The "Fanny" sailed from Galway in November 1851, with seventy-five passengers, bound for New York. After she had been some time at sea two of the passengers died, and the rest were reduced to great destitution; they were totally without rice or flour, and on short allowance of biscuit and oatmeal, and would have been starved if they had not had private stores of their own. They were compelled to work day and night at the pumps to keep the vessel afloat, and when they reached Halifax on the 14th February, having been ninety-three days at sea, the vessel was pronounced to be unseaworthy, and was ultimately sold for an hypothecation debt, and realized only 175*l.* Proceedings were then commenced by the provincial government against the owner and master of the vessel, but it was found that they were both insolvent. The governor then suggested to Sir John Pakington that the bond given by the master and charterer previous to the sailing of the "Fanny" from Galway should be put in suit, with a view both to punish those who were concerned in sending this vessel to sea insufficiently provided, and in an unseaworthy condition, and to obtain a reimbursement of the expenses incurred by the colony for the immediate relief of the passengers, and in forwarding them to Boston.

The Lieut.-Governor's despatch was referred by Sir John Pakington for the opinion of the Colonial Land and Emigration Commissioners, who reported that they had communicated with their officer at the port of Galway in order to ascertain what evidence could be procured of the infraction of the Passenger Act by the charterer or master of the vessel in question; that their officer had furnished them with two certificates of survey and repair of the "Fanny," the effect of which was to show that the vessel was perfectly seaworthy, and fit in all respects for the carriage of passengers at the time of her sailing from Galway; and that she was sufficiently provisioned, having on board bread stuffs in excess of the quantity required by law for her number of passengers. In the absence of any evidence contradictory of these statements it was obvious that no suit could be instituted in this country against the master or charterer for the forfeiture of his bond with any chance of success. It further appeared from the Governor's Despatch that the "Fanny" put into Lunenburg in Nova Scotia on the 26th of January, having been out at sea seventy-four days, a longer passage than calculated by the Passenger Act for her voyage to New York, while no less than ninety-three days elapsed between the sailing of the vessel from Galway and her arrival at Halifax, a period sufficiently long to account for the destitute condition in which the passengers were landed.

Under these circumstances Sir John Pakington would recommend that the money which has been advanced by the Provincial Treasury for these destitute emigrants should be repaid from Imperial funds.

I have, &c.

(Signed) HERMAN MERIVALE

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

NOVA SCOTIA.

Encl. 2 in No. 3.

Enclosure 2 in No. 3.

SIR,

Treasury Chambers, November 6, 1852.

THE Lords Commissioners of Her Majesty's Treasury having had under their consideration your letter of the 11th ultimo, transmitting copy of a despatch from the Lieut.-Governor of Nova Scotia, requesting repayment of the expenses incurred by the Provincial Government in respect of certain emigrants who were landed at Halifax in February last in a destitute condition from the brig "Fanny;" I am commanded to acquaint you, for the information of secretary Sir John Pakington, that under all the circumstances of this case my Lords will not object to the expenses incurred being made a charge upon the funds of this country.

Their Lordships have hitherto restricted the payment of expenses of this description to those cases in which vessels have been wrecked or have foundered at sea, and it appears to them that in all ordinary cases where a vessel from stress of weather or other causes arrives in a colonial port, and is unable to proceed upon her voyage, the insolvency of the parties against whom a legal claim might properly be made does not constitute an equitable claim upon the British Government.

In the present instance, however, they concur with Sir John Pakington that they would be justified in directing the payment of the expenses incurred out of the only fund at their disposal, the grant for civil contingencies, and they would suggest that the Lieut.-Governor of Nova Scotia should be instructed to draw a bill upon the Paymaster General for the amount, viz. 130*l.* 12*s.* 8*d.*

Their Lordships trust that the regulations of the Passenger Act of last session will have the effect in future of preventing claims of this description being made either upon the colonies or upon the public funds of this country.

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

I am, &c.
(Signed) GEO. A. HAMILTON.

No. 4.

No. 4.

COPY of a DESPATCH from the DUKE OF NEWCASTLE to Lieut.-Governor
SIR J. G. LE MARCHANT.

(No. 26.)

SIR,

Downing Street, May 11, 1853.

WITH reference to Sir John Harvey's Despatch, No. 171, of May 23, 1850, reporting the loss of the emigrant ship "Seraphine," and the expense incurred by the Government of Nova Scotia in forwarding the shipwrecked passengers from Halifax to Boston, I have to acquaint you that Her Majesty's Government are of opinion that the Provincial Government should be relieved from any charge on this account. You will, therefore, draw upon the Lords Commissioners of the Treasury the sum of 128*l.* 4*s.* 0*d.*, the amount of the expenses in question.

Lieut.-Governor Sir J. G. LE Marchant,
&c. &c. &c.

I have, &c.
(Signed) NEWCASTLE.

APPENDIX.

APPENDIX, No. 1.

SIR,

Colonial Land and Emigration Office,
January 21, 1853.

1. WE have the honour to transmit herewith, for the information of the Duke of Newcastle, a return of the whole emigration from the United Kingdom during the year 1852 and the preceding three years. This return has been compiled from the returns of the emigration officers at the ports where they are stationed, and from the returns of the customs officers at other ports.

2. It will be observed that the total emigration of 1852 amounted to 367,675, and exceeded the total emigration of 1851 (the largest previous emigration) by 31,709. But this excess was more than made up by the excess of emigration to Australia in 1852.

In 1851 the emigration to Australia amounted to only	-	-	-	21,532
In 1852 it was	-	-	-	86,901

Being an increase of	-	-	-	65,369
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If, therefore, this great emigration had not taken place it is probable that the whole emigration of 1852 would have been less than that of 1851.

3. The emigration to the United States and British North America in 1851 was	-	-	-	309,962
In 1852 it was	-	-	-	276,628

Being a decrease of	-	-	-	33,334
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As the great bulk of this emigration is composed of Irish, and of the poorest class in this country, whose relations and friends have preceded them, and as this emigration has varied with considerable regularity according to the variations in the state of the labouring classes, we trust we may consider the decrease as indicative of the decrease of destitution among those classes. Some portion of the decrease is to be attributed, no doubt, to the diversion to Australia of a portion of those who would otherwise have gone to America; but this cause, as it could only affect the richer class of emigrants, has probably not had any extensive operation.

4. The emigration from Ireland which has for many years attracted much notice must, we think, be assumed from these returns to have been less in 1852 than in 1851. In our general report of the 6th of May last, assuming nine tenths of the emigration from Liverpool, and one third of that from the Clyde, to be Irish, and adding thereto the emigration direct from Irish ports, and those sent out in our ships, we calculated the number of Irish who emigrated in 1851 at 257,372. At that time the emigration from Liverpool and the Clyde was almost exclusively to America. Proceeding on the same data we should calculate the Irish emigration of 1852 to have been—

Nine-tenths of emigrants from Liverpool to America	-	-	-	173,093
One-third " " the Clyde	-	-	-	4,405
Emigrants direct from Ireland	-	-	-	41,441
Sent out in our ships	-	-	-	5,891

Making a total of	-	-	-	224,830
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Or less than the Irish emigration of 1851 by no less than 32,542. Some portion, no doubt, of the spontaneous emigration to Australia from London and Liverpool may have been Irish, but we should think that it could scarcely have been considerable.

We have, &c.

(Signed) T. W. C. MURDOCH,
C. ALEXANDER WOOD.Herman Merivale, Esq.
&c. &c. &c.

RETURN showing the Emigration from the United Kingdom during each of the last Four Years.

PORT OF EMBARKATION.	1849.					1850.					1851.					1852.				
	United States.	British North America.	Australian Colonies.	All other Places.	Total.	United States.	British North America.	Australian Colonies.	All other Places.	Total.	United States.	British North America.	Australian Colonies.	All other Places.	Total.	United States.	British North America.	Australian Colonies.	All other Places.	Total.
London - - - - -	14,225	927	16,600	4,801	36,553	10,522	1,087	8,705	5,336	25,250	17,370	1,162	9,865	2,870	31,267	19,354	849	35,016	2,633	57,852
Liverpool - - - - -	147,745	4,650	673	854	153,902	163,828	5,202	1,105	2,033	174,188	196,881	5,985	1,805	1,344	206,015	187,962	4,365	36,231	543	229,099
Plymouth - - - - -	101	1,171	14,106	505	15,883	207	1,033	6,218	750	8,208	170	1,761	9,206	10	11,147	194	1,512	8,117	-	9,823
All other places - - -	3,067	2,624	66	23	5,786	3,776	2,830	31	329	6,966	3,654	2,767	115	5	6,541	3,588	2,814	2,700	403	9,505
Total for England - -	165,138	9,352	31,445	6,189	212,124	180,333	10,152	15,659	8,468	214,612	218,075	11,675	20,991	4,229	254,970	211,098	9,538	82,064	3,579	306,279
Glasgow and Greenock -	10,636	3,391	612	266	14,905	11,427	2,393	310	279	14,411	10,864	3,571	454	226	15,115	9,282	3,935	2,789	557	16,563
All other places - - -	3	2,056	134	29	2,222	21	630	68	24	743	-	3,429	87	15	3,631	1	1,710	1,091	-	3,392
Total for Scotland - -	10,639	5,447	746	295	17,127	11,448	3,025	378	303	15,154	10,864	7,000	541	241	18,646	9,283	5,645	4,470	557	19,955
Belfast - - - - -	7,124	2,316	-	-	9,650	4,135	1,735	-	-	5,870	2,804	948	-	-	3,752	1,543	839	-	-	2,382
Cork - - - - -	7,846	1,869	-	6	9,721	6,026	2,071	-	2	8,099	7,753	4,709	-	-	12,462	6,156	3,242	125	10	9,535
Dublin - - - - -	7,581	2,280	-	-	9,861	5,838	1,530	-	-	7,368	7,777	1,302	-	-	9,079	2,796	1,315	242	-	4,353
Londonderry - - - -	6,846	969	-	-	7,815	3,304	838	-	-	4,142	5,173	1,137	-	-	6,310	4,104	961	-	-	5,065
Limerick - - - - -	3,825	7,729	-	-	11,554	4,214	6,444	-	-	10,658	5,026	6,746	-	-	11,772	2,580	5,547	-	-	8,127
Sligo and Outports - -	1,065	2,313	-	-	3,378	1,009	1,393	-	-	2,402	2,182	1,272	-	-	3,454	936	948	-	-	1,934
Waterford and New Ross	2,119	5,025	-	-	7,144	1,767	4,125	-	-	5,892	932	4,944	-	2	5,878	1,484	3,656	-	-	5,140
All other places - - -	6,637	3,867	-	-	10,524	5,004	1,648	-	-	6,652	6,771	2,872	-	-	9,643	3,720	1,185	-	-	4,905
Total for Ireland - -	43,673	26,568	-	6	70,247	31,297	19,784	-	2	51,083	38,418	23,930	-	2	62,350	23,371	17,693	367	10	41,441
GRAND TOTAL - - - -	219,450	41,367	32,191	6,490	299,498	223,078	32,961	16,037	8,773	280,849	267,357	42,605	21,532	4,472	355,966	243,752	32,876	86,901	4,146	367,675

APPENDIX

APPENDIX, No. 2.

ANNO DECIMO SEXTO VICTORIÆ REGINÆ.

No. 2229.

Allowed December 28, 1852.

An Act in amendment of an Act to regulate Vessels arriving from Europe with Passengers.—[Passed October 29, 1852.]

Preamble.

WHEREAS the construction of railways within this province on an extensive scale as now contemplated will render necessary a large supply of labourers, artisans, and mechanics of every description, for whom there will hereafter be steady and profitable employment, and the completion of such railways will open to settlers large tracts of the fertile lands of this province in every way well fitted for settlement and cultivation: And whereas, in order to encourage the emigration from Europe into this province of such labourers, workmen, and settlers, it is deemed expedient to reduce the tax now levied on passengers: Be it therefore enacted by the Lieutenant-Governor, Legislative Council, and Assembly as follows:

Act 13 Vict. c. 3, sects. 2. and 3. repealed.

Masters of vessels to pay 2s. 6d. for each passenger.

Instead of giving the bond prescribed by section 5. of 13 Vict. c. 3., a payment may be made.

Act 13 Vict. c. 3. repealed so far as inconsistent with this Act.

1. The second and third sections of an Act made and passed in the thirteenth year of the reign of Her present Majesty, intituled "An Act to regulate Vessels arriving from Europe with Passengers," are hereby repealed.

2. The master of any vessel which may arrive at any port or place in this province from any port of Europe with passengers shall, at the time of reporting such vessel, pay to the treasurer of the province or the deputy treasurer, at the place where such vessel may arrive, the sum of two shillings and sixpence for each and every such passenger, which sum the said treasurer and deputy treasurers are hereby authorized and required to demand and receive.

3. In all cases when it becomes requisite for the master of a vessel to give a bond to indemnify the province for the maintenance of any passenger specially reported as likely to become a public charge under the provision of the fifth section of the said "Act to regulate Vessels arriving from Europe with Passengers," the Lieutenant-Governor in Council may dispense with the taking of such bond, or, if taken, may order the same to be cancelled on payment to the province treasurer or any deputy treasurer of such reasonable sum, within the penalty of the bond, as the Lieutenant-Governor in Council may think just and proper under all the circumstances.

4. The provisions of this Act shall be deemed to be incorporated in and form part of the said "Act to regulate Vessels arriving from Europe with Passengers;" and so much of said Act as is inconsistent with or repugnant to this Act is hereby repealed.

APPENDIX No. 3.
GENERAL TABLE of POPULATION by ORIGIN and RELIGION.—Agricultural Products of 1851.—Grist and Saw Mills, with their Capital and Produce, &c., of Upper Canada, as per Census Returns of 1852.

COUNTIES.	Population.	Area, in square miles.*	Number of Farms to a square mile.	County Towns or Towns of most importance.	Distance from Toronto.	Best plan of reaching.	Persons to whom applications may be made for information. C. Widder and W. B. Robinson, Esqrs., are Agents for the Canada Company, Toronto.	Census by Origin.					Other Countries.	
								French Origin.	England and Wales.	Ireland.	Scotland.	Canadians.		United States.
1. Addington	15,165	576	26.3	Bath	139	Kingston, by water	W. J. Fairfield	10,429	519	2,985	291	291	679	41
2. Brant	25,496	216	61.1	Brantford	75	Hamilton, by land	A. Gilkison	14,163	3,167	3,428	2,929	44	1,717	556
3. Bruce	9,837	998	25	Peasanger	180	Toronto, by land	A. McNab	1,165	788	418	698	69	15	185
4. Carleton	31,397	898	49.0	Bytown	284	Montreal, by water	J. Durie	15,255	788	10,717	1,258	2,951	306	119
5. Durham	30,725	620	49.5	Port Hope	63	Kingston, by water	E. P. Smith	15,084	5,714	7,811	1,107	76	810	196
6. Dundas	19,811	377	36.6	Williamsburgh	248	Cornwall, by land	W. Bell	10,247	252	2,314	936	231	499	32
7. Elgin	25,413	703	36.1	St. Thomas	142	London, by land	A. Howard and C. Eir-St. Thomas	16,087	2,262	1,163	2,602	92	1,932	1,181
8. Essex	16,817	677	24.9	Sandwich	298	Chatham, by land	P. McMullen	6,490	1,181	1,301	306	5,424	1,932	245
9. Frontenac	30,735	1,342	22.9	Kingston	165	Montreal, by water	A. McPherson	16,041	2,449	8,874	1,111	761	1,254	245
10. Glengary	17,596	450	39.1	Alexandria	142	Cornwall, by land	S. Hart	12,742	71	393	2,611	110	446	42
11. Grey	19,217	331	67	Durham	229	Guelp, by land	G. Jackson	6,175	1,019	2,931	2,487	59	860	100
12. Grenville	30,707	431	49.3	Prescott	35	Montreal, by water	W. J. Scott	12,860	753	5,220	665	911	1,930	98
13. Haldimand	18,788	459	40.9	Cayuga	70	Hamilton, by land	H. Smith	11,599	1,673	2,767	1,060	159	1,130	660
14. Halton	18,932	568	30.6	Wellington, S.	115	Toronto, by water	W. Burton	9,767	1,930	9,439	1,338	818	679	158
15. Hastings	31,977	1,224	24.1	Belleville	150	Kingston, by water	F. McAnnamy	20,462	1,750	6,615	672	789	1,591	98
16. Huron	19,198	1,392	13.8	Goderich	197	Toronto, by land	J. Clarke	8,320	3,190	4,673	2,766	412	929	648
17. Kent	17,469	1,392	12.5	Chatham	191	London, by land	M. Cameron	5,846	935	1,701	1,358	1,224	1,763	436
18. Lambton	10,815	1,098	9.9	Sarnia	262	London, by land	J. W. Williams	16,448	346	5,798	3,740	317	1,30	150
19. Lanark	27,317	1,180	23.1	Brockville	217	Brockville, by land	A. Leslie	19,635	886	6,926	824	478	1,430	101
20. Leeds	30,280	805	37.6	Napanee	140	Montreal, by water	J. McPherson	5,957	291	945	128	62	546	90
21. Lenox	7,255	170	46.8	Niagara	105	Kingston, by land	W. Kingsmill and J. Powell	15,060	1,704	3,222	795	337	2,285	465
22. Lincoln	39,899	1,079	36.9	London	129	Hamilton, by land	J. B. Aikin	21,420	4,505	5,855	5,474	5	2,000	638
23. Middlesex	31,229	780	49.7	Cobourg	70	Kingston, by water	W. H. Kiteon	18,472	3,091	5,295	1,852	836	1,523	140
24. Northumberland	21,281	600	35.6	Simcoe	96	Hamilton, by land	D. Campbell	14,730	4,460	3,991	3,415	141	1,990	649
25. Norfolk	30,376	851	35.9	Oshawa	97	Toronto, by land	G. H. Grieron	16,936	3,769	3,371	4,685	84	2,618	969
26. Ontario	39,638	710	46.0	Woodstock	43	London, by land	J. Carroll	17,990	3,157	7,346	1,542	114	444	1,121
27. Oxford	24,816	458	54.2	Brantford	100	Toronto, by land	J. C. W. Daly	12,105	3,157	3,281	2,013	49	567	108
28. Peel	15,545	698	22.2	Peterboro	92	Cobourg, by land	W. S. Conger	6,718	1,170	4,216	1,059	490	1,702	38
29. Perth	14,287	477	29.0	Stratford	129	Montreal, by water	J. P. Treadwell	4,745	198	1,261	1,57	185	152	43
30. Peterboro	18,887	39	56.5	Pictou	551	Kingston, by water	C. P. Roblin	14,509	722	1,877	1,064	804	108	72
31. Prescott	9,415	1,133	8.3	McNab	60	Perth, by land	Wm. Harris	4,797	154	562	688	27	6	6
32. Prince Edward	2,870	379	7.6	Barrie	281	L'Original, by land	H. W. McCann	19,999	1,755	8,106	2,191	569	450	95
33. Renfrew	14,648	391	37.4	Cornwall	90	Toronto, land and water	S. Hart	6,461	917	2,557	1,062	758	376	42
34. Russell	11,667	749	15.3	Metcalfe	80	Montreal, by water	W. Crawford	13,141	1,384	1,382	2,911	199	1,994	36
35. Simcoe	36,637	613	51.7	Berlin	86	Peterboro, by land	Dr. Scott	11,694	3,503	6,638	4,881	581	494	6,236
36. Stormont	26,796	1,237	21.6	Guelp	108	Hamilton, by land	Mr. Ferguson	12,983	1,162	2,024	600	242	2,109	931
37. Victoria	20,141	356	59.3	Chippewa	45	Hamilton, by land	J. Mecklin	20,008	5,093	9,222	4,935	151	2,312	798
38. Waterloo	42,819	426	100.0	Hamilton	45	Toronto, by water	J. T. Gilkison	35,917	12,707	20,446	5,280	529	3,454	1,286
39. Wellington	79,719	808	98.6	Toronto	165	Kingston, by water	T. Baines	526,093	82,699	176,267	75,811	26,417	43,793	20,924
40. Welland	932,004	33,492	29.3	Kingston	165	Kingston, by water	T. Baines	526,093	82,699	176,267	75,811	26,417	43,793	20,924

* In these two columns fractions are omitted.

† Of these 9,937 are from Germany.

General Table of Population.—Agricultural Products, &c.—continued.

COUNTIES.	Religious Census.										Occupiers of Land.					Lands held.				
	Church of England.	Church of Rome.	Methodists.	Presbyterians.	Baptists.	Lutherans.	Other Creeds.	Area of Communes in Acres.	Total Number holding.	Number of Persons occupying.				Number of acres held.	Acres under cultivation.	Under Crop.	Under Pasture.	Gardens and Orchards.		
										10 and under.	10 to 20.	20 to 50.	50 to 100.						100 to 200.	Over 200 acres.
1. Addington	2,871	2,060	6,983	2,677	53	16	409	368,700	2,157	292	40	395	832	355	428	1,031	50,628	30,301	1,224	
2. Brant	6,615	2,929	6,719	4,189	21	69	81	266,001	2,141	361	63	556	1,037	428	94	3,190	65,014	5,190	2,213	
3. Bruce	941	1,023	493	1,085	305	3	766	694,761	322	41	-	910	128	37	35,643	1,183	1,031	98	174	
4. Carleton	8,910	1,960	2,776	5,614	406	1	4,543	399,670	3,167	330	45	441	1,723	372	398,038	49,234	41,636	1,734	1,069	
5. Durham	9,319	1,960	7,282	7,598	406	1	4,543	399,670	3,167	330	45	441	1,723	372	398,038	49,234	41,636	1,734	1,069	
6. Dundas	2,743	2,052	4,063	2,972	287	1,527	161	241,500	1,399	292	73	764	1,415	511	154,717	29,250	16,402	1,631	1,069	
7. Elgin	5,791	793	5,792	4,870	26	26	6,281	470,250	2,722	294	27	436	1,234	631	222,160	110,159	66,812	40,532	9,015	
8. Essex	3,354	7,639	3,051	793	1,380	18	577	433,900	2,019	336	97	410	831	414	137,966	46,400	29,392	15,817	1,251	
9. Frontenac	9,036	8,877	6,885	4,909	295	17	816	828,943	2,236	143	51	539	954	414	85	56,468	81,758	29,617	653	288
10. Glengary	312	8,870	21	7,891	339	2	111	288,080	2,192	266	23	115	1,157	395	281,596	68,918	36,930	39,500	288	
11. Grey	2,408	1,012	1,652	3,511	197	8	4,429	1,485,935	2,277	14	3	838	1,164	289	217,321	31,401	21,589	37,556	56	
12. Grenville	5,083	4,670	5,435	4,428	541	-	580	269,280	2,452	241	64	555	1,074	364	198,466	44,401	24,848	543	333	
13. Haldimand	4,296	2,005	9,975	9,196	1,077	184	4,123	293,524	2,337	174	34	495	1,084	260	231,136	79,279	49,389	26,503	1,857	
14. Halton	4,397	1,522	5,406	5,276	512	223	1,093	847,000	1,412	222	57	228	634	253	206,355	109,496	56,913	31,059	1,514	
15. Hastings	6,915	7,492	11,564	3,594	1,186	189	788	892,769	2,922	139	48	356	2,039	349	284,037	54,976	33,966	18,668	342	
16. Huron	3,304	2,868	5,255	3,147	1,777	7	1,111	537,900	2,042	92	22	400	1,024	419	216,422	64,260	35,132	27,537	1,571	
17. Kent	2,601	1,119	2,632	2,688	1,079	11	780	699,826	1,546	27	7	234	910	349	168,469	34,197	18,029	19,029	614	
18. Lambton	7,006	4,899	7,892	3,899	1,347	1	4,636	515,400	3,397	883	64	727	1,371	878	347,613	120,923	78,081	41,782	1,060	
19. Lanark	1,79	694	4,171	684	51	245	231	108,000	749	127	18	126	233	208	44,065	30,978	12,670	1,017	1,017	
20. Leeds	5,191	3,207	1,233	9,234	1,233	-	6,329	195,700	1,700	193	43	337	644	391	157,588	82,324	52,899	27,408	2,192	
21. Lincoln	10,295	3,456	9,453	10,052	3,696	38	2,696	690,698	4,417	236	59	845	2,321	632	489,323	136,947	89,725	44,840	2,482	
22. Middlesex	7,380	5,207	8,955	5,176	1,209	31	3,277	467,500	8,017	323	59	566	1,371	597	338,591	140,909	88,125	36,240	2,444	
23. Northumberland	6,696	3,155	7,569	2,001	6,118	69	1,492	333,500	2,466	478	42	474	891	471	236,365	94,367	54,282	37,727	2,358	
24. Norfolk	6,696	3,155	7,569	2,001	6,118	69	1,492	333,500	2,466	478	42	474	891	471	236,365	94,367	54,282	37,727	2,358	
25. Ontario	7,720	2,194	8,193	6,517	4,579	314	2,781	437,600	9,911	475	66	1,038	1,715	557	318,438	141,839	99,049	42,828	2,005	
26. Peel	3,490	2,432	6,855	6,053	728	11	753	293,200	2,395	269	40	512	1,361	357	219,648	126,681	74,582	49,706	3,092	
27. Oxford	3,097	3,354	2,171	3,601	507	6	1,197	618,300	1,621	163	25	254	1,027	351	199,429	69,374	44,257	24,732	2,596	
28. Perth	1,356	5,427	736	2,568	503	-	389	305,620	982	31	10	217	492	189	113,035	84,920	21,415	11,910	186	
29. Prince Edward	5,681	1,733	3,956	1,323	195	-	389	213,900	1,996	246	29	156	722	593	221,679	121,022	69,740	48,680	77	
30. Russell	1,779	3,507	696	3,339	58	-	51	723,000	1,276	21	3	35	80	368	172,049	80,890	62,635	14,178	2,596	
31. Simcoe	610	986	787	249,400	82	1	82	249,400	286	1	-	35	174	64	43,494	6,025	4,495	1,515	16	
32. Stormont	9,900	5,005	3,920	8,018	242	5	975	1,153,000	3,032	163	82	529	1,842	578	390,103	103,192	78,761	29,660	771	
33. Victoria	3,608	4,140	1,178	4,939	183	1	288	230,200	1,723	309	30	230	746	860	167,633	44,951	31,072	13,275	604	
34. Waterloo	2,425	4,362	2,231	5,953	428	5,038	1,118	418,200	1,649	121	11	260	986	248	160,190	56,878	35,287	21,859	2,212	
35. Wellington	6,114	4,483	8,937	9,784	655	179	1,691	791,634	2,710	482	75	556	928	689	275,813	131,806	80,186	49,875	1,745	
36. Welland	3,450	4,153	2,162	768	761	31	6,160	228,000	1,192	155	31	244	430	277	110,463	56,467	32,490	22,425	1,533	
37. Wentworth	10,048	8,372	11,063	8,932	2,084	91	2,089	273,000	2,486	251	88	577	880	610	90	286,031	123,539	73,441	49,473	9,633
38. York	24,881	19,453	15,319	13,708	2,074	558	9,762	517,100	4,822	868	154	951	2,005	717	390,593	219,376	188,269	70,466	9,531	
	228,190	167,495	307,656	204,148*	45,955	12,089	91,878†	20,794,925	99,860	9,976	1,889	18,467	48,027	18,421	3,080	9,826,417	3,693,763	2,374,746	1,363,556	55,461

* 57,543 are Kirk of Scotland; 65,807 are Free Church.

† 95,740 Creed not given.

General Table of Population.—Agricultural Products, &c.—continued.

COUNTIES.	Lands held—		Wheat.	Barley.	Rye.	Peas.	Oats.	Maize.	Buck-wheat.	Potatoes.	Turnips.	Clover and Grass Seed.	Carrots.	Mangel Wurtzel.	Beans.	Hops.	Hay.	Flax and Hemp.	Tobacco.
	Wood or Wild.	Assessed value for Taxation, 1882.																	
1. Addington	97,501	630,335	78,268	20,147	65,568	104,625	212,280	47,565	39,920	71,083	7,688	1,037	4,859	797	463	841	16,881	526	167
2. Bruce	83,710	1,481,357	625,741	28,885	18,459	92,187	281,716	126,114	23,104	106,244	127,488	899	1,661	2,368	1,257	18,949	16,006	813	93
3. Brant	33,971	36,799	9,796	126			3,940	1,577	176	24,326	19,245	120	811	849	603	73	16,469	30	132
4. Carleton	241,944	1,027,370	224,451	6,587	16,318	55,954	369,350	26,379	11,491	316,077	301,567	1,836	58,590	3,748	415	572	17,712	830	90
5. Durham	140,485	1,287,680	617,588	10,751	11,567	104,038	288,299	30,918	11,141	223,852	291,947	1,836	2,192	3,921	361	86	14,555	2,492	3
6. Dundas	111,072	939,670	111,979	21,482	9,929	32,868	155,381	22,111	17,921	90,977	2,556	161	2,192	3,921	594	1,033	21,945	524	196
7. Elgin	153,001	1,000,000	413,435	9,279	11,511	66,949	248,392	86,969	17,075	59,220	27,949	1,153	170	497	299	1,132	9,859	330	447,111
8. Essex	549,966		127,769	3,801	2,499	6,912	101,206	108,504	5,900	139,935	90,98	56	566	266	468	330	22,418	284	22
9. Frontenac	144,453	715,397	94,132	9,939	43,418	74,928	189,250	31,536	12,711	117,577	11,173	349	7,280	1,592	468	330	22,418	284	22
10. Glengary	183,578	511,327	142,455	3,584	790	49,926	298,402	10,585	13,236	109,730	8,402	584	292	174	75	387	5,025	466	14
11. Grey	183,920	342,733	121,379	5,384	603	18,680	63,752	2,532	903	124,773	91,617	2,909	171	83	25	387	5,025	466	14
12. Grenville	128,274	498,946	119,800	8,001	14,130	17,006	207,422	36,742	26,851	171,571	6,013	340	2,215	617	715	543	18,510	1,319	39
13. Haldimand	151,857	884,167	376,475	11,985	1,492	19,929	220,845	37,269	16,173	69,468	14,912	6,728	550	200	449	394	12,433	456	4
14. Halton	96,859	1,094,583	491,517	24,695	1,606	60,976	242,216	29,089	10,318	71,813	40,817	832	2,869	5,817	130	4,025	23,393	6,584	50
15. Hastings	211,448	940,942	268,003	4,577	26,018	155,493	263,021	49,036	41,292	138,895	28,513	1,269	1,317	1,105	1,066	6,454	31,601	1,143	1,036
16. Huron	229,061	650,978	214,738	11,040	5,654	19,141	199,141	4,695	681	54,934	87,841	725	232	71	14	194	8,974	390	646
17. Kent	152,162	496,579	279,989	13,185	4,492	28,443	123,766	192,243	8,890	55,954	17,338	186	1,019	131	121	126	8,737	2,460	313,189
18. Lambton	183,972	596,942	92,057	2,955	26,079	79,955	193,766	94,273	5,110	42,561	47,021	197	262	389	195	116	6,861	756	598
19. Lanark	245,464	725,181	179,378	11,079	4,869	45,225	288,604	21,035	14,767	327,137	37,921	465	963	592	1,431	586	23,863	133	165
20. Leeds	226,690	886,504	238,598	4,155	14,070	62,225	249,028	45,253	19,330	189,319	16,079	691	3,218	540	1,039	204	23,953	374	26
21. Lenox	49,227	380,316	30,281	15,469	50,239	64,227	104,415	22,074	25,559	23,258	1,714	911	1,032	155	393	210	8,469	230	146
22. Lincoln	302,376	1,253,175	453,596	1,466	12,559	225,826	49,857	90,999	23,854	51,063	23,221	2,925	8,416	1,859	620	383	16,137	789	99
23. Middlesex	191,482	1,267,453	431,421	26,484	30,692	167,424	302,996	51,339	28,875	168,904	148,801	4,457	4,578	2,249	1,166	1,013	24,951	896	111
24. Northumberland	142,198	976,723	333,686	10,031	9,905	8,162	196,300	118,517	51,268	120,595	53,523	1,214	2,038	429	746	135	16,865	700	532
25. Norfolk	174,556	1,508,717	689,753	14,050	5,778	57,517	591,540	29,598	4,964	155,530	32,437	1,584	4,894	1,873	397	6,818	19,303	4,793	105
26. Ontario	200,146	1,606,024	611,251	18,123	9,700	185,501	541,175	69,301	9,278	89,852	167,219	482	631	178	688	3,820	23,120	730	508
27. Oxford	139,367	1,395,000	598,975	35,353	2,902	131,452	409,716	2,292	4,857	156,634	81,635	1,057	739	2,981	18	11,346	16,610	982	19
28. Peel	173,848	523,606	204,223	9,819	1,083	37,155	213,258	2,292	151	60,115	75,603	939	91	14	18	17,958	8,122	19	19
29. Perth	109,855	444,514	353,510	3,215	63,420	63,420	291,316	5,141	1,030	92,751	88,192	349	2,813	975	117	570	10,806	44	1,158
30. Peterboro	80,115	981,420	192,408	1,401	1,401	14,067	123,580	24,663	4,353	90,491	14,841	43	3,748	2,126	231	53	9,846	44	1,158
31. Prescott	100,657	953,666	192,408	40,658	60,769	257,609	176,620	107,367	111,855	11,536	19,866	1,493	2,254	558	975	19,292	16,397	584	263
32. Prince Edward	135,159	161,157	64,141	2,601	979	15,069	199,188	3,185	759	130,377	8,463	76	123	62	181	57	7,509	30	-
33. Russell	37,469	56,320	9,314	100	22	2,579	19,111	1,833	289	17,145	7,976	126	47	-	104	38	2,128	-	-
34. Simcoe	230,311	901,639	493,421	8,013	2,076	136,967	261,650	1,149	1,149	233,514	160,900	1,153	598	181	27	147	16,084	527	122
35. Stormont	124,682	460,852	97,429	5,193	9,040	39,269	196,447	17,956	28,359	96,606	1,214	361	1,357	1,978	203	205	14,940	3,266	81
36. Victoria	109,312	310,638	267,301	2,670	1,357	47,928	218,761	1,963	964	85,329	47,336	372	326	28	87	386	6,853	118	-
37. Waterloo	144,037	1,425,867	518,659	19,136	24,906	65,107	386,368	18,610	2,570	167,067	164,787	1,592	283	308	92	103	19,585	6,036	191
38. Wellington	239,868	1,110,558	489,059	31,668	4,015	101,681	487,655	4,196	3,925	238,268	254,625	885	351	131	17	152	12,470	13	-
39. Welland	45,996	1,116,412	459,508	645	7,548	190,892	32,017	32,017	21,011	37,713	8,784	2,071	921	625	361	303	16,392	1,055	181
40. Wentworth	110,512	1,745,242	432,683	45,973	2,707	40,412	592,464	61,099	44,801	106,706	100,877	1,021	2,752	8,410	462	14	26,141	60	51
41. York	178,249	2,617,000	991,608	62,832	6,327	935,778	979,840	13,058	5,987	207,427	205,037	654	5,890	6,177	169	6,890	31,152	7,109	31
	6,180,654	36,670,890	12,674,503	635,855	479,623	2,872,415	11,186,161	1,662,524	679,754	5,077,315	3,023,378	44,460	17,895	51,226	19,109	113,064	681,782	36,650	767,476

General Table of Population.—Agricultural Products, &c.—continued.

COUNTIES	Wool.	Maple Sugar.	Fulled Cloth.	Linen.	Flannels and Unfulled Cloths.	Bulls, Oxen, and Steers.	Milk Cows.	Calves and Heifers.	Horses.	Sheep.	Pigs.	Butter.	Cheese.	Beef.	Pork.	Quantity of Fish cured.	Grist Mills.			Returning Produce.		
																	Yards.	Nos.	Per year.		Propelled by	
																					Steam.	Water.
1. Adlington	63,247	41,922	12,538	366	27,701	3,803	7,015	6,105	4,706	24,210	10,776	434,913	56,557	1,129	6,233	295	17	17	50,020			
2. Brant	79,981	91,995	8,240	336	21,737	4,362	6,828	5,234	5,825	29,875	14,538	396,375	63,188	3,218	8,787	965	11	11	107,500			
3. Bruce	-	3,920	-	-	4,145	483	426	180	25	145	296	27,340	69	18	1,660	130	1	1	10,370			
4. Carleton	62,331	29,727	18,723	-	-	4,086	9,292	1,455	51,39	18,666	12,516	588,791	15,894	2,600	9,482	93	5	3	10,370			
5. Durham	89,965	149,648	20,111	931	34,388	6,221	10,643	7,767	7,818	92,103	6,740	117,327	99,248	9,256	15,021	2	2	16	19,540			
6. Dundas	54,494	36,830	11,691	639	24,351	1,543	5,415	4,934	8,836	15,298	6,750	358,488	15,918	1,375	4,849	8	8	2	40,700			
7. Elgin	101,225	213,747	11,941	287	40,329	6,458	8,293	7,166	5,721	35,773	16,328	414,258	67,851	2,154	8,362	361	27	14	6,000			
8. Essex	40,264	16,637	10,463	136	13,449	4,923	5,908	4,841	5,331	13,485	17,533	172,533	90,362	1,897	704	124	4	5	6,000			
9. Frontenac	51,699	49,336	11,038	179	24,279	3,911	7,162	6,410	4,493	18,308	11,181	398,389	41,613	9,035	5,727	1	1	3	14,000			
10. Glengary	56,114	39,142	19,012	1,380	22,822	1,087	8,213	7,443	6,095	23,683	13,600	345,453	97,526	1,799	3,799	22	7	2	12,000			
11. Grey	16,636	46,797	2,648	33	9,117	4,382	3,516	3,507	582	6,328	5,717	130,986	8,185	637	2,467	22	3	2	12,500			
12. Grenville	53,909	40,859	14,345	142	33,350	2,804	7,262	6,078	4,162	18,159	6,788	315,624	65,184	1,908	3,304	2	12	2	15,500			
13. Haldimand	41,416	54,803	3,560	78	17,683	4,215	5,474	4,318	3,913	15,977	12,793	308,304	11,447	2,872	3,870	51	11	3	10,000			
14. Halton	78,071	48,563	7,510	10	30,449	4,266	4,881	5,584	4,881	20,722	10,325	441,213	42,363	2,780	3,698	16	9	14	50,300			
15. Hastings	112,609	220,342	24,825	569	41,342	7,967	10,374	8,512	6,638	34,579	23,016	588,300	102,825	2,780	11,647	63	19	7	37,550			
16. Huron	42,558	120,268	6,146	15	24,342	6,640	5,739	5,829	2,401	14,558	13,012	181,268	21,707	1,308	4,061	153	6	2	7,000			
17. Kent	71,088	72,904	6,743	1,098	38,229	3,844	5,456	5,156	4,065	22,914	13,839	235,103	42,404	2,267	6,486	110	12	2	3,200			
18. Lambton	39,689	82,167	3,425	118	13,532	4,658	3,256	3,598	1,898	10,925	6,870	124,629	5,901	2,615	3,256	442	8	2	15,000			
19. Lanark	88,639	76,736	37,980	218	58,337	4,682	10,592	10,258	5,457	35,963	16,373	654,927	39,444	2,919	8,235	12	23	3	10,000			
20. Leeds	90,965	96,444	24,809	108	50,291	6,250	12,961	11,508	7,741	34,651	14,659	733,706	90,720	3,846	12,843	307	24	1	104,300			
21. Lenox	39,831	20,761	5,931	1	14,078	1,931	3,680	3,206	2,715	13,456	6,312	240,529	33,857	639	3,288	47	4	1	60,000			
22. Lincoln	52,575	45,310	9,753	317	22,436	3,213	6,119	5,960	5,694	19,186	11,829	381,616	72,741	1,677	5,182	68	19	4	13,500			
23. Middlesex	138,633	279,475	20,414	537	63,459	11,043	11,731	12,184	7,996	31,268	27,187	557,967	112,696	7,537	17,354	106	17	2	9,300			
24. Northumberland	96,519	99,811	16,756	187	44,001	7,483	9,840	8,513	7,193	31,635	17,536	626,689	88,689	2,988	11,483	1,839	25	1	54,912			
25. Norfolk	58,045	180,458	18,431	83	31,684	4,959	6,430	4,713	4,848	24,434	13,811	404,871	43,941	3,393	8,357	2	24	11	127,560			
26. Ontario	96,196	320,932	14,780	471	40,833	9,121	12,025	10,549	7,959	45,808	27,908	461,839	65,185	4,233	12,926	58	33	34	89,600			
27. Oxford	119,441	43,345	10,172	388	34,817	5,291	8,107	6,706	6,396	28,971	19,301	484,682	39,247	1,898	6,994	143	20	2	13,500			
28. Peel	89,969	99,125	5,655	178	22,786	6,756	5,729	5,006	1,869	14,376	11,416	331,438	16,421	1,367	4,389	1	18	11	86,480			
29. Perth	29,991	40,977	10,575	8	2,301	4,251	5,518	3,907	2,876	18,069	10,824	189,297	33,934	1,288	3,836	6	19	12	47,614			
30. Peterboro	62,041	15,520	12,944	58	19,763	702	3,451	3,012	2,410	8,798	4,333	190,880	26,935	774	3,963	33	5	3	5,100			
31. Prescott	20,481	19,217	13,933	160	41,169	3,387	7,888	5,880	7,040	30,255	10,320	556,010	92,366	1,059	5,965	4,182	20	2	8	27,600		
32. Prince Edward	92,492	21,204	2,780	-	12,639	2,358	2,724	2,666	1,292	6,609	4,254	91,456	4,808	1,776	2,163	13	7	4	6,870			
33. Russell	17,519	1,803	468	-	2,146	347	670	725	353	1,929	731	40,245	1,701	135	385	2	2	2	3,890			
34. Simcoe	67,387	134,217	14,046	15	45,240	6,899	7,914	6,904	5,014	26,954	26,169	394,613	23,513	2,561	11,061	693	12	2	4	17,000		
35. Stormont	30,945	55,227	9,492	398	18,943	1,082	6,254	5,625	4,415	15,790	8,803	534,903	20,598	1,524	3,251	10	4	3	19,240			
36. Victoria	11,159	71,159	13,045	102	26,177	3,152	4,266	3,898	2,665	15,062	9,714	185,182	9,795	730	3,940	6,000	5	3	6,000			
37. Waterloo	80,443	129,160	16,733	3,934	29,593	8,185	8,396	7,320	6,273	27,519	18,794	372,844	55,174	2,977	9,875	10	20	9	15	97,354		
38. Wellington	75,197	146,320	10,063	32	31,990	9,095	8,403	8,338	3,540	38,447	374,807	97,105	3,604	3,604	9,783	2	9	1	5,000			
39. Welland	41,855	17,799	4,115	389	17,799	1,775	4,115	3,105	3,718	14,688	6,463	259,206	10,994	1,847	4,593	2	25	5	32,500			
40. Wentworth	82,481	43,294	18,460	82	96,527	5,265	8,359	5,818	6,479	30,245	14,740	487,913	51,185	3,361	9,313	13	13	4	32,500			
41. York	138,320	164,941	46,919	453	46,919	5,719	14,945	10,204	12,685	47,808	92,828	812,477	88,003	17,491	24,823	6	54	6	210,300			
	2,698,764	3,581,505	546,214	14,975	1,169,279	199,982	296,613	254,999	501,700	969,222	570,287	15,376,319	2,226,776	113,912	310,058	11,884	610	41	669	1,764,840		

RETURN of the CHIEF MANUFACTORIES by Counties, as compiled from the Reports of the several Census Commissioners.

COUNTIES OF STORMONT, DUNDAS, AND GLENGARY.

Woolen Factory, 1.—Capital 500*l.*, employs 6 men.
Fulling Mills, 9.—6 have a capital of 981*l.*; return annually 260*l.*, and employ 21 men.
Asheries, 14.—2 give no return; 12 return a capital of 1,210*l.*; 2 produce 515; 3 give 17 tons, and 4 give 1,053 barrels—30 men employed.
Tanneries, 11.—5 give no return; 4 return a capital of 525*l.*; 2 produce 750*l.*; 2 give 66½ hides, 300 calf skins, and 50 kid—19 men employed.
Foundries, 2.—1 no return; the other returns a capital of 100*l.* and produces 150*l.* per annum—6 men.
Distilleries, 2.—1 steam, with a capital of 5,000*l.*, produces 800 barrels; the other with a capital of 1,300*l.*, produces 10,926 gallons—10 men employed.
Oatmeal Mills, 3.—No return—they are all connected with Grist Mills.
Shingle Factory, 1.—Last factory, 1; Potteries, 3.

PRESCOTT AND RUSSELL.

Woolen Factory, 1.—Capital 1,000*l.*, produces 500*l.*—3 men.
Fulling Mills.—None returned.
Asheries, 5.—Producing 960 barrels—10 men.
Tanneries, 6.—2 give no return; 3 return a capital of 950*l.*; 1 gives 120 hides—15 men.
Foundries, 2.—No return.
Oatmeal Mills, 4.—3 of which grind 37,000 bushels—8 men.
Distilleries.—None returned.
Salaratus Factory, 1.—Producing 2,000 boxes—4 men. This is connected with a pearlsh factory.

CARLETON.

Woolen Factories, 2.—1 produces 35,000 yards—22 men.
Carding Mills, 6.—3 have a capital of 950*l.*; 2 return 210*l.*; 1 fulls 20,000 lbs. of wool; 1 produces 1,500 yards of satinette and 400 of flannel—10 men.
Tanneries, 13.—11 no return; 2 have a capital of 600*l.*; 1 returns 100 hides—8 men.
Asheries, 6.—6 only returned, 1 of which produces 100 barrels.
Distilleries, 2.—1 produces about 65 gallons per day—2 men.
Breweries, 5.—1 has a capital of 700*l.*—produces 20,000 gallons—3 men.
Shingle Mills, 2.—2 no return.
Oatmeal Mills, 1.—1 no return.
Axe Factory, 1.—1 no return.
Stave Machine, 1.—Sash factory, 1; Planing machine, 1.
Foundry, 1.—1 only returned.

LANARK AND RENFREW.

Woolen Factories, 4.—2 give no return; 2 have a capital of 3,000*l.*; 1 returns 2,700 yards of cloth—27 men.
Fulling Mills, 19.—10 have a capital of 2,170*l.*; 10 card 63,000 lbs. of wool and full 14,600 yards—28 men.
Asheries.—None returned, although large quantities of both pots and pearls are made, but the asheries are chiefly on the farms, and each man manufactures his own.
Tanneries, 15.—8 give no return; 7 have a capital of 1,738*l.*; 7 produce 5,265 hides—23 men.
Foundries, 5.—2 have a capital of 950*l.*; one of which is worked by steam; 1 works about 80 tons of iron per year.
Distilleries.—Only 2 returned.
Breweries, 4.—1 has a capital of 300*l.*; 1 produces 1,000 barrels.
Oatmeal Mills, 5.—3 have a capital of 1,100*l.*; 4 produce 2,260 barrels a year—12 men.
Barley Mills, 4.—1 has a capital of 300*l.*, and 1 produces 1,000 barrels.
Shingle Factories, 5.—2 make no return; 3 have a capital of 525*l.*; 2 produce 200,000—6 men.
Planing Mill, 1.—1 no return.
Axe Factory, 1.—1 no return.
Pail Factory, 1.—1 capital of 150*l.*, produces 300 dozens—4 men.

GRENVILLE AND LEEDS.

Woollen Factories, 6.—5 give no return; 1 has a capital of 500*l.*; 2 produce 133,000 yards—65 men.

Fulling Mills, 16.—5 give no return; 6 have a capital of 950*l.*; and an annual return of 500*l.*; 5 return 60,000 lbs. of wool, and 1,000 yards of cloth.

Tanneries, 29.—6 give no return; 20 have a capital of 32,908*l.*; 9 return an income of 2,950*l.*; 10 return 26,068 hides—84 men.

Asheries, 15.—14 have a capital of 1,850*l.*; 3 return an income of 2,100*l.*; 11 return 2,173 barrels—27 men.

Distilleries, 4.—2 steam, capital 4,000*l.*, produce 10,000 gallons; 1 gives no return; 1 capital of 700*l.*, produces 13,960 gallons—19 men.

Breweries, 4.—2 give no return; 2 have a capital of 1,400*l.*; 2 produce 1,625 barrels—12 men.

Outmeal Mills, 4.—2 no return; 1 has a capital of 200*l.*, produces 125 barrels per year—8 men.

Barley Mills, 5.—5 give no return.

Foundries, 6.—2 give no return; 1 has a capital of 25,000*l.*—employs 60 men—casts 800 tons, and returns 4,000*l.* a year; 3 others have a capital of 2,700*l.*, and give a revenue of 2,300*l.* per year—89 men.

Shingle Factories, 8.—3 give no return; 5 have a capital of 1,600*l.*; 1 whose capital is not given yields 2,000*l.* a year; 1,900*l.*, and 1,160*l.*; 1 whose capital is 200*l.* produces 200M—33 men.

Nail Factories, 2.—2 no return.

Axe Factory, 1.—1 no return.

Marble Factory, 1.—1, capital 75*l.*, produces 100*l.*

Stave Machines, 2.—2, capital 500*l.*, produce 230M—8 men.

Rail Factory, 1.—1, capital 750*l.*, produces 500 tons—10 men.

Pail Factories, 3.—3, capital 690*l.*, produce 2,185 dozen—20 men.

Manufacturers of Agricultural Implements, 2.—2, capital 3,750*l.*, produce 3,315*l.* per annum—30 men. There are several manufactories of less importance.

FRONTENAC, LENNOX, AND ADDINGTON, EXCLUSIVE OF KINGSTON.

In these Counties the return of the manufactories is very imperfect.

Woollen Factories, 5.—1 gives no return; 4 have a capital of 3,030*l.*; 3 give a revenue of 4,800*l.*; 1 returns 100,000 yards of cloth—32 men.

Tanneries, 10.—7 give no return; 1 steam has a capital of 4,000*l.*; 2 have a capital of 500*l.* per year; 1 gives 400*l.* per year; 2 give 10,600 hides.

Fulling Mills, 17.—6 give no return; 5 have a capital of 1,650*l.*; 1 gives 75*l.* a year; 4 card 75,000 lbs. of wool and full 40,000 yards of cloth—19 men.

Axe Factories, 2.—1 no return; 1 capital 10,000 axes—10 men.

Distilleries, 6.—4 no return; 2 capital of 360*l.*; 1 rents for 100*l.* a year; 2 produce 11,920 gallons a year—8 men. This is exclusive of Morton's, in Kingston, and another in Bath.

Breweries, 5.—Only 1 returns the produce which is stated at 2,000 barrels a year—employs 4 men.

Foundries, 5.—1 steam, capital 750*l.*; 1 steam, capital 300*l.*; yielding 800*l.* a year—27 men.

Brick Yard, 4.—4 producing 550,000 per year.

Axe Factories, 2.—1 has a capital of 500*l.*; 10,000 axes—15 men.

Plaster Mills, 3.—Grinding about 200 tons a year.

Lath Factories, 3.—Producing 750*l.* a year.

Planing Mills, 4.—Planing nearly 2 million feet.

Shingle Factories, 6.—Only one returns capital or produce, its capital is 150*l.*, and it cuts nearly 150M a year—15 men.

Ship Yards, 2.—2 floating docks, 2.

Asheries.—Of these there are several, but no mention is made by the enumerators.

Pail Factories, 3.—1 capital of 300*l.*, 2,000 dozens—16 men.

PRINCE EDWARD.

Woollen Factories, 2.—2 only returned.

Fulling Mills, 11.—2 return a capital of 500*l.*; 2 card 16,000 lbs. of wool and full 5,000 yards of cloth—16 men.

Distilleries, 3.—Breweries, 2; Plaster Mill, 1; Clover Mill, 1.

Tanneries, 4.—2 have a capital of 650*l.* and produces 575*l.* a year—8 men.

Foundries, 3.—Capital, 1,150*l.*—10 men.

Bark Mill, 1.—Capital, 750*l.*—4 men.

Asheries, 6.—None return capital or produce.

Turning Lathes, 2.—1 worked by steam.

Stone Ware Factory, 1.—Worked by steam, produces about 1,000*l.* a year.

Woollen Factories, 6.—3 give no return: 3 have a capital of 2,300*l.* and produce 40,000 yards—28 men.

Fulling Mills, 8.—4 give no return: 3 have a capital of 1,425*l.*; 1 rents for 50*l.*; 2 card 16,000 lbs. of wool—20 men.

Asheries.—None returned, though the export of ashes is considerable.

Foundries, 4.—The largest having a capital of 2,000*l.* yields 3,000*l.* a year and employs 15 men.

Distilleries, 6.—4 give no return: 2 have a capital of 4,250*l.*; 1 yields 4,400 gallons; 1 consumes 36,000 bushels of grain and feeds 300 head of cattle.

Tanneries, 8.—2 no return: 6 have a capital of 3,300*l.*: 4 return annually 5,050*l.*—30 men.

Breweries, 4.—2 produce 800 barrels—8 men.

Paper Mill, 1.—1, capital of 2,000*l.*, produces 40 tons—11 men.

Last Factory, 1.—1, capital of 100*l.*, produces 50,000 pair—4 men.

Sash Factories, 2.—1 capital of 750*l.*—28 men.

Shingle Factories, 2.—2—5 men.

Pail Factory, 1.—3 axe factories: 3 lathe and tool factories; 1 oatmeal mill.

NORTHUMBERLAND AND DURHAM.

Woollen Factories, 9.—4 return a capital of 2,100*l.*; 2 make 300,000 yards; 1 employs 170 hands: 1 produces 200*l.* a year.

Fulling Mills, 8.—With a capital of 3,200*l.*: 1 fulls 4,000 lbs. a day; 4 fulls 54,000 lbs. of wool, 10,000 yards—28 men.

Distilleries, 10.—2 worked by steam; 3 return a capital 2,000*l.*: 1 makes 52,000 gallons a year; 1 makes 80 gallons a day; 1 makes 200 barrels a year.

Breweries, 6.—Only 1 gives a return of its produce, 300 barrels a year.

Tanneries, 20.—1 worked by steam, with a capital of 1,500*l.*; 12 others have a capital of 2,500*l.*; the produce is very badly given—38 men.

Asheries.—Very few returned, although a large quantity of ashes is exported.

Foundries, 5.—1 only gives a return, its capital is 1,000*l.*, and its produce about 500*l.*

Oatmeal Mills, 3.—2 have a capital of 600*l.*; 1 produces 40 tons; 1 produces 97,344 lbs.; and 1 produces 1,700 barrels.

Planing Mills, 3.—1 worked by steam, no return: 2 have a capital of 750*l.* and plane 300,000 feet—8 men.

Shingle Factories, 5.—5 capital of 850*l.*: 2 return 700*l.* a year; 2 return 1,400—16 men.

Lathe Mill, 5.—4 have a capital of 575*l.*: 1 produces 2,000 feet a day; 2 produce 100,000 a year—12 men.

Pail Factory, 1.—Producing 500 dozens a year.

1 comb factory; 2 plaster mills; 1 clover mill; 1 rake factory; 2 potteries.

PETERBORO AND VICTORIA.

In these counties little attention appears to have been paid to returns of manufactures.

Woollen Factories, 2.—1 produces 600 yards—10 men.

Fulling Mills, 7.—3 have a capital of 460*l.*—9 men; 6 card 47,000 lbs. of wool and full 60,700 yards of cloth.

Oatmeal Mills, 3.—1 has a capital of 400*l.*; 2 grind 120 bushels a day—11 men.

Tanneries, 9.—3 give a capital of 825*l.*; no return of produce—22 men.

Asheries.—Several small ones.

Distilleries, 4.—1 has a capital of 1,000*l.*, and produces 24,000*l.* a year; another has a capital of 350*l.*, and produces 500*l.*—9 men.

Breweries, 4.—2 have 750*l.* capital, producing 700*l.* a year.

Shingle Factory, 3.—2 have a capital of 450*l.*: 3 produce 2,350*l.* a year—12 men.

Foundries, 7.—1 steam, capital 400*l.*, produces 400*l.* a year; 2 have a capital of 1,000*l.* each: 2 have a capital of 200*l.* each; value of produce 7,500*l.* a year—26 men.

Rake Factory, 1.—Capital of 250*l.*; produces 100,000.

Planing Mill, 1.—1 steam, capital 400*l.*; produces 125,000—4 men.

ONTARIO, YORK, AND PEEL.

Woollen Factories, 18—9 return a capital of 12,800*l.*; 4 give 144,000 yards and 1,260 pairs of blankets; 2 give 200 yards a day, and 3 return 475*l.* a year—84 men.

Carding and Fulling Mills, 36.—19 are small; 12 give a capital of 6,600*l.*; 12 card 152,100 lbs. of wool and full 57,000 yards of cloth; 3 return 275*l.* a year—39 men.

Distilleries, 16.—3 steam, only 3 return their capital, 1,300*l.*; 3 yield 73,000 gallons a year; 3 make 360 gallons a day—46 men.

Breweries, 17.—Only 4 return their capital 1,900*l.*; 4 produce 7,500 barrels a year—44 men.

Tanneries, 43.—5 steam, 23 give a capital of 13,250*l.*; 11 yield 9,250*l.* a year; 2 return 23,500 hides a year, and 1,250 a week—118 men.

Asheries.—A large number, but chiefly small.

Foundries, 12.—5 are steam, no capital or produce returned, except for 2, capital 1,300*l.* and produce 2,200*l.*—15 men.

Oatmeal Mills, 8.—5 return capital of 1,800*l.*; 4 yield 6,600 barrels—22 men.

Barley Mills, 5.—No return.

Planing Mills, 4.—2 steam, 1 returns 820*l.* a year, and 2 plane 20,000 feet; one which employs 30 hands gives no return—38 men.

Lath Factory, 1.—Capital 600*l.*—2 men.

Stave Factory, 1.—Returns 200,000 staves per month—4 men.

Soap Factories, 5.—1 only returns capital 200*l.* and yield 100*l.*; 1 manufactures 15,170 lbs. of soap, and 7,160 lbs. candles; another makes 90 tons of soap and 160,000 cwt. candles—25 men.

Axe Factories, 3.—Only 1 returns capital 3,000*l.* and produces 2,000*l.* a year, employs 4 men.

Sash Factories, 2.—No return—26 men.

Fanning Mill Factories, 3.—Making 2,360 mills—11 men.

Salaratus Factories, 1.—Capital 100*l.*, produces 10 tons—3 men.

Paper Mills, 3.—1 only returns its produce at 8,000 reams a year—25 men.

Mustard Mill, 1.—Steam—12 men.

Pail Factories, 2.—1 steam, capital 1,000*l.*, and produces 25,000 doz.—8 men.

Starch Factory, 3.—1 steam; 1 makes 60 tons—11 men.

Glue Factory, 1.—Steam—7 men.

Comb Factory, 1.—Capital 300*l.*—5 men.

Plaster Mill, 2.

Potteries, 3.

Last Factory, 1.—11 men.

There are several very extensive Cabinet, Carriage, and other Factories.

SIMCOE.

Little information is given as to factories in this county.

Woollen Factories, 1.—Capital 200*l.*, producing 2,500 yards of cloth—3 men.

Fulling Mills, 5.—1 makes no return; 4 have a capital of 1,475*l.* and card 28,100 lbs. of wool and full 6,460 yards of cloth—13 men.

<i>Tanneries</i> ,	8.	} No return of capital or produce.
<i>Distilleries</i> ,	5.	
<i>Breweries</i> ,	3.	
<i>Oatmeal Mills</i> ,	2.	

There are other factories of some consequence, but no report has been received.

HALTON, WENTON, WENTWORTH AND BRANT.

Woollen Factories, 12.—3 only return capital of 2,175*l.*; 1 steam power 50,000 yards; 5 others give an aggregate of 39,400 yards; 1 gives 100 yards a day, and 2 produce 1,250*l.* a year—104 men.

Fulling Mills.—Not more than 5 or 6 returned on the rolls—in 1848 there were 15.

Oatmeal and Barley Mills.—There are several but are chiefly attached to Grist Mills.

Tanneries, 22.—4 worked by steam, have a capital of 3,750*l.*; 9 others have a capital of 6,360*l.*; 9 give a yearly return of 35,250*l.*, and 2 others return 10,308 sides of leather—129 men.

Powder Mills, 1.—Has a capital of 3,000*l.* and produces 20 barrels a day—10 men.

Foundries, 13.—3 worked by steam; 7 give a capital of 16,000*l.*; 4 produce 28,000*l.* year; 6 give no return—255 men.

Distilleries, 9.—4 return a capital of 2,750*l.*; 1 produces 20,000 gallons, one 400 gallons a day; 1 returns 3,000*l.* a year; one 300 barrels a year; one 6 barrels a day; one 400 gallons a day—19 men.

Breweries, 8.—1 only gives its capital, 1,000*l.*, and 1 produces 2,000 barrels—9 men.

Paper Mills, 3.—2 have a capital of 7,000*l.* and 1 which does not return its capital makes 3 tons of paper a year—18 men.

Oil Mill, 1.—Capital 1,500*l.*

Earthenware Factories, 4.—Last and Peg Factories, 2; Machine Shops, 1; Planing Mills, 5—1 steam; Plaster Mills, 2, producing 800 tons; Wheel Factories, 1 steam; Rope Factories, 3, one of which produces 25 tons; Pump Factory, 1; Engine Factory, 1; Fanning Mill Factory, 1, which makes 1,200 mills; Axe Factory, 1; Whip Factory, 1; Broom Factories, 2; Salaratus Factory, 1; Cigar Factory, 4—Employing in all 127 men.

APPENDIX.

LINCOLN, HALDIMAND, AND WELLAND.

Cloth Factories, 8.—Having a capital of 15,575*l.*; 1 gives 5,000*l.* a year and the other 7 return 193,000 yards of cloth—116 men.

Cotton Factory, 1.—20 looms and 700 spindles.

Carding and Fulling Mills, 8.—3 give a capital of 1,500*l.*; 3 of them card 2,200 lbs. a day; 3 return 45,000 lbs. a year, and 4 full 17,000 yards of cloth a year—25 men.

Breweries, 3.—2 return a capital of 2,150*l.* only; 1 gives its produce 1,041 barrels a year—12 men.

Distilleries, 7.—1 steam, capital 1,250*l.*, yielding a return of 1,000*l.* a year; 3 give a capital of 787*l.*; 1 gives 600*l.* a year, and 3 return 1,150 barrels a year—13 men.

Tanneries, 13.—2 steam, capital 2,250*l.*, and manufacturing 18,708 hides of all kinds; 4 give a capital of 2,330*l.*; 2 return 525*l.* a year; 2 produce 1,400 lbs. of leather, and 4 give 4,100 hides—67 men.

Foundries, 5.—3 steam, capital 5,300*l.*, yielding 10,000*l.* a year; 2 have a capital of 2,200*l.*, and yield 5,000*l.* a year—72 men.

Machine Shops, 3.—Capital 7,125*l.*, producing 8,000*l.* a year—32 men.

Shingle Factories, 4.—1 steam, capital 1,500*l.*, cuts 1,200,000; 1 no capital given, cuts 6,000 a day; 2, capital 290*l.*, cuts 6,000 bundles a year.

Planing Mills, 3.—1 steam, capital 1,125*l.*, planes 500,000 feet; 1 water, capital 1,000*l.*, planes 600,000 feet; 1 water, capital 500*l.*, no return—12 men.

Earthenware Factory, 1.—Yielding 100*l.* a year—2 men.

Cigar Factory, 1.—Capital 100*l.*, cuts 14 cwt. of tobacco, and manufactures 432,000 cigars—13 men.

Pail Factory, 1.—Making 12 doz. a day—4 men.

Rope Factory, 1.—Making 10 tons a year.

Plaster Mills, 3.—Capital 1,150*l.*; 2 yield 700*l.* a year, and 1 grinds 600 tons—8 men.

Asheries, 2.—1, capital 250*l.*, 164 barrels; 1, capital 250*l.*, 15 tons—11 men.

Niagara Dock.—Cost 40,000*l.*, and employs between 200 and 300 men.

There are several other factories of minor importance.

NORFOLK.

Woollen Factories, 2.—Capital 1,300*l.*; only 1 gives any return of produce, 260*l.* a year—5 men.

Fulling Mills, 9.—3 have a capital of 850*l.*; 1 gives 100*l.* a year, and 1 cards 50,000 lbs. of wool, and fulls 1,000 yards of cloth—10 men.

Distilleries, 7.—5 give a capital of 1,650*l.*; 4 yield 3,800 barrels; 1 gives 40 gallons a day, and one 12,000 gallons a year—26 men.

Breweries, 4.—2 have a capital of 600*l.*; 1 yields 300*l.* a year, and 1 gives 3,000 barrels—9 men.

Tanneries, 6.—4 have a capital 1,125*l.*; 1 dresses 200 hides, and 2 yield 1,175*l.* a year—19 men.

1 Fanning mill factory; 1 lathe mill.

OXFORD.

Woollen Factories, 2.—2 give a capital of 900*l.*, and employ 8 men; 1 gives a return of 5,000 yards.

Tanneries, 9.—7 give a capital of 3,225*l.*, and employ 19 men; 4 give a return of 1,775*l.*; 1 gives a return of 350 hides, and employs 2 men; 1 steam.

Carding and Fulling Mills, 6.—5 give a capital of 2,700*l.*

Lathe Mills, 2.—1 gives a capital of 320*l.*, and employs 3 men; 1 gives no return, and employs 2 men.

Distilleries, 1.—Gives no return.

Pot Asheries, 2.—1 gives a capital of 25*l.*, and a return of 6 barrels, and employs 1 man; 1 gives a return of 7 barrels.

Oatmeal Mills, 2.—2 give a capital of 1,250*l.*, and 1 gives a return 1,080 barrels, and employs 5 men.

Foundries, 4.—2 give a capital of 2,700*l.*, steam, and employ 20 men; 1 gives a return of 1,250*l.*; 2 give no return.

Breweries, 1.—Gives no return.

MIDDLESEX AND ELGIN.

Woollen Factories, 10.—4 steam, capital 5,000*l.*, producing 19,250*l.* a year; 2 others give a capital of 750*l.* and produce 150*l.*, and 3 return no capital, make 33,000 yards of various cloths a year—84 men.

Fulling Mills, 21.—1 steam, capital 300*l.*, 250 lbs. of wool and 90 yards of cloth a day; 8 have a capital of 2,587*l.*; 4 yield a revenue of 400*l.* a year; 3 card 18,600 lbs. of wool, and full 6,500 yards of cloth a year—37 men.

Distilleries, 16.—2 steam, 1 with a capital of 1,400*l.* gives annually 1,175*l.*; the other

with a capital of 2,000*l.* produces 360 barrels; 9 return a capital of 4,000*l.*, the produce returned being 187 barrels and 87,200 gallons—40 men.

Breweries, 3.—1, capital 2,000*l.*, returns 1,800*l.* a year; 1, capital not given, produces 5,200 gallons; 1, capital 250*l.*, no produce given—13 men.

Foundries, 5.—1 steam, capital 7,175*l.*, produce 6,650*l.*; 1, capital not given, produces 1,000*l.*—43 men.

Tanneries, 10.—9 return a capital of 7,762*l.*, return annually 5,460*l.* and 3,200 hides—38 men.

Asheries, 6.—Only 1 gives a return, 190 cwt.

Rope Factory, 1.—Capital 100*l.*

Pump Factory, 1.—Last Factory, 1; Broom Factory, 1; making 8,000 a year; Shingle Factory, 1 steam, with a capital of 250*l.*, making 8,000 bundles a year—18 men.

WELLINGTON, WATERLOO, AND GREY.

As to Grey the informations are very meagre indeed, in several townships not one word said as to factories.

Woollen Factories, 6.—4 return a capital of 2,200*l.*; 2 only give their produce 8,800 yards—22 men.

Fulling Mills, 12.—6 return a capital of 3,950*l.*; 6 card 49,500 lbs. of wool and full 23,390 yards of cloth; 1 returns 50*l.* and 1 cards 100 lbs. of wool and fulls 50 yards of cloth a day—27 men.

Distilleries, 14.—1 steam gives 40 gallons a day; 3 have a capital of 3,000*l.*; 2 return 2,750*l.*; 1 gives 1,200 gallons a year; 1, 1,406 barrels; 1, 180 gallons a week, and 1, 160 gallons a day—31 men.

Breweries, 11.—3 have a capital of 525*l.*; 4 produce 724 barrels, and one 15 barrels a week—16 men.

Oatmeal Mills, 4.—One only gives produce 13 barrels a day—8 men.

Axe Factories, 2.—1 capital 500*l.*; 1 no return—4 men.

Last Factories, 2.—Employing 12 men.

Oil Mills, 1.—Capital 300*l.*, produces 40 gallons a day—1 man.

Pail Factories, 4.—Capital 1,600; 1 only gives a return of produce 300*l.*—15 men.

Paper Mill, 1.—Capital 2,000*l.*—12 men.

Asheries, 4.—2 capital 90*l.*; 3 give 67 barrels—7 men.

Vinegar Factories, 3.—1 steam, capital 500*l.*, produces 1,200 barrels a year; one other produces 800 barrels—16 men.

Lathe Mill, 1.—Employing 5 men.

Foundries, 9.—3 steam, no capital returned; 3 produce 3,400*l.*—82 men employed.

Tanneries, 19.—1 steam, capital 1,000*l.*, produces 1,300*l.* a year; 7 give a capital of 4,050*l.*; 6 give their produce at 5,300*l.*, and 2 at 22,000 hides—63 men.

There are several extensive Chair Factories worked by steam.

ESSEX, KENT, AND LAMBTON.

The Census Returns for these counties give very little information as to the Factories.

Woollen Factories.—Only 1 returned, neither capital nor produce given.

Fulling Mills, 4.—2 steam, one of which cards 10,000 lbs. of wool; the other gives no return; 1 has a capital of 300*l.*, and yields 100*l.* a year—8 men.

Tanneries, 7.—1 steam, no return of capital or produce, only one other gives its capital or produce, the former 1,250*l.*, the latter 250*l.* a year—23 men.

Asheries, 6.—Returned—8 men.

Distilleries, 4.—1 steam, capital 400*l.*, 1 gives 1,000 barrels; and one 150 barrels—21 men.

Breweries, 2.—One producing 800 barrels, and employing 3 men.

Foundries, 6.—3 steam, 2 of which have a capital of 1,150*l.*, no produce given—15 men.

HURON, PERTH, AND BRUCE.

Tanneries, 6.—1 gives a capital of 100*l.*, and gives a return of 150 hides per year; 1 man employed; 4 give no return, and employ 18 men; 1 gives a return of 75*l.* per annum.

Fanning Mills, 2.—1 gives a capital of 750*l.*, and returns 600*l.*, employs 7 men; 1 gives a return 250 mills per annum—5 men.

Distilleries, 3.—1 gives a capital of 250*l.*, and a return of 140 barrels, employs 2 men; 2 give no return.

Carding and Fulling Mills, 4.—2 give a capital of 2,950*l.*, and employ 10 men; 1 gives a return of 800 yards; 2 give no return, and employ 4 men.

Oatmeal Mills, 3.—2 give a capital of 200*l.*, and employ 2 men; 1 gives a return of 400 barrels per annum; 1 gives a return of 250*l.*

Foundries, 3.—1 gives a capital of 3,000*l.*, employs 7 men; 1 steam, employs 6 men; 2 give no return.

APPENDIX.

Rope Factory, 1.—Gives a capital of 100*l.*, and a return of 50*l.*—employs 5 men.
Breweries, 2.—1 gives a capital of 500*l.*, and a return 375*l.* per annum, employs 4 men ;
 1 gives no return.*

NOTE.—The several churches in Upper Canada may be rated as containing on an average between 200 and 300 persons. In the cities they are much larger, and in some of the towns they will hold a much greater number.

There were no means of arriving at the value of the several churches.

The list only embraces those given in the Census Returns.

Church of England	-	-	-	-	-	-	226
" Rome	-	-	-	-	-	-	135
Presbyterians	-	-	-	-	-	-	148
Free Church	-	-	-	-	-	-	109
W. Methodists	-	-	-	-	-	-	218
E. Methodists	-	-	-	-	-	-	69
N. C. Methodists	-	-	-	-	-	-	28
Methodists, not classed	-	-	-	-	-	-	156
Quakers	-	-	-	-	-	-	18
Lutherans	-	-	-	-	-	-	22
Congregational and Independent	-	-	-	-	-	-	84
Baptists	-	-	-	-	-	-	116
Bible Christians	-	-	-	-	-	-	46
Other places of worship	-	-	-	-	-	-	184
							-1,559
Total as returned	-	-	-	-	-	-	-1,559

Being 1 place of worship for every 612 inhabitants, affording accommodation for 470,000 persons, and at an average cost of 300*l.*, amounting to 467,100.

Office of Board of Registration and Statistics,
 Quebec, March 12, 1853.

(Signed) W. C. CROFTON,
 Secretary.

* In these counties several manufactories in course of erection have been completed since the census was taken, and are now in operation.

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