



EMIGRATION (NORTH AMERICAN  
COLONIES).

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COPIES of EXTRACTS of DESPATCHES  
relative to EMIGRATION to the NORTH  
AMERICAN COLONIES (in continuation of  
Parliamentary Paper, No. 404, of Session  
1855).

(*Mr. John Ball*)

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*Ordered by The House of Commons, to be Printed,  
6 February 1857.*

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**EMIGRATION (NORTH AMERICAN COLONIES).**

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RETURN to an Address of the Honourable The House of Commons,  
dated 25 July 1856;—for,

“COPIES or EXTRACTS of DESPATCHES relative to EMIGRATION to the  
NORTH AMERICAN COLONIES (in continuation of Parliamentary Paper,  
No. 464, of Session 1855).”

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Colonial Office, }  
5 February 1857. }

JOHN BALL.

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*(Mr. John Ball.)*

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*Ordered, by The House of Commons, to be Printed,  
6 February 1857.*

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SCHEDULE.

CANADA.

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

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COPIES or EXTRACTS of DESPATCHES relative to EMIGRATION to the NORTH AMERICAN COLONIES (in continuation of Parliamentary Paper, No. 464, of Session 1855.)

CANADA.

Despatch from Governor-General Sir E. Head, Bart.

— No. 1. —

(No. 29.)

COPY of a DESPATCH from Governor-General Sir *E. Head*, Bart., to the Right Honourable *H. Labouchere*.

CANADA.

Governor-General Sir *E. Head*, Bart., to the Right Hon. *H. Labouchere*.  
11 Feb. 1856.

Government House, Toronto, 11 February 1856.  
(Received, 3 March 1856.)

Sir,

I HAVE the honour to forward the Report of Mr. Buchanan, Emigration Agent at Quebec, enclosing Reports from the other agents, and accompanied by very interesting tables of statistical details.

The report is able and important.

I have called the attention of my Council to the various parts requiring immediate action in the colony.

The number of persons said to have passed over from the United States into Canada, is remarkable.

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

Enclosure in No. 1.

REPORT ON EMIGRATION, 1855.

Encl. in No. 1.

To His Excellency Sir *Edmund Head*, Bart., Governor-General, &c. &c. &c.

Office of Her Majesty's Chief Agent for the Superintendence of Emigration to Canada, Quebec, 31 December 1855.

May it please your Excellency,

I HAVE the honour to submit to your Excellency, for the information of Her Majesty's Government, my annual report of the emigration to this province, during the season of 1855. The usual statistical tables, containing the fullest information, under distinct heads, will be found in the Appendix.

Table No. 1, presents a review of the season's emigration, showing the arrivals by sea from each country, the number embarked, the births and deaths on the passage and in quarantine, distinguishing males and females, adults and children. From this table it will appear that the total number of souls embarked as steerage passengers was 20,207; the births on the passage were 36, giving a total of 20,243; the deaths on the passage were 97, and in quarantine, 36; total mortality, 133; leaving the number of emigrants from the United Kingdom and continent of Europe, landed at this port, 20,110.

Table, No. 1.

In addition to this number, there were 686 persons arrived from New Brunswick, Nova Scotia, Newfoundland, Cape Breton, &c., to which is further to be added 478 persons, who were classed as cabin passengers, giving as the total number

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number of persons landed in the colony, 21,274 souls. This number, when compared with the emigration of 1854, shows the large decrease of 31,909 souls.

The following is a comparative statement of the emigration of the past two years from each country, with the decrease during the season of 1855:—

COUNTRY.	1854.	1855.	DECREASE IN 1855.
England - - - - -	18,175	6,754	11,421
Ireland - - - - -	16,168	4,106	12,062
Scotland - - - - -	6,446	4,859	1,587
Germany - - - - -	5,688	3,597	2,091
Norway - - - - -	5,849	1,267	4,582
New Brunswick, Cape Breton, &c. - -	857	691	166
	53,183	21,274	31,909

A singular feature in this return, as will be seen, is, that the emigration from Scotland direct exceeds, to a small extent, that from Ireland; and on reference to the emigration to this port from the year 1840, I find the annual average arrivals from Ireland was 18,513, while from Scotland it was but 4,064 persons; and while the decrease of the Irish emigration during the past season shows a falling off of near 300 per cent. that from Scotland is somewhat less than 25 per cent.

Of the emigration under the head of England, 3,854, or upwards of one-half, sailed from the port of Liverpool, a considerable portion of whom were Irish and Germans. On an examination of the lists of the several passenger ships from that port it will appear that the number embarked were, natives of

England - - - - -	1,422
Ireland - - - - -	1,459
Scotland - - - - -	512
Foreign - - - - -	461
	<u>3,854</u>

I also find that 51 Irish, 31 Scotch, and 2 Germans arrived here by vessels from other English ports; and that 65 Irish and 5 English came from the port of Glasgow.

The emigration from Europe during the past season may, therefore, be classed as follows:—Natives of

England - - - - -	4,310	Switzerland - - - - -	99
Ireland - - - - -	5,691	Italy - - - - -	10
Scotland - - - - -	5,348	Denmark - - - - -	8
Germany - - - - -	3,815	France - - - - -	4
Norway - - - - -	1,288		
Belgium - - - - -	143		
			<u>20,716</u>

From this statement it will appear that the foreign emigrants during the past season by this route number 5,367, against 18,018 in 1854.

The causes of this great diminution in our emigration may, in a great measure, be traced to those circumstances which were assumed by me in my last annual report to your Excellency; and on reference to the observations which I therein made, in at least as far as regards the paucity of emigration from Ireland

land (the majority having generally originated from that country) during the last season, I may here reiterate my apprehensions that the same causes will operate on those, however strongly disposed to emigrate, in 1856.

With regard to our foreign emigration, it may be remarked that the numbers have also greatly diminished when compared with the years 1853-54. This, in my opinion, may be attributed to the existence of war, and in some measure to the shortness of time which has elapsed since the settlement of the emigrants of these years, and the prospective advantage which might, after a longer settlement, be held out to the great body of foreigners disposed to emigrate, and to accomplish which are now only waiting for information. I cannot, however, but entertain strong hopes that the termination of the war will be followed by a very considerable flow of emigration from Europe to this province.

On a further reference to this return, it will appear that the number of vessels engaged in the passenger trade from Europe was 188, measuring 101,673 tons, and navigated by 3,550 seamen; of this number, 99 vessels came under the regulation of the Passenger Act, and 89 vessels were exempt. The number from each country was as follows:—

COUNTRY.	Vessels under the Act.			Vessels not under the Act.		
	No.	Tonnage.	Passengers.	No.	Tonnage.	Passengers.
England - - -	23	15,644	5,960	33	32,958	850
Ireland - - -	24	11,904	3,854	16	6,399	256
Scotland - - -	26	13,616	4,527	20	10,525	342
Foreign Ports - -	26	10,627	4,891	—	—	—
	99	51,791	19,232	89	49,882	1,448

Of the whole number of ships, 11 brought exclusively cabin passengers; 37 had less than 100 adult passengers; 30 less than 200; 22 under 300; 7 under 400; 2 under 500; and but one vessel, the "James Nesmith," from Liverpool, brought equal to 500 adults; 626 souls.

28 of these vessels made two voyages during the season; viz., 10 from England, 8 from Ireland, and 10 from Scotland.

The whole number of adults which these vessels could have legally carried was 47,286, exclusive of their crews, and the number of adults actually brought out was but 16,761, being but little over one-third of their legal capacity.

The average length of the passage from the United Kingdom was 44 days, and from continental ports 47 days, which presents a more favourable view than that of last year, the average of which was 47, and 58 days.

Table No. 2, presents a return of the ships and passengers arrived from each port and country, with the deaths on the passage, and in quarantine.

Table No. 2.

The deaths during the passage were 97, equal to 0.45 per cent., and in quarantine 36, equal to 0.17 per cent.

The whole number of deaths among 6,821 persons from England, was 67, equal to 0.98 per cent.; 50 of which occurred among the emigration from the port of Liverpool, being equal to 1.29 per cent. on the number from that port; the deaths from all the other English ports were 17, or equal to 0.57 per cent. From Ireland the deaths were but 8, 4 adults, and 4 children, 3 of whom were infants. From Scotland the deaths were 19, equal to 0.38 per cent., 15 of whom died at sea, and 4 in quarantine. And among 3,627 from Germany, 30 deaths occurred, equal to 0.83 per cent.; from Norway among 1,276, 9, equal to 0.70 per cent. Of the 691 emigrants from the lower provinces, 417 came from Cape Breton; they were Scotch, or the descendants of Scotch emigrants, who had been many years settled in that province; and having sold their farms, have emigrated with the intention of settling in Western Canada. They have chiefly proceeded to the settlements on the borders of Lake Huron,

where

## CANADA.

where they may combine their former occupation of fishing with agriculture. Of the remainder, 101 were from Nova Scotia ; 95 from New Brunswick ; and 78 from Newfoundland. They have emigrated with the same view, and have proceeded generally to Western Canada, and a few to the United States.

## Table, No. 3.

Table No. 3, presents a general hospital return ; and shows the number of emigrant patients admitted for medical relief, with the results at the Quarantine establishment, up to its close on the 31st October ; at the Marine and Emigrant Hospital in this city, and the General Hospital in Montreal from the 10th May to this date, from which it will appear that the total number of cases treated at these several institutions, was 686, and the deaths 40 ; 36 of whom occurred as before stated at Grosse Isle ; 3 in this city, and but 1 at Montreal.

## Ship Fever.

This return, when compared with that of 1854, will show a decrease of 961 on the admissions, and 184 on the number of deaths. The emigration on the whole may be considered as healthy, but few or any disease of a contagious nature having appeared, with the exception of ship fever among the passengers per the "St. Lawrence," from Aberdeen. This vessel reached Grosse Isle on the 2d October, and although with but a limited number of passengers, 68 steerage and 12 cabin, three deaths had occurred, and 16 cases were sent to hospital on her arrival at that station, the remainder of her passengers were detained at the healthy division, and 23 more having shortly after evidenced symptoms of the type of this contagious disease, were sent to hospital, all of whom, however, subsequently recovered.

## Table, No. 4.

Table No. 4, contains the return of the adult male emigration, distinguishing trades, &c. as specified on the passage list. The total number of males embarked was 7,309, of these there appear to have been 1,465 artisans ; farmers and farm servants, 2,007 ; clerks, 89 ; servants, 26 ; and unskilled labourers, 3,722.

## Table, No. 5.

Table No. 5 shows a comparative statement of the number of emigrants landed at Quebec since the year 1829 inclusive, amounting in the aggregate to 846,469 souls, affording an average of 31,351 per annum.

## Shipwrecks.

I have again to record the loss of two emigrant ships bound to this port, one of which, the "Johns," of Plymouth, lost within 24 hours of her sailing, was attended with a melancholy loss of life ; but 95 out of 287 persons were saved. The other, the "Lochmaben Castle," from Liverpool, with 557 passengers, was wrecked on the Bird Island rocks on the 4th June, but happily unattended with any loss of life. The women and children, numbering to 203 souls, were taken from the wreck by Captain Greenhorn, of the ship "Sophia M'Kenzie," and the next day Captain Todd, of the "California," received on board 98 more of the passengers, all of whom were safely landed at Grosse Isle on the 11th of June, where their immediate wants were not only most readily supplied, but every regard evinced to alleviate their painful and distressed situation. As soon as information of her loss reached this port your Excellency was pleased to sanction my despatching a vessel with a supply of provisions to the wreck, in charge of Mr. Symes, with instructions to endeavour to save as much of the property of the passengers as possible, and bring it, as well as the passengers, to this port. On reaching the scene of disaster it was found that the remainder of the passengers had been conveyed to Pictou, and that they were detained there, waiting a conveyance to this port. Mr. Symes immediately chartered a second vessel, the one he had not being sufficient to accommodate them all, and brought them to this port in safety on the 20th July.

These poor people, I regret to observe, unfortunately lost all their luggage, among which there were, I am informed, many valuable articles. Through, however, the instrumentality of Mr. Fox, collector of customs at the Magdalen Islands, and Captain Fortin, of the Government schooner "Canadien," a few boxes were recovered from the crews of fishing craft and others (who had pillaged the wreck) and brought to this port ; but some difficulty arose with regard to the identity of these boxes, as, with the exception of two or three, they had been opened, and their contents, to a great extent, mixed up. Such as could be identified were forwarded to the owners, and all the loose articles were sent to the chief emigrant agent at Toronto, in order that they might be claimed by the passengers, the chief part of whom had already proceeded to settle in that section of the province.

I observe

I observe, from a report of the inquiry ordered by the Board of Trade touching the loss of this vessel, that Captain Turner has not altogether been exonerated from censure; and from the reports of the passengers, and other sources, it would appear that Captain Turner left his ship in charge of his chief mate to seek assistance, and during the period of his absence the crew, who appear to have been a lawless set, broke open the boxes and trunks, and pillaged the property of the passengers. Had Captain Turner remained by his ship, as it was his imperative duty, considering the important responsibilities then devolving upon him, much of this lawless conduct would doubtless have been prevented; and, as there was no immediate danger of the vessel breaking up, the greater part of the passengers' property might have been saved. Mr. Fox reports that "the vessel was plundered of much of her materiel and stores, the passengers' trunks and baggage broken open and destroyed by a portion of the crew, with others belonging to strange vessels in the vicinity."

The painful circumstances attached to the loss of this vessel, as well as those under which its numerous passengers have thereby been placed, would render it highly desirable that the collectors of customs generally should be instructed, in the event of any disaster of a similar character occurring within their jurisdiction, to proceed at once to the wreck, and afford the protection vested in them (and provided for by the Passengers Act), for the preservation of the life and property of the passengers.

It is desirable that the Government schooner, "Canadien," should, in future, be despatched to the gulf as early in the season as practicable, as there is no question, but had Captain Fortin been in the vicinity where this vessel was lost, much, if not the whole, of these unfortunate peoples' luggage could have been saved. It might also be thought worthy of consideration, that the attention of emigrants should be called to the importance of insuring their property, which, from the facility afforded, can now be effected for a trifling sum, and the policy might be deposited with the Government emigration officer at the port of departure, to recover the amount in the event of shipwreck.

The expense incurred by this department for the relief and assistance of the passengers by this vessel, amounting to 842*l.* 0*s.* 5*d.*, has been transmitted, through your Excellency, to Her Majesty's Colonial Secretary, to be recovered from the owner in the manner provided for by the Passenger Act.

Table No. 6, furnishes a return of the number of persons sent out by the Poor Law Unions, or through the assistance of the parochial authorities, or by their landlords.

Table, No. 6.  
Paupers.

From this return it will appear that 311 persons received landing-money on arriving here, to the amount of 139*l.* 7*s.* 6*d.* sterling, and paid under the superintendence of this department.

The number from England was 108; among them were 15 boys, sent out by the London Ragged School. They were well supplied with clothes, and received a sum sufficient to convey them to their destination on landing here. They appear industrious well-conducted lads; and 21, chiefly females from the Chatham Union; they received 1*l.* sterling each adult; 72 from Plymouth and Hull, appear to have received a free passage only.

From England.

The number aided in their emigration from Ireland was 268; 192 (*viz.*, 144 females, and 48 children), were from the Poor Law Unions, and received landing-money amounting to 136*l.* 17*s.* 6*d.* sterling; 76 appear to have received a free passage only. They arrived in good health, and the greater portion of them had relations either in the Upper Province or in the United States, to whom they at once proceeded; such as had no particular destination were forwarded to the rural districts in Western Canada, where they all immediately found employment.

From Ireland.

From Scotland, 395 persons appear to have been assisted to emigrate; 9 families, 65 persons from the Island of Canna, Argyleshire, were provided with a free passage to this port; and 330 by the "Melissa," from Stornaway, were sent out by Sir James Matheson. These people, with Sir James's usual liberality, were amply provided for during the passage, and on arriving here were served with rations for 10 days, and forwarded free to their destination; 74 to

From Scotland.

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Goderich, 44 to Kincardine, 199 to Limerick, in the Eastern Townships, and 13 to other sections of the province, at an outlay of nearly 400 l. currency.

## Foreign.

The emigrants who were sent out by foreign governments number 408 souls; chiefly from Wirtemberg, from the parishes of Biberach, Marbach, and Pleidelsheim. From the information I have been enabled to collect, they appear to have held small portions of land, which, on giving up to the parish, they were provided with a free passage to this port, and received from 10 s. to 1 l. each on landing here; they proceeded to Western Canada, chiefly to Hamilton and vicinity, where they all readily found employment amongst the farmers, and from information which I recently received from that section, they appear to be doing well, and giving satisfaction to their employers. These parties arrived generally in good season, and in appearance present a marked improvement to the same class of persons sent out in 1854.

Prosecutions under  
the Passengers  
Act.

It was found necessary to institute legal proceedings in one case only, during the past season, under the Passenger Act, against the master of the ship "Crown," from Liverpool, particulars of which are stated in Report, No. 12, page 27 of the Appendix. The proceedings taken in this case for the recovery of the property stolen by the crew, are still pending. The action under the Passenger Act for non-fulfilment of contract by the master to forward a portion of his passengers to Montreal, as required by their contract ticket, has in consequence of the absence of the complainants been deferred. They were allowed to proceed on their journey under the impression that the production of their contract tickets would be received as *prima facie* evidence of the contract. One of the magistrates having decided that it was necessary to prove the signature to the contract ticket, the parties will therefore have to appear in court in person, but as it was impossible to procure their appearance here before the close of the navigation, the case has been transferred over to the month of June.

A charge was also preferred against Captain Izatt, for ill-treating one of his passengers, and thereby causing his death. This man having been landed in a dying state, coupled with statements by the passengers imputing to the captain the cause of his death, it was deemed advisable to refer the case to a judicial inquest, for which purpose the coroner of the district proceeded to Grosse Isle and empaneled a jury, which, after an examination of witnesses and a *post mortem* examination, returned a verdict "that death was caused by abscesses in the lungs" (*vomica*).

This appears to have been Captain Izatt's first voyage as master of an emigrant ship; and from the numerous complaints of the passengers as to his rough and overbearing conduct, I consider that he is not a fit person to be placed in so responsible a situation. The charges generally being of a personal character, and the parties complaining declining to incur the delay and expense of a prosecution, no further steps were taken than those before-mentioned.

## Expenditure.

The expenditure of the emigration department, including the quarantine establishment and the charges connected with the care of the sick, &c., amounts to 10,154 l. 3 s. currency.

Of this sum there was disbursed, under the direct superintendence of this office, 7,835 l. 16 s. 5 d., constituted as follows:—

	£.	s.	d.	£.	s.	d.
For the quarantine establishment - - - -	2,527	7	10			
For the emigration department - - - -	5,308	8	7			
				7,835	16	5
Cost of steam-boat service for the quarantine station during the season, disbursed by the Board of Works	1,500	-	-			
Six months' salary of inspecting physician for the port of Quebec during the season of navigation - -	318	6	7			
Amount of expenditure incurred for the medical treatment of emigrants admitted to the Marine and Emigrant Hospital, during the year ending 31 December	500	-	-			
				2,318	6	7
				£.	10,154	3 -

The several heads of expenditure on account of the quarantine establishment, during the season of 1855, above referred to, are as follows:—

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Quarantine.

	£.	s.	d.
Pay of officers, staff, &c.	1,925	13	3
Supplies to hospital	295	3	10
Washing	41	17	4
Cartage	63	17	6
Drugs	31	8	7
Coffins, boards, &c.	17	12	—
Stationery, printing, advertising, &c.	48	16	4
Supplies for use of station, &c.	102	19	—
	<hr/>		
	£.	2,527	7 10

The expenditure of the emigration department to 31st December 1855, has been as follows:

Emigration.

	£.	s.	d.		£.	s.	d.
<i>Quebec Agency:</i>							
For Transport	1,697	5	6				
„ Provisions	60	16	9				
„ Agency charges	90	18	7				
„ Salaries	394	9	—				
	<hr/>				2,243	9	10
<i>Montreal Agency:</i>							
For Transport	1,103	2	6				
„ Provisions	48	3	2				
„ Agency charges	42	9	10				
„ Salaries	233	6	8				
	<hr/>				1,427	2	2
<i>Toronto Agency:</i>							
For Transport	237	16	10				
„ Provisions	85	4	—				
„ Agency charges	171	17	11				
„ Salaries	668	—	—				
	<hr/>				1,162	18	9
<i>Hamilton Agency:</i>							
For Transport	114	—	—				
„ Provisions	42	19	—				
„ Agency charges	47	8	3				
„ Salaries	270	10	7				
	<hr/>				474	17	10
	£.	5,308	8 7				

From this statement, it will appear that the total direct relief extended to destitute emigrants at the several agencies throughout the province, was 3,389 l. 7 s. 9 d.; viz., for transport 3,152 l. 4 s. 10 d., provisions 237 l. 2 s. 11 d., and for agency expenses 1,919 l. 0 s. 10 d.; viz., salaries 1,516 l. 6 s. 3 d., agency charges, including rent of emigrant sheds, travelling expenses, &c. &c. 352 l. 14 s. 7 d.

The number of persons assisted at the Quebec agency, was 5,078 souls, equal to 3,851 ½ adults, at an average cost of 8 s. 10 ¼ d. each; of this number there were,

Adult Males	1,228
„ Females	1,782
Children	1,683
Ditto under three years	385

There were forwarded to Montreal	2,222	at 2 s. 11 ½ d. average cost.
Western Canada	1,371	at 18 s. 7 ½ d. „
Ottawa District	44	at 8 s. 7 ½ d. „
Eastern Townships and United States	212 ½	at 7 s. 5 ½ d. „
New Brunswick	2	at 20 s. „

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## Montreal.

At Montreal, the number assisted were 2,423 souls, equal to 1,688 adults, at an average cost of 12 s. 11 d. each; viz.

Adult Males	-	-	-	-	-	-	336
„ Females	-	-	-	-	-	-	847
Children	-	-	-	-	-	-	1,010
Ditto under three years	-	-	-	-	-	-	230

Of this number, there were forwarded to Western Canada, 1,519, at 13 s. 1 d. average cost.

Ottawa District, 82, at 5 s. average cost.

United States, 87  $\frac{1}{2}$ , at 17 s. 3 d. average cost.

## Foreigners assisted.

Of the above, I find that fully 25 per cent. of the expenditure for transport, has been incurred on account of the foreign emigrants landed at this port. On reference to the account of this and the Montreal agency, it appears that 1,058 Germans, equal to 774  $\frac{1}{2}$  adults, have been forwarded free, chiefly to Western Canada, at an average cost of 15 s. 6 d. each, and that 258 Norwegians, 173  $\frac{1}{2}$  adults, were forwarded to the Western States, at an average cost of 21 s. 9 d.

Of the number arrived at this port, it will appear that fully 25 per cent. of the German emigrants have been assisted, and of the Norwegians nearly 20 per cent.

## Relief to Shipwrecked Passengers.

The expenditure has been further increased in consequence of the necessity of extending relief to the shipwrecked passengers from the "Lochmaben Castle," after their arrival at this port, to enable them to reach their several destinations, chiefly to Western Canada, involving an outlay of over 200 l.

## Western Canada.

The number of persons assisted at the agencies in Western Canada have not reached me, but the amount of relief afforded has not been very great, amounting altogether to 479 l. 9 s. 10 d., 351 l. 16 s. 10 d. of which was expended for transport, and 128 l. 3 s. for provisions. The charge for agencies during the past year shows an increase of 443 l. 2 s. 3 d. Your Excellency was pleased to sanction the proposal submitted, to place several of the agents and officers of this department, who were paid by the day during the period employed, on a regular salary, so that their entire time should be devoted to the duties of the office; and also to allow a small increase to the salaries of the officers of this department generally.

A change was also made in the Hamilton agency, by placing it on a permanent footing, and more commensurate to its increasing duties and responsibility. This has permitted the services of the agent at Berlin to be dispensed with; these ameliorations will, I feel assured, tend to the advantage of the department generally, and I would also add, that the small addition granted to the pay of the officers has been fully appreciated by them.

The amount of remittances sent by relatives to meet their friends on landing here, to the care of this department during the past season, was 476 l. 4 s. 3 d., contained in 202 letters; 113, containing 257 l. 1 s. 9 d., was received at this agency, and 89, 219 l. 2 s. 6 d., at Montreal; in addition to which, 152 letters of advice and directions were received and delivered during the season.

## Report of Mr. Hawke.

At page 15 I beg to submit a copy of the report received from Mr. Hawke, the chief agent for Western Canada, as to the results of the past seasons' emigration to that section of the province; also, at page 14 the report of the sub-agent at Montreal, containing the transactions of the agency under his charge.

To these reports, but more particularly that of Mr. Hawke, I would respectfully refer your Excellency.

## Temporary shelter at Toronto and Hamilton required.

The suggestions contained in the extract from the report of the agent at Hamilton, referred to by Mr. Hawke, as to the necessity of providing a place for the temporary shelter of emigrants, both at Hamilton and Toronto, I would respectfully beg to press upon the favourable consideration of your Excellency, and that the necessary authority may be granted to carry Mr. Hawke's recommendation into effect, with the propriety and necessity of which I fully concur, the more particularly as it involves the comfort and health of the emigrant.

## Distribution.

The following is submitted as an approximate view of the distribution of the emigrants of the past season. Independent of the emigration which arrives by the

the St. Lawrence, Western Canada receives annually a very considerable accession to her population by the route of the United States, and more recently by the direct emigration of parties who have resided in that country for some years.

CANADA,

This latter description of emigrants it would appear from Mr. Hawke's report, is annually on the increase, and he estimates the number during the past season at fully 10,000 souls.

Emigration *via*  
United States.

The following I would therefore consider as the probable accession to our population from emigration during the past year :

TOTAL emigrants landed at Quebec - - - - -	21,274
Arrived in Canada, <i>via</i> the United States - - - - -	10,000
	<hr/>
	31,274
Foreign emigrants who proceeded direct to the United States - - - - -	3,500
British emigrants who proceeded direct to the United States - - - - -	2,000
	<hr/>
	5,500
Remaining in Canada - - - - -	25,774
	<hr/>

Of this number not more than one-tenth have remained in Eastern Canada, so that the actual accession to the population of Western Canada from emigration during the past season, may be stated at 23,000 souls.

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

Emigrant Tax,

At Quebec :	£.	s.	d.	£.	s.	d.
12,862 adults - - 5 s. - - -	3,215	10	-			
5,755 children - - 3 s. 9 d. - - -	1,078	13	9			
21 uncertified - 47 s. 6 d. - - -	49	17	6			
Penalty under Imperial Act - - - - -	9	14	8			
				4,353	15	11
At Montreal:						
464 adults - - 5 s. - - -	116	-	-			
219 children - - 3 s. 9 d. - - -	41	1	3			
				157	1	3
TOTAL amount of tax received - - - - -	4,510	17	2			
Add appropriation of Provincial Legislature - - - - -	1,500	-	-			
	£.			6,010	17	2

The shipwrecked passengers per "Lochmaben Castle" were exempted from the payment of tax, which otherwise would have realised, in addition to the above, the sum of 123 l. 7 s. 6 d. The emigrant fund has yielded, as above stated, with the addition of 1,500 l. voted last session to make good the Imperial appropriation heretofore granted to meet the expense of agencies in the province, but now discontinued, the sum of 6,010 l. 17 s. 6 d. currency.

The expenditure, as before stated, may be set down at 10,154 l. 3 s. ; viz.

	£.	s.	d.
Emigration Department - - - - -	5,308	8	7
Quarantine - - - - -	4,027	7	10
Marine and Emigrant Hospital - - - - -	500	-	-
Salary, Inspecting Physician - - - - -	318	6	7

Receipts and Expenditure.

And as the expenditure incurred during the season of 1854 fully absorbed the surplus remaining to the credit of the Emigrant Fund, the deficiency, now amounting to the sum of 4,243 l. 6 s. 10 d., will require to be provided from other sources.

Deficiency.

## CANADA.

The emigrant tax, even with the limited emigration of the last season, would have been found sufficient to meet all the demands of this department and to provide for the care of the sick after arrival, had it been relieved from the charge for quarantine expenses, as it was previous to the year 1847, when the expenses of this latter establishment were defrayed out of the consolidated revenue of the province; and I avail myself of this opportunity, under the conviction of its importance, respectfully to remark to your Excellency, that no charge, originating in the security and protection of the province from the introduction of malignant and infectious diseases, ought with greater propriety to be borne on its general resources. It is a charge in the benefits of which the whole population feel deeply interested, and in which it also equally participates. By thus placing the quarantine establishment on the civil list, it would relieve this department from a heavy charge, and restore the appropriation of its resources to the more immediate benefit and advantage of the emigrants.

Quarantine to be chargeable on Civil List.

This recommendation, I would respectfully observe to your Excellency, will either have to be adopted, or the system of affording relief by this department to the poorer classes of emigrants, to enable them to reach their friends or to be forwarded where suitable employment may be found, will have to be discontinued, to the great disadvantage of the emigrant, and to the great drawback and serious inconvenience of the inhabitants of our cities and towns along the line of our leading route to the west.

The present system has been in operation since the year 1840, and, in my opinion, it has been found advantageous to the emigrant and to the public generally; and without entering into a more extended sense of the advantages of the system, it does not appear that the proceeds of the emigrant tax could be applied in a more beneficial or legitimate manner.

Cost of Passage to American Ports.

Cost of Passage to Quebec.

Inexpediency of increase in present rate of Tax.

Amount required to meet deficiency.

Owing to the existence of regular lines of vessels, sailing at stated periods between the chief Atlantic cities and Europe, emigrants, during the latter part of the season of 1855, have been enabled to secure a passage from Liverpool to New York and Boston, at considerably lower rates than those charged by vessels to this port. This is attributed to the numerous regular vessels found in the trade, and all interested in the obtainment of a few passengers, and it is worthy of remark, that although the enactments of the amended Passenger Law, in force since last October, increase the expense of provisions and limit space, the present rate of passage to New York does not exceed 3*l.* 10*s.* sterling, and I may add, there is every reason to believe that this low rate will be maintained during the summer of 1856. From information which has recently reached me, it is estimated that, under the present law, the rates of passage to Quebec will not be less than from four guineas to 4*l.* 10*s.* sterling, which I need scarcely observe cannot fail of operating in favour of the American vessels; under these circumstances it would appear inexpedient to have recourse to an increased rate of taxation for the purpose of creating a revenue sufficient to meet all the charges attending our annual emigration.

It may therefore appear necessary, that your Excellency would be pleased to recommend that a sum not exceeding 4,500 *l.* should be placed on the Estimates to meet the expense of the quarantine establishment. This sum, with 1,500 *l.* granted last Session to meet the expense of agencies, owing to the discontinuance of the Imperial appropriation for that purpose, will, with amount of tax now collected, be found fully sufficient to meet all demands consequent on emigration.

This sum may be considered as the maximum, and is based upon the limited emigration of the past season; as with an increased emigration, we may reasonably expect that the present established duty will permit a considerable reduction to be made in this amount.

Should, however, the result prove otherwise than herein confidently anticipated, it cannot but be fully borne in mind that the many direct benefits and advantages which the country derives from the annual introduction of a vigorous and healthful emigration, comprising not only wealth, intelligence, and labour, but adding value to our forests and cultivated lands, as well as indirectly contributing to the increase of the revenue, will, when these important interests are considered, more than compensate the country, should even the entire charges of emigration be provided from the general resources.

The returns of the Emigration to the ports of New York and Boston have not yet reached me, but from statements which have appeared in the public papers, the arrivals at New York are estimated at only 134,987 against 319,223 in 1854; thus, giving a decrease of 174,236 on the year, or equal to 130 per cent.; the diminution to Canada by the St. Lawrence during the same period, may be stated at near 150 per cent.; and I apprehend that the emigration of 1856 to this country from the United Kingdom, will not equal that of last year.

CANADA.  
Emigration to  
New York.

There are many causes existing to check it, and, among the most prominent of these causes, none, I would assume, will more effectually tend to affect the emigration movement than the increased prosperity of the agricultural interests in all parts of the United Kingdom, added to a corresponding improvement in the state and condition of the labouring classes. So far as Ireland is concerned, from which country the largest number have heretofore emigrated, the diminution in their numbers during the past season, both to the United States as well as to this province, is strongly marked, and would seem to originate from some more immediate and powerful influences, both social and moral, than to those which I have already submitted. We cannot, however, overlook the direct and prejudicial influences which the return of a great number from the United States must exercise on the minds of those disposed to emigrate from Ireland, whether caused by the diminution of employment, or from the introduction of religious elements into American politics, attendant as these opposing circumstances now are, by a hostile feeling towards foreigners generally. These feelings, so much to be deplored, have in a great measure been fostered and extensively promulgated by parties more immediately interested in retaining the people at home, whose imperfect knowledge of our geographical position fails to enable them to distinguish between this country and the United States. These and other causes, I may be permitted to repeat, cannot but be expected to exercise an important influence upon the emigration of 1856.

Causes of decrease  
in Emigration.

In relation to the number of foreigners that may be looked for, I have no reliable data upon which I could be enabled to found a correct estimate; and although the disposition among the population of Germany to emigrate is decidedly on the increase, yet, so long as the present unsettled state of Europe continues, I do not think we can look for such an increase from that quarter as would in any degree compensate for the great diminution in number from the mother country.

With reference to the prospects of 1856, I regret to say that many of the causes to which I had occasion to allude in my report to your Excellency last year, continue to exist, more particularly in this section of the province, where the labour market has been not only extremely depressed, but the emigrants had great difficulty throughout the summer in procuring suitable employment. In the western section of the province, and to which nine-tenths of our emigration proceed, prospects and appearances are, on the whole, much more favourable; in confirmation of which I beg to annex the following report, recently received from Mr. Hawke, on this subject:

Prospects for 1856.

"With reference to the prospects of employment for unskilled labourers during the ensuing year, I would beg to observe that they are not so promising as I could desire; many of our railroads are nearly completed, and the labourers that have been employed in their construction will have to seek for employment elsewhere. For a short time this will cause a reduction of wages; but as soon as the surplus labourers scatter themselves throughout our wide-spread and prosperous districts in the interior, they will assume their former state. As I do not anticipate any considerable addition to this class from emigration, I do not apprehend any difficulty in disposing of all emigrants in search of work, who may come to this section of Canada.

Employment in  
Western Canada.

"As to skilled labourers, in which class I include good farm servants, male and female, there is every prospect of their finding employment at good wages.

"Houses are being erected in almost every town, city, and village in Upper Canada, and as the farmers have enjoyed a very unusual degree of prosperity for several years past, farm improvements, and extended as well as superior cultivation have become almost universal; I am, therefore, of the opinion that all mechanics, such as blacksmiths, wheelwrights, tailors, carpenters, masons, bricklayers, shoemakers, &c., as well as agricultural servants who are likely to

## CANADA.

seek employment in Upper Canada in 1856, will be able to obtain it, and that farmers who know how to cultivate their own land will find farms suitable to their means, and, if prudent and industrious, will be sure to succeed."

## Emigration, 1855.

The emigration of the past season has, on the whole, been favourable. The most remarkable feature has been the very large proportion who have come out to their relations or friends, and which I estimate at fully three-fourths of the whole emigration. The proportion of sexes and the great decrease in the number of single able-bodied men, when compared with former years, is worthy of remark; while the emigration of 1854 showed an excess of male adults over females of 2,704, during the year 1855 the excess was but 823. In the year 1854, 2,700 single females from the Irish Poor Law Unions were sent out; while during the past season the number of the same class were but 319; thereby giving an excess of males over females in 1854 of 5,404, against 1,142 in 1855.

This numerical difference further tends to confirm the statement which I have already made as to the improved local condition of the labouring classes in the mother country. The demands of the war have no doubt absorbed a good many of this class, who under other circumstances might have contributed to augment the ranks of emigration.

## Appendix, No. 7.

At Paper, No. 7, page 22, of the Appendix, will be seen a tariff of passage, distances, and best routes to the chief points in Canada and the Western States, which is distributed gratuitously among all emigrants on arrival at this port.

Some very important changes in the general interests of the emigrants arriving by the route of the St. Lawrence have been effected during the past season. The opening last spring of the Ontario and Simcoe Railroad, from Toronto to Collingwood, connecting at that point with a line of steamers direct to Green Bay and Milwaukee in the State of Wisconsin, and Chicago in Illinois, has proved of material advantage to a large portion of our foreign emigrants.

The Norwegians all proceed to the State of Wisconsin, and the facilities and advantages of this route to parties proceeding to any of the northern ports on Lake Michigan, have been most apparent, and renders it the best route to that quarter. The second, and more important is, the opening of the Grand Trunk Railway from Montreal to Brockville, 126 miles, effecting as it does a most important saving in time to all emigrants proceeding west. Emigrants and all travellers will be enabled, during the ensuing season, to reach Toronto or Hamilton in from 36 to 40 hours, which formerly required from three to four days.

Steamers to  
England.

These increased facilities in connection with the important arrangement which your Excellency has completed for the establishment of an efficient line of steamers between Liverpool and this port, cannot fail to add materially to the prosperity of the province, and to increase the emigration by this route.

In my report to your Excellency of 1854, I had the honour of submitting some suggestions for the amelioration of the quarantine establishment, and pointing out, what I conceived, would be the advantages attending its removal to a more convenient locality; I would only respectfully add, that the opinions and views then expressed, I have seen no reason to change, on the contrary, I am more fully confirmed in the necessity of carrying them into effect, the result from which would not only be found beneficial to the trade, but to the cause of emigration.

Passenger Act,  
1855.

The amended Imperial Passenger Act of 1855, which came into operation on the 1st of October last, but at too late a period to affect any of the ships to this port during the past season, contains some important and beneficial additions, which cannot fail to add materially to the comfort and health of the passengers.

The principal alterations are reducing the number of passengers which ships can carry, as compared with the old law, increasing the amount of nutriment in the dietary scale, and providing for a supply of medical comforts. These ameliorations will tend most materially to remove many of the sources of complaint which heretofore existed.

The instructions transmitted to your Excellency, defining the mode of procedure to be observed in the case of shipwrecked passengers, will also prove of great service.

In concluding this Report, in which I have endeavoured to bring under review the leading points of interest connected with the department entrusted

to my superintendence, all of which is respectfully submitted to your Excellency's favourable consideration.

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

Emigrant Office, Toronto,  
26 December 1855.

My dear Sir,

I BEG to submit the following observations on the emigration to this section of the province, in order that you may embody them in your yearly report.

The number of emigrants landed at Quebec, during the year 1854, was 53,184; during the season of 1855, it amounted to only 21,274. This diminution is not, however, peculiar to Quebec, as the returns from New York and Boston show a corresponding reduction. I have, on more than one occasion, called your attention to the fact, that the number of settlers from the United States to Canada has been steadily increasing. This increase is, no doubt, partly owing to the large number of labourers required for the construction of our public works, but it is chiefly to be attributed to the discontent occasioned by the political movements in that country, which clearly show that all persons of foreign birth who settle there must expect to occupy an inferior position to the native Americans, and to be looked upon with suspicion and distrust, and this more especially if they happen to be Roman-catholics. There has also been an increase in the number of emigrants who sailed from the United Kingdom for the American Atlantic ports, with the intention of settling in this province. These combined causes have, during the current year, brought a considerable addition to the population of this section of Canada, and, as far as I can judge, the number is likely to increase. There have been no less than nine such this morning, and seven yesterday; indeed, scarcely a day passes but we have applications for assistance from persons of this description. I have no means of ascertaining the amount thus added to our population, as they enter the province at so many points, extending from Cornwall to Windsor; a very large proportion, however, come by the Rochester route, and settle principally in the counties of Durham, Ontario, York, and Peel. In estimating the number by this route during 1855, at 4,000, I feel that I am rather under than over stating the amount, and at least an equal number may be added for those who enter Canada *via* Queenston, the suspension bridge, and Chippawa. As to the number from the ports further west, or from Oswego, Cape Vincent, and Ogdensburg, I have no data upon which it is safe to hazard an opinion, although I am fully convinced that the addition to our population, from all the sources enumerated, exceeds 10,000, which added to the number landed at Quebec (21,274), would make a total of 31,274.

In order to show the probable addition by emigration to our population during 1855, we must deduct the number of emigrants, more than three-fourths of whom are Germans, who proceeded to the Western States. From what I can learn from Mr. Shartruppe, the German railroad agent at Toronto, and the German emigrant agent under Mr. Dixon, at Hamilton, it did not exceed 3,500, which would leave 27,774 as the addition to the population of Canada.

According to Mr. Dixon's report, who you are aware was not appointed as emigrant agent at Hamilton until late in June last, as well as from other information, it appears that upwards of 10,000 emigrants landed at Hamilton, who have either found employment or settled west of that port, and that the remainder have been similarly disposed of, in the counties of York, Peel, Simcoe, and the eastern counties of Upper Canada.

The emigrants by the St. Lawrence, were with few exceptions able-bodied, but poor people, who required assistance in food and free passages, as well as information, to enable them to reach their places of destination.

The total expenditure, as you will perceive from the returns made from this office, on account of emigration in Upper Canada, for the year 1855, amounts to 1,637 *l.* 16 *s.* 6 *d.*

CANADA:

The increase in the agency expenses, is attributable to the establishment of an additional agency at Hamilton.

In a letter dated the 12th instant, which I received from Mr. Dixon, he says, "There is one subject which I wish to submit to the consideration of the Government, and which appears to me essential to the systematic working of the department in Hamilton, viz., the procuring of proper emigrant sheds. As the head of navigation, it is subject sometimes, at an unseasonable hour, to the debarkation of a number of poor and helpless emigrants, without means of procuring any place, however miserable, to shield themselves from the midnight cold and rain. If such accommodation be really necessary, during a season of almost unexampled health, together with a sparse emigration, it will be much more necessary in an unhealthy season thronged with emigrants. I therefore beg to submit these remarks for consideration at the close of the season, so that if it is deemed advisable, proper steps may be taken during the winter for securing such necessary accommodation. as will obtain an efficient administration of the department during the next season."

In all that Mr. Dixon says I fully concur, and it is quite as applicable to Toronto as Hamilton. The population of this city has increased so rapidly that those who have means often find it difficult to obtain lodgings, and the poor emigrant can, therefore, often obtain no better shelter during his temporary sojourn than an open shed. I have not pressed the matter upon the consideration of the Government at an earlier date, because it has, up to a late period, been doubtful as to where the railroad stations would be permanently established. The spots being now decided upon, I would beg to recommend that I may be authorized to lease a convenient ground plot, either from the railroad authorities or private individuals, and to erect suitable emigrant sheds thereon, at Toronto and Hamilton.

I am, &c.

(signed) A. B. Hawke,  
Chief Emigrant Agent for Upper Canada.

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

Emigration Office, Montreal,  
13. December, 1855,

Sir,

ENCLOSED, I beg leave to send you,

1. The statement showing the total number of indigent emigrants assisted from each ship during the season of 1855.
2. Ditto, showing the number of indigent emigrants from the continent of Europe assisted ditto.
3. Ditto, showing the number forwarded to sundry parts of the province ditto. Upon which I beg to make the following remarks:—

From the return of the Montreal General Hospital, which was sent to you with my letter of the 10th instant, you will please see that the number of sick emigrants admitted at my request was only 13, out of which one died, and the remainder were discharged.

The Return, No. 1, shows that at this office there were assisted 2,423 persons, equal to 1,688 adults, at an average cost of 12s. 11d., against 11s. 5½d. in 1854. Of this number there were:

Male adults	-	-	-	-	-	336
Female adults	-	-	-	-	-	847
Children	-	-	-	-	-	1,010
Ditto under three years	-	-	-	-	-	230

Out of the foreign emigration, chiefly consisting of Germans, as Return, No. 2, will show, there were 391 persons assisted, equal to 283½ adults, at an average cost of 15s.

These consisted of,

Male adults	-	-	-	-	-	104
Female adults	-	-	-	-	-	121
Children	-	-	-	-	-	117
Ditto under three years	-	-	-	-	-	49

The Return, No. 3, gives the number of emigrants as sent to or towards their different destinations, out of which it will be seen that only very few have been sent to the United States, while by far the greatest number was forwarded to Toronto and Hamilton.

The amount of remittances received for emigrants, in answer to applications transmitted from this office, was 219l. 2s. 6d. in 89 letters; they were all delivered, and the amount paid over to the parties who it was sent for.

The necessity of assisting all the shipwrecked emigrants of the unfortunate vessel the "Lochmaben Castle," has greatly added to the expenses at this office, as from this vessel alone 284 persons, equal to 223 adults, have been forwarded at an expense of over 100l. At different periods there have been applications made to this office, chiefly by Germans of the State of Pennsylvania, for information with regard to the price of land, the rates of wages, the climate, &c., which have been answered to by Mr. Schmidt, who still corresponds at present with some parties possessing considerable means, who have come to the conclusion to settle in Canada. They have also been referred to Mr. Hawke in Toronto, for more minute information.

The emigration of the past season, has, on the whole, although very small compared with that of last year, in my humble opinion, proved to be very satisfactory, inasmuch as it was not accompanied by sickness of any consequence, and as it has brought a great number of emigrants with means to our shores, who came with the intention to remain in Canada, and have actually done so.

In conclusion, I beg to express my hopes that the emigration of 1856 may prove still more prosperous and satisfactory.

I remain, &c.  
(signed) A. Conlan,  
Sub-Agent.

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

APPENDIX to REPORT ON EMIGRATION, 1855.

No. 1.

RETURN of the Number of Emigrants Embarked, with the Number of Births and Deaths during the Voyage and in Quarantine, the Total Number landed at Quebec, distinguishing Males from Females and Adults from Children, with the Number of Souls from each Country; also the Number of Vessels, Tonnage, and Seamen Employed, and the Average Length of Passage, during the Season of 1855.

WHENCE.	Number of Vessels.	Average Days on Passage.	Tonnage.	Number of Seamen.	NUMBER EMBARKED.						DEATHS ON THE PASSAGE.													
					Cabin Passengers.		Adults.		Children, 1 to 14 Years.		Infants.		Total Steerage.		BIRTHS.		Souls on Board.		Adults.		Children, 1 to 14 Years.		Infants.	TOTAL.
					M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.		
																							Total	Total
England	76	45	48,002	1,613	181	2,361	1,876	1,081	988	323	6,020	5	6	6,821	2	4	17	0	10	42				
Ireland	40	44	18,303	649	52	1,289	1,528	582	546	113	4,058	4	5	4,114	1	2	-	4	3	6				
Scotland	46	43	24,141	896	217	1,637	1,403	709	667	236	4,652	4	5	4,878	2	5	2	4	2	15				
Germany	18	48	7,473	270	23	1,310	1,032	556	515	180	3,027	6	5	3,027	4	2	4	6	10	26				
Norway	8	45	3,154	122	-	461	396	172	189	57	1,275	-	1	1,276	1	-	2	4	1	8				
New Brunswick, Nova Scotia, &c.	42	-	6,509	310	5	251	200	112	101	22	686	-	-	691	-	-	-	-	-	-				
TOTAL	280	44½	108,372	3,860	478	7,309	6,455	3,212	3,006	931	20,803	10	17	21,407	10	13	25	23	26	97				

  

WHENCE.	DEATHS IN QUARANTINE.						TOTAL LANDED IN THE COLONY.						GRAND TOTAL				
	Adults.		Children, 1 to 14 Years.		Infants.		Adults.		Children, 1 to 14 Years.		Infants.		Total Steerage.		Cabin Passengers.		Landed in the Colony.
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	
																	Total
England	8	-	7	6	4	25	67	1,872	1,057	973	3,408	2,845	6,573	181	6,754		
Ireland	1	-	-	1	-	2	8	1,526	582	545	1,869	2,071	4,054	52	4,108		
Scotland	-	-	3	-	1	4	19	1,308	704	663	2,339	2,081	4,642	217	4,860		
Germany	-	-	-	1	-	4	30	1,303	552	508	1,855	1,538	3,574	28	3,597		
Norway	1	-	-	-	-	1	9	459	306	185	629	581	1,267	-	1,267		
New Brunswick, Nova Scotia, &c.	-	-	-	-	-	-	-	251	200	101	363	301	689	6	691		
TOTAL	13	-	10	8	5	36	133	7,286	3,177	2,975	10,468	9,397	20,796	478	21,274		

Deaths on Passage, 0.45 per cent. Deaths in Quarantine, 0.17 per cent. Total Deaths on the number Embarked, 0.62 per cent.

Emigration Department Quebec, }  
December 1855.

A. C. Buchanan,  
Chief Agent.

No. 2.

ABSTRACT STATEMENT of the Number of Emigrants Embarked, Births on the Passage, with the Number died at Sea and in Quarantine, and Total Landed in the Colony; distinguishing the Countries, and Ports whence they Sailed, during the Season of 1855.

ENGLAND AND WALES.

PORTS WHENCE SAILED.	No. of Vessels.	Passengers.		Births.	TOTAL.	Deaths.		Landed in the Colony.	
		Steerage.	Cabin.			At Sea.	Quaran- tine.	1855.	1854.
Aberystwith	1	4	-	-	4	-	-	4	-
Bideford	2	34	-	-	34	1	-	33	-
Bristol	4	33	3	-	36	-	-	36	85
Cardiff	-	-	-	-	-	-	-	-	50
Carlisle	1	40	-	-	40	-	-	40	146
Falmouth	-	-	-	-	-	-	-	-	58
Fowey	3	132	-	-	132	1	-	131	391
Grangemouth	-	-	-	-	-	-	-	-	6
Hull	6	532	28	1	561	2	2	557	1,060
Ipswich	-	-	-	-	-	-	-	-	6
Liverpool	35	3,802	52	8	3,862	32	18	3,812	13,225
London	9	204	63	1	268	-	1	267	313
Maryport	-	-	-	-	-	-	-	-	17
Milford	1	6	-	-	6	-	-	6	-
Newcastle	-	-	-	-	-	-	-	-	16
Newport	-	-	-	-	-	-	-	-	14
Poole	1	19	-	-	19	-	-	19	22
Plymouth	7	1,734	25	1	1,760	6	4	1,750	2,683
Portsmouth	2	5	8	-	13	-	-	13	-
Shields	1	17	-	-	17	-	-	17	13
Sunderland	-	-	-	-	-	-	-	-	5
St. Ives	-	-	-	-	-	-	-	-	3
Swansea	-	-	-	-	-	-	-	-	1
Teignmouth	-	-	-	-	-	-	-	-	10
Torquay	-	-	-	-	-	-	-	-	14
Truro	2	48	2	-	50	-	-	50	-
Whitehaven	-	-	-	-	-	-	-	-	19
Workington	1	10	-	-	10	-	-	10	18
	76	6,629	181	11	6,821	42	25	6,754	18,175

IRELAND.

Belfast	1	130	-	-	130	-	-	130	935
Cork	3	183	6	-	189	-	-	189	2,558
Donegal	1	4	-	-	4	-	-	4	-
Dublin	-	-	-	-	-	-	-	-	1,528
Galway	-	-	-	-	-	-	-	-	263
Limerick	9	1,047	6	-	1,053	3	-	1,050	4,934
Londonderry	2	277	9	-	286	1	-	285	265
New Ross	7	1,148	10	2	1,158	1	1	1,156	2,492
Newry	1	27	2	-	29	-	-	29	24
Skibbereen	1	10	-	-	10	-	-	10	-
Sligo	4	195	3	-	198	-	-	198	396
Tralee	2	711	13	2	726	1	1	724	1,417
Waterford	7	203	3	-	206	-	-	206	1,056
Westport	2	125	-	-	125	-	-	125	-
Wexford	-	-	-	-	-	-	-	-	147
Youghal	-	-	-	-	-	-	-	-	153
	40	4,058	52	4	4,114	6	2	4,106	16,168

CANADA.

## SCOTLAND.

PORTS WHENCE SAILED.	Number of Vessels.	Passengers.			TOTAL.	Deaths.		Landed in the Colony.	
		Steerage.	Cabin.	Births.		At Sea.	Quarantine.	1855.	1854.
Aberdeen - - - -	12	1,347	75	3	1,425	10	1	1,414	1,606
Alloa - - - -	-	-	-	-	-	-	-	-	2
Annan - - - -	1	8	-	-	8	-	-	8	-
Arbroath - - - -	-	-	-	-	-	-	-	-	46
Ardrossan - - - -	-	-	-	-	-	-	-	-	93
Banff - - - -	-	-	-	-	-	-	-	-	152
Dumfries - - - -	1	13	-	-	13	-	-	13	56
Dundee - - - -	1	19	-	-	19	-	-	19	28
Fraserburg - - - -	-	-	-	-	-	-	-	-	113
Glasgow - - - -	25	2,387	116	3	2,506	5	2	2,499	2,114
Greenock - - - -	1	267	-	1	268	-	-	268	1,786
Leith - - - -	1	-	10	-	10	-	-	10	48
Lewis (Isle) - - - -	1	330	-	1	331	-	-	331	-
Montrose - - - -	2	281	-	1	282	-	1	281	358
Stronness - - - -	1	-	16	-	16	-	-	16	-
Troon - - - -	-	-	-	-	-	-	-	-	44
	46	4,652	217	9	4,878	15	4	4,859	6,446

## GERMANY.

Antwerp - - - -	2	447	-	3	450	11	1	438	388
Bremen - - - -	7	1,561	23	5	1,589	5	-	1,584	776
Hamburg - - - -	9	1,585	-	3	1,588	10	3	1,575	4,524
	18	3,593	23	11	3,627	26	4	3,597	5,688

## NORWAY AND SWEDEN.

Arendal - - - -	-	-	-	-	-	-	-	-	188
Bergen - - - -	1	229	-	-	229	-	-	229	1,452
Christiana - - - -	2	386	-	1	387	7	-	380	1,741
Drammen - - - -	1	214	-	-	214	-	-	214	319
Gothenburg - - - -	-	-	-	-	-	-	-	-	263
Krageroe - - - -	1	17	-	-	17	-	-	17	523
Lurwig - - - -	-	-	-	-	-	-	-	-	7
Osterrisor - - - -	-	-	-	-	-	-	-	-	60
Porsgrund - - - -	2	239	-	-	239	-	-	239	500
Stuvanger - - - -	1	190	-	-	190	1	1	188	620
Walo Sulvark - - - -	-	-	-	-	-	-	-	-	176
	8	1,275	-	1	1,276	8	1	1,267	5,849

## LOWER PORTS.

New Brunswick - - - -	7	95	-	-	95	-	-	95	-
Nova Scotia - - - -	16	96	5	-	101	-	-	101	-
Cape Breton - - - -	7	417	-	-	417	-	-	417	-
Newfoundland - - - -	12	78	-	-	78	-	-	78	-
	42	686	5	-	691	-	-	691	857

RECAPITULATION.

PORTS WHENCE SAILED.	Number of Vessels.	Passengers.			TOTAL.	Deaths.		Landed in the Colony.	
		Steerage.	Cabin.	Births.		At Sea.	Quarantine.	1855.	1854.
ENGLAND - - - -	76	6,629	181	11	6,821	42	25	6,754	18,175
IRELAND - - - -	40	4,058	52	4	4,114	6	2	4,106	16,169
SCOTLAND - - - -	46	4,652	217	9	4,878	15	4	4,859	6,446
GERMANY - - - -	18	3,503	23	11	3,627	26	4	3,597	5,688
NORWAY AND SWEDEN - - - -	8	1,275	-	1	1,276	8	1	1,267	5,849
LOWER PORTS - - - -	42	686	5	-	691	-	-	691	857
	230	20,893	478	36	21,407	97	36	21,274	53,183

Emigration Department, Quebec,  
December 1855.

A. C. Buchanan,  
Chief Agent.

No. 3.

RETURN of the Number of Admissions into Hospital, Discharges, and Deaths of Emigrants arrived during the Season of 1855.

	Admitted.	Discharged.	Died.	Remain.
Grosse Isle Hospital - - - -	432	396	36	-
Marine and Emigrant Hospital, Quebec - - - -	240	212	3	17
General Hospital, Montreal - - - -	14	13	1	-
	686	621	40	17

Emigration Department, Quebec,  
December 1855.

A. C. Buchanan,  
Chief Agent.

CANADA.

## No. 4.

RETURN of Trades and Callings of the Emigrants who arrived at the Ports of *Quebec* and *Montreal*, during the Year 1855.

Bakers - - - - -	36	Saddlers - - - - -	11
Butchers - - - - -	18	Sailmakers - - - - -	4
Braziers, Plumbers, and Tinsmiths - - - - -	9	Sawyers - - - - -	6
Bookbinders and Printers - - - - -	13	Shipbuilders - - - - -	2
Bricklayers and Stone masons - - - - -	118	Shoemakers - - - - -	167
Cabinet-makers and Turners - - - - -	9	Smiths - - - - -	127
Carpenters and Joiners - - - - -	239	Stone-cutters - - - - -	13
Cart and Wheelwrights - - - - -	36	Tailors - - - - -	153
Coachmakers - - - - -	2	Watch and Clock-makers - - - - -	21
Coopers - - - - -	27	Wool and Flax-dressers - - - - -	9
Carriers - - - - -	4	Weavers - - - - -	64
Dyers - - - - -	4	Servants - - - - -	26
Engineers - - - - -	21	Unenumerated Callings - - - - -	159
Gardeners - - - - -	24	Farm Labourers - - - - -	2,007
Hatters - - - - -	1	Common ditto - - - - -	3,722
Millers and Millwrights - - - - -	88		7,309
Miners - - - - -	35	Deaths of Male Adults at	
Merchants and Clerks - - - - -	89	Sea - - - - -	97
Moulders and Foundrymen - - - - -	13	Quarantine - - - - -	36
Painters and Glaziers - - - - -	19		133
Paper-makers - - - - -	3		
Plasterers - - - - -	9		
Ropemakers - - - - -	1	TOTAL - - - - -	7,176

Emigration Department, Quebec, }  
December 1855.

A. C. Buchanan,  
Chief Agent.

## No. 5.

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

COUNTRY.	5 years,	5 years,	5 years,	5 years,	1840.	1850.	1851.	1852.	1853.	1854.	1855.	TOTAL.
	from 1829 to 1833.	from 1834 to 1838.	from 1839 to 1843.	from 1844 to 1848.								
England - - -	45,386	28,561	30,791	60,453	8,960	9,887	9,677	9,276	9,585	18,175	6,754	235,525
Ireland - - -	102,266	54,904	74,981	112,192	23,120	17,076	22,381	15,983	14,417	10,168	4,100	458,500
Scotland - - -	20,143	11,061	16,311	12,767	4,984	2,879	7,042	5,477	4,745	6,446	4,859	96,714
Continent of Europe	15	485	-	9,728	430	849	870	7,256	7,456	11,537	4,864	43,496
Lower Ports - - -	1,889	1,346	1,777	1,219	968	701	1,106	1,184	406	857	691	12,234
	167,699	96,357	123,860	197,359	38,494	32,292	41,076	39,176	36,699	53,183	21,274	846,460

Emigration Department, Quebec, }  
December 1855.

A. C. Buchanan,  
Chief Agent.

No. 6.

RETURN of the Number of Persons who received Assistance to Emigrate from the United Kingdom and the Continent, with Amount paid them on Landing, during the Season of 1855.

DATE.	SHIP.	Whence.	Number of Souls.	Class.			By whom Sent out.	Amount Paid by		REMARKS.
				M.	F.	C.		Emigration Department.	Different Agents.	
17 May	Siam	Plymouth	25	7	11	7	Parish of Petersport, Guernsey.	£. s. d.	£. s. d.	Free passage only to Quebec.
18 "	Fergus	Hull	37	5	6	26	Several parishes	-	-	
19 "	Rose	Plymouth	10	1	1	8	Parish of Morvenston	-	-	
15 June	Lochmaben Castle	Liverpool	6	-	6	-	Sir F. Foster	4 10 -	-	Free passage only to Quebec.
16 "	Russia	Sligo	16	-	11	5	Sligo Union	14 7 6	-	
27 "	Eria	New Ross	7	1	2	4	New Ross Union	-	-	
12 July	Ann Thompson	London	10	1	2	7	Parish	-	6 10 -	Free passage only to Quebec.
12 "	Favorite	New Ross	23	9	11	3	Earl Fitzwilliam	-	-	
26 "	James Nesmith	Liverpool	30	-	16	14	Castlecormer Union	23 - -	-	
26 "	Ditto	ditto	11	11	-	-	London Ragged School	12 - -	-	
7 August	Charlotte Harrison	Greenock	65	24	26	15	Lord O'Neil	-	-	Free passage only to Quebec. Paid inland transport from Quebec.
21 "	Melissa	Isle of Lewis	330	101	74	155	Sir Jas. Matheson	-	328 - -	
27 "	Dunbrody	New Ross	52	-	43	9	Gorey Union	52 - -	-	
1 Sept.	Crown	Liverpool	22	4	4	14	Naas Union	-	-	
1 "	Ditto	ditto	8	1	6	1	Chatham Union	7 10 -	-	
19 "	St. Patrick	ditto	24	-	24	-	Drogheda Union	-	-	
19 "	Ditto	ditto	13	2	2	9	Chatham Union	3 10 -	-	
19 "	Ditto	ditto	4	4	-	-	London Ragged School	4 17 4	-	
19 "	Ditto	ditto	1	-	1	-	Londonderry Union	1 - -	-	
20 "	Boreas	New Ross	93	-	73	20	New Ross Union	46 10 -	-	
			787	171	319	297		£. 174 4 10	334 10 -	

CONTINENTAL.

3 June	Charles Challoner	Liverpool	10	1	2	7	Government of Baden	-	8 - -
4 July	Diana	Bremen	35	7	12	16	Government of Saxe and Wirtemberg.	-	19 - -
8 "	John Howell	Liverpool	85	27	23	35	Government of Wirtemberg.	-	81 - -
18 "	Johannes	Hamburg	8	2	3	3	Government of Saxe Meiningen.	-	8 - -
18 "	Richard Alsop	Antwerp	140	47	36	57	Government of Prussia and Wirtemberg.	-	92 - -
10 Sept.	St. Patrick	Liverpool	130	37	34	59	ditto ditto	-	84 - -
			408	121	110	177		£. - - -	202 - -

RECAPITULATION.

From	ENGLAND.		IRELAND.		SCOTLAND.		CONTINENT.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
Parish Funds	36	£. s. d. 32 17 4	198	£. s. d. 141 7 6	-	£. s. d. - - -	408	£. s. d. 202 - -
Private Funds	10	6 10 -	-	- - -	330	328 - -	-	- - -
Free Passage only	72	- - -	76	- - -	65	- - -	-	- - -
	118	39 7 4	274	141 7 6	395	328 - -	408	202 - -

Emigration Department, Quebec, }  
December 1855.

A. C. Duchanan,  
Chief Agent.

## No. 7.

INFORMATION for Emigrants to *Canada* and the Northern and Western States of *America*; showing the Routes, Distances, and Rates of Passage from *Quebec* to the principal Points.

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 ROUTES.

ROUTE No. 1.—From *Quebec* through *Canada* to *Windsor* (on the *Detroit River*, the most westerly point of *Upper Canada*;) and to the *Western States*: *Michigan*, *Indiana*, *Illinois*, *Wisconsin*, and *Iowa*; proceeding by *Grand Trunk Railway* or steamer from *Quebec* *viâ* *Montreal*, *Kingston*, and *Toronto* to *Hamilton*, thence by the line of the *Great Western Railway* from *Hamilton* to *Detroit*, thence to *Chicago* by *Michigan Central Railroad*, from *Chicago* by steamer up *Lake Michigan* to *Milwaukie*, or by railroad to *Galena* on the *Mississippi*, or to *St. Louis* in the *State of Missouri*, or by the *Ontario*, *Simcoe*, and *Huron Railway* from *Toronto* to *Collingwood*, 93 miles—whence steamers leave for *Green Bay* to *Manitouac*, *Sheboygan*, *Milwaukie*, and *Chicago*.

The *Grand Trunk Railway* of *Canada* being now open to *Brockville*, 293 miles west of *Quebec*, passengers for any point on this route, and *Route No. 2*, are enabled to avoid the detention consequent upon the navigation of the *St. Lawrence canals*, and thereby save in time about 24 hours, thus effecting an important economy.

The route *viâ* *Quebec* to either of the above districts is superior to that from any other port in *America*.

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Route No. 2.—From *Quebec* to places on the *American side* of the *St. Lawrence*, and *Lakes Ontario* and *Erie*, and to the *Northern* and *Western States*.

Passengers for this route proceed by steamer or *Grand Trunk Railway* from *Quebec* to *Montreal*; thence to *Ogdensburgh*; at *Ogdensburgh* they are transhipped into a lake steamer for *Niagara* or *Lewiston*, and intermediate ports. From *Lewiston* they are carried by railway to *Buffalo*; from *Buffalo* steamers convey them up *Lake Erie* to *Detroit* and intermediate ports. Along this route passengers are carried to parts of *Western New York* and *Pennsylvania*, to the *States of Ohio* and *Michigan*, and from various points along the line, communications by railway and canal to *Cincinnati* in *Ohio*, *Pittsburgh* in *Pennsylvania*, *Louisville* in *Kentucky*.

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Route No. 3.—From *Quebec* to the *Eastern Townships* of *Lower Canada*, to the *New England States* of *America*, and to *New Brunswick*.

Passengers proceed from *Quebec* by the *Grand Trunk Railway* passing through *Richmond* and *Sherbrooke* in the *Eastern Townships*, and thence through the *State of Vermont*, *Massachusetts*, and *Maine*, to *Portland*. From *Portland* trains and steamers connect daily with *Boston*, and to all places in the *States of Connecticut* and *New Hampshire*.

Also, from *Portland* steamers leave twice a week for *St. Andrew's*, and *St. John*, *New Brunswick*.

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Route No. 4.—From *Quebec* to the *Ottawa District* and places on the *Rideau Canal*.

Passengers proceed by steamer or *Grand Trunk Railway* to *Montreal*, and from *Montreal* to *Ottawa City* (late *Bytown*) and places on the *Rideau Canal* by steamer every evening, or continue by the *Grand Trunk Railway*, which connects at *Prescott* with the *Ottawa and Prescott Railway*. Those proceeding to *Perth*, *Lanark*, or any of the adjoining settlements, should land at *Oliver's Ferry* on the *Rideau Canal*, seven miles from *Perth*. This is the best route to the settlements in the *Bathurst district*.

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Route No. 5.—From *Quebec* to *Troy*, *Albany*, *New York*, *Philadelphia*.

Passengers proceed by steamer or *Grand Trunk Railway* to *Montreal*, and from *Montreal* by railroad to *Rouse's Point*, on *Lake Champlain*; thence by steamer to *Burlington* and *Whitehall*: by rail to *Troy* or *Albany*; and by steamer or railway down the *Hudson River* to *New York City*.

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DISTANCES AND FARES FROM QUEBEC.

See the explanation of Route.	PLACES.	Miles distant from Quebec.	STEERAGE FARE.		CABIN FARE.		REMARKS.
			£. s. d. Sterling.	\$ cts.	£. s. d. Sterling.	\$ cts.	
	<b>CANADA:</b>						
1	Barrie - - - -	599	1 3 1	5 75	2 16 -	14 -	Railway from Toronto, 60 miles.
1	Pelleville, Bay Quinte - - - -	419	- 15 -	3 75	2 - -	10 -	Steamer from Kingston.
1	Rondhead - - - -	493	- 17 -	4 25	2 8 -	12 -	Steamer from Montreal.
1	Brockville - - - -	319	- 9 -	2 25	1 8 -	7 -	Steamer, G. T. Rail. from Montreal.
1	Chatham - - - -	730	1 9 -	7 25	3 6 -	16 50	Railway from Hamilton.
1	Cobourg - - - -	472	- 15 -	3 75	2 2 -	10 50	Steamer from Montreal.
1	Collingwood - - - -	630	1 6 -	6 50	3 - -	15 -	Railway from Toronto.
1	Darlington - - - -	497	- 17 -	4 25	2 8 -	12 -	Steamer from Montreal.
1	Eckford - - - -	686	1 8 -	7 -	3 4 -	16 -	Railway from Hamilton.
1	Hamilton - - - -	590	- 19 -	4 75	2 10 -	12 50	Steamer from Montreal.
1	Holland Landing - - - -	583	1 1 6	5 37 ½	2 13 6	13 87 ½	Railway from Toronto.
1	Ingersoll - - - -	637	1 5 -	6 25	2 17 -	14 25	Railway from Hamilton.
1	Kingston - - - -	369	- 11 -	2 75	1 15 -	8 75	Steamer from Montreal.
1	King - - - -	569	1 - 6	5 12 ½	2 12 -	18 -	Railway from Toronto.
1	London - - - -	686	1 6 -	6 50	3 - -	11 -	Railway from Hamilton.
1	Lefroy - - - -	598	1 2 6	5 62 ½	2 15 -	13 75	Railway from Toronto.
1	Montreal - - - -	180	- 3 -	- 75	- 14 -	3 50	Steamer or G. T. Railway.
2	Niagara - - - -	587	- 19 -	4 75	2 11 -	12 75	Ditto, from Montreal.
1	Nottawasago - - - -	621	1 5 -	6 25	2 19 -	14 75	Railway from Toronto.
1	Newmarket - - - -	589	1 1 -	5 25	2 13 -	13 25	Railway from Toronto, 30 miles.
4	Ottawa City (late Bytown) - - - -	309	- 7 -	1 75	1 18 -	9 50	Steamer or Rail from Montreal.
4	Oliver's Ferry, Rideau Canal - - - -	379	- 11 -	2 75	2 1 -	10 25	Steamer or Rail from Montreal.
1	Paris - - - -	610	1 2 -	5 50	2 15 -	13 75	Railway from Hamilton.
4	Perth (Bathurst district) - - - -	366	- 11 -	2 75	2 1 -	10 25	From Oliver's Ferry, seven miles.
1	Port Hope - - - -	478	- 15 -	3 75	2 2 -	10 50	Steamer from Montreal.
1	Prescott - - - -	307	- 9 -	2 25	1 8 -	7 -	Steamer from Montreal.
1	Richmond-hill - - - -	564	1 - -	5 -	2 11 6	12 87 ½	Railway from Toronto.
3	Sherbrooke - - - -	124	- 10 -	2 50	- 16 -	4 -	Grand Trunk Railway.
1	St. Catharine's - - - -	623	1 3 -	5 75	2 18 -	14 -	Steamer from Toronto.
1	Sunnidale - - - -	615	1 4 6	6 12 ½	2 18 -	14 50	Railway from Toronto.
1	Toronto - - - -	547	- 19 -	4 75	2 10 -	12 50	Steamer from Montreal.
1	Thornhill - - - -	561	1 - -	5 -	2 11 -	12 75	Railway from Toronto.
1	Whitby - - - -	517	- 19 -	4 75	2 10 -	12 50	Steamer from Montreal.
1	Woodstock - - - -	638	1 5 -	6 25	2 15 -	13 75	Railway from Hamilton.
3	St. Andrew's, New Brunswick - - - -	629	2 - -	8 50	2 12 -	13 -	G. T. R. to Portland, and thence by steamer.
3	St. John - - ditto - - - -	679	2 - -	9 -	2 14 -	13 50	
	<b>UNITED STATES:</b>						
5	Albany (New York) - - - -	436	1 - -	5 -	2 1 -	10 25	Railway from Montreal.
2	Buffalo ditto - - - -	647	1 8 -	6 75	2 12 -	13 -	Steamer from Montreal.
3	Boston (City) - - - -	419	1 4 -	6 -	2 6 -	11 50	Grand Trunk Railway.
5	Burlington - - - -	276	- 11 -	2 75	1 6 -	6 50	Railway from Montreal.
2	Cape Vincent - - - -	370	- 11 -	2 75	1 14 -	8 50	Steamer from Montreal.
1	Chicago, Illinois - - - -	1,054	1 19 -	9 75	4 15 -	23 75	Per G. W. R. from Hamilton.
2	Cleveland, Ohio - - - -	841	1 9 -	7 25	3 5 -	16 25	Steamer from Buffalo.
2	Cincinnati, Ohio - - - -	1,120	2 3 -	10 75	4 10 -	22 50	Via Buffalo and Sandusky.
2	Columbus, Ohio - - - -	976	1 18 -	9 50	4 - -	20 -	Via Buffalo and Sandusky.
1	Detroit, Michigan - - - -	776	1 9 -	7 25	3 10 -	17 50	Per G. W. R. from Hamilton.
1	Galena, Illinois - - - -	1,224	2 15 -	18 75	6 - -	30 -	Via Hamilton and Chicago.
2	Lewiston (New York) - - - -	616	- 19 -	4 75	2 8 -	12 50	Steamer from Montreal.
2	Louisville, Kentucky - - - -	1,200	2 - -	10 -	5 5 -	26 25	Via Buffalo and Sandusky.
3	Lawrence, Massachusetts - - - -	380	1 5 -	6 25	2 8 -	12 -	Grand Trunk Railway.
1	Monroe, Michigan - - - -	955	1 11 -	7 75	3 10 -	17 50	Steamer from Buffalo.
1	Milwaukie, Wisconsin - - - -	1,144	2 1 -	10 25	5 - -	25 -	G. W. Railway from Hamilton.
5	New York (City) - - - -	576	1 - -	5 -	2 6 -	11 50	S. and R. from Montreal.

(continued)

See the explanation of Route.	PLACES.	Miles distant from Quebec.	STEERAGE FARE.		CABIN FARE.		REMARKS.
			£. s. d. Sterling.	\$ cts.	£. s. d. Sterling.	\$ cts.	
	UNITED STATES—continued.						
2	Ogdensburgh - - -	318	- 9 -	2 25	1 8 -	7 -	Steamer from Montreal.
2	Oswego - - - - -	466	- 17 -	4 25	2 - -	10 -	Steamer from Montreal.
3	Portland, Maine - - -	316	1 - -	5 -	1 14 -	8 50	Grand Trunk Railway.
2	Pittsburgh, Penn. - - -	981	1 18 -	9 50	4 - -	20 -	Via Buffalo and Cleveland.
2	Rochester - - - - -	529	- 19 -	4 75	2 4 -	11 -	Steamer from Montreal.
2	Sackett's Harbour - - -	422	- 15 -	3 75	1 18 -	9 50	Steamer from Montreal.
2	Sandusky, Ohio - - -	901	1 11 -	7 75	3 10 -	17 50	By steamer from Buffalo.
1	St. Louis, Missouri - - -	1,239	3 - -	15 -	6 - -	30 -	Via Hamilton and Chicago.
2	Toledo, Ohio - - - -	947	1 11 -	7 75	3 9 -	17 25	Via steamer from Buffalo.
3	Troy (New York) - - -	430	1 - -	5 -	2 1 -	10 25	Railway from Montreal.
	New Northern Route:						
1	Green Bay (Wisconsin) - -	1,001	1 15 -	8 75	4 13 -	23 25	By the Ontario, Simcoe, and Huron Railway from Toronto to Collingwood, 94 miles; thence by first-class steamers.
1	Manitowoc ditto - - -	1,087	1 14 -	8 50	4 - -	20 -	
1	Scheboygan ditto - - -	1,113	1 14 -	8 50	4 4 -	21 -	
1	Milwaukie ditto - - -	1,163	1 14 -	8 50	4 8 -	22 -	
1	Chicago (Illinois) - - -	1,247	1 14 -	8 50	4 12 -	23 -	

*Note.*—The Railways are necessarily somewhat more expensive than the water conveyance—the difference being a little more than a dollar between Quebec and Brockville—but they afford great advantages in the saving of time.

Passengers paying Cabin fare are found in Provisions on board the Steamers, and forwarded by the Mail Steamers, and if by Railway, in first-class carriages. By the Railroads 100 lbs. of luggage is allowed to each passenger, all over that quantity will be charged extra.

Throughout these passages, Children under 12 years of age are charged half price, and those under three years are free.

The Gold Sovereign is at present worth 24 s. 4 d.; the English Shilling, 1 s. 3 d.; and the English Crown piece, 6 s. 1 d. currency. A Dollar is 4 s. sterling.

Through Tickets can be obtained on application at this Office.

Government Emigration Office, Quebec,  
January 1856.

A. C. Buchanan,  
H. M. Chief Emigration Officer for Canada,  
Office, Napoleon Wharf.

### No. 8.

#### CANADA.

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 1855.

#### RETURN No. 1.—From the 6th to the 19th of May.

NINETEEN hundred and twenty-two emigrants have landed this season, up to the 19th instant, against 38 to the corresponding date in 1854.

This is owing altogether to the favourable passages the vessels have made, the average being 37 days.

They have all landed in good health, and report favourably of the treatment they received on the passage. The majority are farmers and agricultural labourers, chiefly emigrating to join friends, a few have proceeded to the Western States, and a number of the Irish to New York, but the destination of fully four-fifths is Western Canada.

There is at this date but little demand for labour in this section of the province, presenting a remarkable contrast with that of 1854; and in the face of a restricted labour market, added to the high price of all the necessaries of life, it is not to be regretted that there is every appearance of a limited emigration during the present season.

#### No. 2.—From the 20th to the 26th May.

THE emigrants arrived during the week consists of farmers and labourers, nearly all coming out to join friends. Those on board the "India," from New Ross, and "Royal Adelaide," from Fowey, had a few cases of small-pox, and from the passengers now landed and

and detained a few days in quarantine, all the healthy emigrants have since been discharged, and proceeded to their several destinations. A number of poor families, chiefly females and children, have been assisted to enable them to proceed.

Employment in this neighbourhood and about Montreal is very slack at present, and with but little prospect of improvement. The contractor of the Chats canal, on the Ottawa River has forwarded application for a few hundred men at wages, one dollar per day. A printed notice to this effect has been issued from this office, and distributed among the emigrants.

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No. 3.—From the 27th of May to the 9th of June.

THE emigrants arrived during the week ending this day have all landed in good health; the great majority have proceeded direct to Western Canada, chiefly to join friends.

The Scotch emigrants from Aberdeen were all respectable agricultural labourers, and a few mechanics, and generally in good circumstances; they all proceeded to Toronto and Hamilton.

Of the Germans, between 60 and 70 emigrated to join their friends in the neighbourhood of Hamilton. 150 proceeded direct to Milwaukie by the new route from Toronto to Collingwood, by the Ontario, Simcoe, and Huron Railway, thence by steam direct. This route promises to be the favourite of emigrants by the St. Lawrence to the far West; and if properly conducted, presents many advantages over the Great Western Road, and is moreover, considerably cheaper.

A copy of the general notice issued by this department for the information of emigrants, with inland routes and rates of passage, is annexed.

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No. 5.—From the 16th to the 23d of June.

Two thousand five hundred emigrants arrived at this port during the week ending this date; all landed in good health; the deaths on the passage were only six.

Sixteen females per "Russia," from Sligo, were sent out by the Sligo Union; each adult received 20s. sterling on landing here; the greater part proceeded to the United States to their friends.

The Scotch and English emigrants are chiefly agriculturists and mechanics, and with the exception of a few, who were proceeding to join their friends in the United States, will settle in Western Canada. Many of the farmers appeared in comfortable circumstances, and intend to enter at once upon the occupation of land.

The Norwegian emigrants have all proceeded direct to Green Bay and Milwaukie, in Wisconsin.

The Germans, about 60 in number, proceeded to Upper Canada (Waterloo district), the remainder to the United States. These, as well as the Norwegian emigrants, brought a very considerable amount of money with them.

Employment continues very scarce in this section of the province, and emigrants seeking employment find difficulty in obtaining it.

This Return shows a large decrease, 15,277, on our number compared with last season.

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No. 6.—From the 24th to 30th of June.

THE emigrants arrived during the past week (1,215), have landed in good health. Those by the "George Rogers" from Glasgow, and "Prince Regent" from Hull, were highly-respectable farmers and mechanics; they appear in comfortable circumstances, and all intend settling in Western Canada. They all speak highly of the kindness and attention received during the passage.

The emigrants from Ireland are generally poor, and they all have emigrated to join friends. About one-half proceed to the United States—Massachusetts, Vermont, and New York.

Two widows, one with three children, and the other with two, were proceeding to relations in St. Louis, Missouri, and Richmond, Virginia; they stated that their passage was paid by the Union, but landing here totally destitute, they have been forwarded through the province by this office.

The foreign emigrants are all Germans; a few have proceeded to the German settlements in Western Canada, the remainder to the Western States.

The reports from Western Canada received this week are more favourable; work being abundant, at good wages, and labourers scarce.

## CANADA.

## No. 7.—From the 1st to the 7th of July.

BUT 736 emigrants have landed here during the past week, all in good health; 273 Norwegians and 343 Germans. They have nearly all proceeded to the Western States.

On board the "Diana," from Bremen, there were a few families sent out by their parish. They received a small sum of money on landing here (10 guilders each), to enable them to proceed up the country. They have proceeded to Hamilton, and, as labourers are required in that quarter, will be likely to do very well.

The old settlers from Sydney, C. B., are all Scotch, who have been settled in that province for a number of years; they have sold their farms, and have proceeded to Toronto and Hamilton, with the intention of settling.

This return shows a large falling off in the emigration of this season, compared with that of 1854, amounting to 18,957 souls.

## No. 8.—From the 8th to the 14th of July.

SEVENTEEN hundred and forty-two emigrants landed at this port during the week ending this date, all in good health, notwithstanding their long passage, which averaged 51 days.

The Irish emigrants by the "Devon" from Tralee, "Primrose" from Limerick, and "Favourite" from New Ross, have nearly all come out to join friends or relations, chiefly in Western Canada and the United States. Seven families assisted to emigrate by the "Earl Fitzwilliam" landed here, destitute of means. They were proceeding to friends in Western Canada, where there is no doubt they will eventually do well. The master of the "Devon" was fined for having four passengers over his legal complement. They were entered on his list as cabin passengers, and cleared as such; but on inquiry it was found that they had not occupied the cabin. The ship having, however, been cleared with them as cabin passengers, and the master having agreed to pay the penalty of 2*l.* 10*s.* sterling for each, under the 12th clause of the Passenger Act, I abstained from taking any legal proceedings.

Two hundred and nineteen emigrants have arrived this week from Sydney, C. B.; they are chiefly Scotch, who have been settled in that province for these last 20 years, and are now emigrating principally to the Huron tract, attracted by the more genial climate and fertile soil of the west. The foreign emigrants are generally in good circumstances, and have chiefly proceeded to the United States.

The approach of harvest, which promises to be very abundant, has caused considerable increase in the demand for labour in Western Canada, and all who proceed to that quarter can readily obtain employment, with fair wages.

## No. 9.—From the 15th to the 21st of July.

THE emigrants arrived during the past week, have all landed in good health; they are chiefly foreigners, the greater part of whom proceeded direct to the Western States.

By the "Richard Alsop," from Antwerp, there were 140 persons sent out by the Government of Wirttemberg; they received, in addition to a free passage, four dollars each on landing here. They were principally agricultural labourers, and having no particular destination in view, were forwarded to Hamilton, with recommendations to some of their influential countrymen in the Waterloo district, where they will be certain of meeting with profitable employment during the present approaching harvest.

The English emigrants per "Chance," from Hull, and the Scotch per "Chieftain," from Glasgow, are a fine healthy body of settlers, all agricultural labourers and farmers; their destination was chiefly to the Newcastle, Gore, and London districts, the majority of them appeared to be furnished with funds.

The Irish emigrants per "Hope," from Cork, are all poor, and consist of families coming out to join friends; about one-half went to the United States, the remainder to different sections of the province; 88 persons, equal to 71 adults, had to be assisted, to enable them to proceed from this forward.

The passengers from the wreck of the "Lochmaben Castle," from Liverpool, and lost on the Bird Island on the 4th June, are all included in this return; the last party, 226 in number, having arrived from Pictou by a schooner on the 21st instant.

Those received by the "Sophia McKenzie" and "California," reached Grosse Isle on the 12th and 14th of June. They were chiefly women and children, and were detained there and supplied with rations, until the arrival of the rest of their families. These poor people have, I regret to say, lost all their luggage, and which from the information received might nearly all have been saved, if ordinary exertion had been made by the master. The vessel is reported to be still in the position she was when driven on the rocks; and the property and cargo have been pillaged and carried off by the fishing vessels and others. A full report of the evidence collected, and proceedings adopted for the relief of the passengers, will be forwarded in a few days.

## No. 11.—From the 1st to the 25th August.

ONLY 1,386 emigrants have arrived at this port, since the first instant, 1,039 Scotch and 300 Germans.

Three hundred and thirty Scotch by the "Melissa," have been sent out by Sir James Mathewson from his estates in Lewis, they were provided with a free passage to this port, and on landing were served with a week's rations, and all forwarded to their respective destination at Sir James's expense; they speak in the highest and most grateful terms of the liberal and kind treatment they have received.

The Scotch emigrants from Glasgow, are respectable farmers and mechanics, and chiefly emigrating to join their friends and relations. They all proceeded by their vessels direct to Montreal, destination Western Canada. On board the "Charlotte Harrison," there were nine families, 65 persons, who were sent out by Mr. O'Neil, from the island of Canna, they received a free passage to this port; and on landing here, being without means, they were forwarded at the expense of this department to Hamilton for employment. The Germans went principally to the Western States, about 80 or 90 intended remaining in Western Canada.

## No. 12.—From 26th of August to the 19th of September

The emigrants arrived during the period embraced in this Return have landed in good health, with the exception of those by the ship "Crown," from Liverpool; 10 deaths occurred on the passage, and 18 sick were sent to hospital at Grosse Isle.

This vessel arrived in a very uncleanly and filthy state, and there appears to have been neither order nor regulation observed during the passage. Captain Izatts and his mate were evidently wholly ignorant of the passenger trade, and from their rough and overbearing conduct, created much ill-will and disagreement among the passengers; numerous complaints were made on their arrival here, touching the ill-treatment they received from the crew; but I regret in a sense of justice that the complainants would not remain a sufficient time in the port to enable me to prosecute. During the period that the passengers were on shore at Grosse Isle, several of their boxes were broken open by some of the crew; I have received depositions from four parties, stating their loss at 19*l.* sterling, and proceedings are now being taken against the master for the recovery of this sum, as also under the Passenger Act for non-fulfilment of contract in refusing to forward a number of his passengers to Montreal as specified by their contract tickets, as well as for an assault on an officer of this department, sent on board to inquire into their complaints. On the decision of the magistrates being given, a special report will be forwarded.

Six women, 1 man, and a child were sent out by the Chatham Union, they received 20*s.* sterling on landing here, which sum had been remitted to this department for their use.

On board the "Dunbrody" from New Ross, there were 53 females from the Gorey Union, each adult received 20*s.* sterling on landing here; a few of them proceeded to relations in Boston and New York, and the remainder were directed to proceed to Upper Canada, where they were certain of meeting with permanent employment.

The emigrants per "Helen," from Montrose, "Albion" and "California," from Glasgow, are all respectable agriculturists and mechanics, generally speaking in comfortable circumstances, and are proceeding to join friends in Western Canada. On board the "St. Patrick," from Liverpool, there were a considerable number of Germans, 130 of whom appear to have been sent out from Muebach in Wirtemberg; they received 10 guilders each on landing here, to enable them to proceed up to Hamilton.

Among the foreign emigrants who came direct from Hamburg, there were a party of 100 Bohemians, a number of whom have proceeded to settle in Western Canada; the remainder went to the Western States.

Twenty-four females by the "St. Patrick" were sent out from the Drogheda Union, they were forwarded by the ship as far as Montreal. One family, 6 persons from the Chatham Union, and 1 female from the Londonderry Union, and 4 lads from the London Ragged School received 20*s.* sterling on landing, through this office.

The remainder of the emigrants by this and the other vessels are chiefly Irish, mostly poor females coming out to join friends; the greater part of whom have proceeded to Western Canada, and a few to the Eastern Townships.

The demand for labourers or mechanics in Eastern Canada continues to be very limited, and but few or any of the emigrants remain here; whereas throughout Western Canada the demand continues steady, and all those desirous of employment, can procure it without difficulty.

The number of persons who have received pecuniary assistance from this department from the several vessels in this Return, to enable them to join their friends and relations, is equal to 400 adults, principally females and children.

## No. 13.—From 20th of September to the 31st of October.

Two thousand five hundred and fifty-three emigrants have arrived at this port during the period embraced in this Return, which may be considered as the close of the emigration by the St. Lawrence route for this season, and shows the large decrease of 31,817 when compared with that of 1854.

The emigrants by these vessels have landed in good health with the exception of those by the "St. Lawrence" from Aberdeen, and the "Pemberton" from Tralee. In the former vessel, 3 deaths (one a cabin passenger, the Rev. Mr. Ogilvie) occurred on the passage; and 39 cases of ship-fever were subsequently admitted into the quarantine hospital, and the master and four seamen are at present under treatment for the same disease in the marine hospital.

By the "Pemberton," although no deaths have occurred during the passage, 23 of the passengers and four seamen were admitted into hospital at Grosse Isle labouring under fever, two of whom have since died.

This vessel, I consider, was unseaworthy, and, therefore, not fit to carry passengers, being leaky in her topsides and decks, so that the passengers were constantly wet, which has been the main cause of the sickness.

In the case of the "St. Lawrence," the disease appeared in a family a few days after sailing, and from the part of the 'tween decks where the family lay, it extended throughout the hold and to the cabin. The captain and passengers appear to be under the impression that the medical officer, whose duty it was to make inspection of the passengers of these vessels before sailing had not been sufficiently strict.

The fever thus introduced has extended through the quarantine hospital, and has been felt most severely by the attendants, two of whom have had very serious attacks, and a young man, a clerk to the sutler at the healthy division, has died of the disease.

The emigrants are chiefly agricultural, and nine-tenths of them have emigrated to join friends. The Scotch and English are generally respectable mechanics and farmers, and some of whom have brought a good deal of capital. The Irish are generally very poor; a large portion of them consist of women and children, emigrating to join their friends in different parts of this province and the United States, these friends having sent assistance to enable them to do so. The passengers per "Pemberton" are nearly wholly of this class; the greater part of whom were nearly penniless on landing here. I found it necessary to grant assistance to 48 males, 96 females, and 131 children, to enable them to leave this port. Nearly the whole went to Western Canada to friends.

On board the "Boreas," there were 93 paupers from the New Ross Union (78 females and 15 children), they received 10*s.* sterling each, on landing here. It is greatly to be regretted that the guardians of the unions, will persist in continuing to send out their poor at so late a period in the year, and particularly with so small an allowance as 10*s.*, which considering the actual high prices for all the indispensable requirements of life, is barely sufficient to provide provisions for their journey up the country, and where they would meet with immediate employment, thereby throwing the entire expense of their inland transport on this department, as owing to the late period in the season of their arrival, and the impossibility of procuring suitable employment for them in this section, if allowed to remain, they would most likely become chargeable on the public for support during the winter.

The total number of persons assisted with passages from the several vessels, included in this return, was 711, viz., 402 adults and 309 children, and of whom were 98 English, 58 Scotch, and 555 Irish.

The quarantine closes this day, and the remaining sick, numbering four persons, have been transferred to the marine and emigrant hospital in this city.

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NEW BRUNSWICK.

Despatches from Lieutenant-Governor the  
Hon. J. H. T. Manners Sutton.

— No. 2. —

(No. 45.)

COPY of a DESPATCH from Lieutenant-Governor the Hon. *J. H. T. Manners Sutton* to the Right Honourable Lord *John Russell*, M.P.

Government House, Fredericton, New Brunswick,  
19 May 1855.

(Received 4 June 1855.)

My Lord,

I HAVE the honour to forward to your Lordship a copy of a letter, addressed to the provincial secretary, from Her Majesty's emigration officer at St. John, with a ship return, reporting the arrival of the ship "Middleton" with passengers.

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

Enclosure in No. 2.

Government Emigration Office,  
St. John, 15 May 1855.

Encl. in No. 2.

Sir,

I HAVE to report the arrival here of the packet ship "Middleton" with passengers, from Liverpool, and enclose a ship return.

When the "Middleton" arrived on the 21st April, 11 of the passengers and one seaman were ill with typhus fever. In consequence, all the passengers were landed at Partridge Island, whence they have come to the city from time to time, clean and healthy.

I am happy to state, that under the good management of Dr. Harding all the sick have become convalescent, and only a few now remain at the island, who will be ready to leave in a few days.

One man named Michael Dawson, aged 28 years, in a state of delirium caused by the fever, jumped over board on the voyage and was drowned. No other death has occurred, either on the voyage or since the vessel arrived.

The passengers by this vessel were nearly all Irish, whose passage money has been paid by friends resident here.

The Honourable the Provincial Secretary.

I have, &c.  
(signed) *M. H. Perley.*

— No. 3. —

(No. 47.)

COPY of a DESPATCH from Lieutenant-Governor the Hon. *J. H. T. Manners Sutton* to the Right Honourable Lord *John Russell*, M.P.

Government House, Fredericton, New Brunswick,  
29 May 1855.

(Received 18 June 1855.)

My Lord,

I HAVE the honour to forward your Lordship a copy of a letter, addressed to the provincial secretary, from Her Majesty's emigration officer at St. John, together with a ship return, reporting the arrival of the ship "Eudocia" with passengers.

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

NEW  
BRUNSWICK.

No. 2.

Lieut.-Gov. the  
Hon. J. H. T.  
Manners Sutton  
to the Right Hon.  
Lord John Russell.  
19 May 1855.

15 May 1855.

No. 3.

Lieut.-Gov. the  
Hon. J. H. T.  
Manners Sutton  
to the Right Hon.  
Lord John Russell.  
29 May 1855.

17 May 1855.

NEW  
BRUNSWICK.

Encl. in No. 3.

## Enclosure in No. 3.

Government Emigration Office,  
St. John, 17 May 1855.

Sir,

I HAVE to report the arrival yesterday of the packet ship "Eudocia" with passengers, from Liverpool, and enclose a ship return.

These passengers being clean and healthy, there was no detention at the island. On inspection I found them thus classed:—English, 42; Scotch, 7; Irish, 122; Foreigners, 13: total, 184 souls.

The British subjects appeared to be all of the labouring class. The foreigners are Germans, from Wurtemberg, and consist of seven young unmarried women with their six children. I have reason to believe that they were sent to this country at the public expense. They must go to the almshouse in the first instance, until persons can be found to take them and their children.

At this moment I am not aware of any vessel being on the voyage to this port with passengers. There is reason to believe that the immigration of the season will be small, and the supply of domestic and agricultural labour greatly below the demand.

The Hon. S. L. Tilley, &amp;c. &amp;c. &amp;c.

I have, &c.  
(signed) *M. H. Perley.*

## — No. 4. —

(No. 54.)

COPY of a DESPATCH from Lieutenant-Governor the Hon. *J. H. T. Manners Sutton* to the Right Hon. Lord *John Russell*, M. P.Government House, Fredericton, New Brunswick,  
25 June 1855.

(Received 16 July 1856.)

My Lord,

I HAVE the honour to forward to your Lordship a copy of a letter, addressed to the provincial secretary, from Her Majesty's emigration officer at St. John, together with a ship return, reporting the arrival of the ship "Liberia" with emigrants.

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

## Enclosure in No. 4.

Government Emigration Office, St. John,  
20 June 1855.

Sir,

I HAVE to report the arrival of the packet ship "Liberia," with 207 steerage and seven cabin passengers, and enclose a ship return.

The passengers were in excellent health on arrival, and have since been distributed among friends who expected them. They were thus classed:—English, 111; Scotch, 2; Irish, 94: total, 207.

I have reason to believe that the immigration of this season will be unusually small.

The Hon. S. L. Tilley,  
Provincial Secretary.I have, &c.  
(signed) *M. H. Perley,*  
H. M. Emigration Officer.

## — No. 5. —

No. 5.

(No. 10.)

COPY of a DESPATCH from Lieutenant-Governor the Hon. *J. H. T. Manners Sutton* to the Right Hon. Lord *John Russell*, M. P.Government House, Fredericton, New Brunswick,  
11 August 1855.

(Received 27 August 1855.)

My Lord,

I HAVE the honour to forward to your Lordship a copy of a letter, addressed to the provincial secretary, from Her Majesty's emigration officer at St. John, together with two ship returns, reporting the arrival of the barque "Mary Ann" and of the brig "Garland," with emigrants.

I have, &c.  
(signed) *J. H. T. Manners Sutton.*No. 4.  
Lieut.-Gov. the  
Hon. J. H. T.  
Manners Sutton  
to the Right Hon.  
Lord John Russell.  
25 June 1855.

20 June 1855.

Encl. in No. 4.

No. 5.  
Lieut.-Gov. the  
Hon. J. H. T.  
Manners Sutton  
to the Right Hon.  
Lord John Russell,  
11 August 1855.

24 July 1855.

NEW  
BRUNSWICK.

## Enclosure in No. 5.

Encl. in No 5.

Government Emigration Office, St. John,  
24 July 1855.

Sir,

I HAVE the honour to report the arrival of the barque "Mary Ann," from Londonderry, with 116 passengers, and brig "Garland," from Cork, with 46 passengers, for both which vessels ship returns are enclosed.

The passengers by both these vessels arrived in excellent health, and very cleanly condition.

I am not aware of any other vessel on the voyage for this port with passengers. A few may be expected during the rest of the season in the Black Ball Line of Liverpool packets, but not in sufficient numbers to bring these vessels under the provisions of the Passengers Act.

The regular immigration of the season is therefore at an end, and has been very much smaller than usual.

The Hon. S. L. Tilley,  
Provincial Secretary.

I have, &c.  
(signed) *M. H. Perley*,  
H. M. Emigration Officer.

Nos. 4 and 5.

## — No. 6. —

(No. 21.)

COPY of a DESPATCH from Lieutenant Governor the Hon. *J. H. T. Manners Sutton* to the Right Hon. Sir *William Molesworth*, Bart. M. P.

No. 6.  
Lieut.-Gov. the  
Hon. J. H. T.  
Manners Sutton  
to the Right Hon.  
Sir W. Molesworth,  
Bart.  
16 October 1855.

Government House, Fredericton, New Brunswick,  
16 October 1855.

(Received 5 November 1855.)

Sir,

I HAVE the honour to forward to you the enclosed copy of a letter, addressed to the provincial secretary, from Her Majesty's emigration officer at St. John, together with four ship returns, No. 6, No. 7, No. 8, and No. 9, reporting the arrival of the ships "Imperial," "Middleton," and "Joseph Tarratt," from Liverpool, and also of the barque "Clarence," from Galway, with emigrants.

5 October 1855.

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

## Enclosure in No. 6.

Sir,

Government Emigration Office,  
St. John, 5 October 1855.

Encl. in No. 6.

I HAVE the honour to report the arrival at this port of the packet ships "Imperial," "Middleton," and "Joseph Tarratt," from Liverpool, with passengers, and enclose the usual returns.

The character of these packets is so well established that I need only say the passengers were comfortably accommodated and provided, and arrived in excellent health.

The emigrants by the "Imperial" were classed as follows:—English, 39; Scotch, 2; Irish, 5; foreign, 36: total, 82. In the "Middleton" they were thus classed:—English, 16; Scotch, 97; Irish, 35: total, 148. Those by the "Joseph Tarratt" were classed as follows:—English, 32; Irish, 35; Scotch, 1; foreign, 90: total, 158.

The 90 foreign emigrants were paupers from Wurtemberg, sent out to this province at the public expense, through Rotterdam and Liverpool. Of their number, no less than 87 have been sent to the almshouse, where they must be supported at the public expense until employment can be procured for them. They are in large families, and do not speak a word of English. A notice has been given in the public papers that applications will be received from persons in the country who wish to engage these families.

I have also to report the arrival of the barque "Clarence," from Galway, with 70 passengers, and enclose a ship return. Of these emigrants, 21 have been forwarded to Boston, and 25 to New York, to which places their passage had been paid by the friends that sent for them.

I have further to report the arrival of the ship "Lampedo," from Liverpool, with 36 passengers, and ship "John Barbour," also from Liverpool, with 44 passengers, all in good health; but as these vessels did not come under the provisions of the "Passengers Act," no ship returns are sent.

It is exceedingly gratifying to report the healthy condition of the immigrants that have arrived

No. 9

NEW  
BRUNSWICK.

arrived this season; but some measure must be adopted at the next Session of the Legislature to prevent too great an influx of the German paupers, who may otherwise become a heavy burthen upon the province.

The Honourable the Provincial Secretary,  
&c. &c. &c., Fredericton.

I have, &c.  
(signed) *M. H. Perley*,  
H. M. Emigration Officer.

(Note.—This has been communicated to the several Governments in Germany, with a view to preventing similar occurrences hereafter.)

— No. 7. —

(No. 22.)

No. 7.  
Lieut.-Gov. the  
Hon. J. H. T.  
Manners Sutton  
to the Right Hon.  
H. Labouchere.  
27 May 1856.

COPY of a DESPATCH from Lieutenant-Governor the Hon. *J. H. T. Manners Sutton* to the Right Hon. *H. Labouchere*, M. P.

Government House, Fredericton, New Brunswick,  
27 May 1856.

(Received 24 June 1856.)

Sir,

I HAVE the honour to forward for your information a copy of a letter from Her Majesty's emigration officer at St. John, in which is enclosed a ship return, reporting the arrival of the barque "Clarence" at St. John, from Galway, with emigrants.

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

Enclosure in No. 7.

Encl. in No. 7.

Government Emigration Office, St. John,  
19 May 1856.

Sir,

I HAVE to report the arrival of the barque "Clarence," from Galway, with 100 passengers, and enclose the usual ship return.

It will be observed that a very large proportion of these passengers proceeded at once to the United States, having taken through tickets before leaving Ireland. The remainder also intend going to the United States, and only wait for their friends to send funds.

The packet ship "John Barbour," from Liverpool, brought 34 passengers, and the packetship "John Duncan" (arrived to-day) brought 25 passengers. Neither of these vessels come under the Passengers Act.

At present I have no passenger lists, and am induced to believe that the immigration of the present season will be unusually small.

I have, &c.  
(signed) *M. H. Perley*,  
H. M. Emigration Officer.

The Hon. S. L. Tilley, Provincial Secretary.

— No. 8. —

ANNUAL REPORT of the Emigrant Agent, *New Brunswick*.

No. 8.  
Annual Report of  
the Emigration  
Agent, New  
Brunswick.

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

May it please your Excellency:

I HAVE the honour to submit herewith the Annual Abstract of Immigration to New Brunswick during the year 1855.

	Souls.
In 1854	- 3,618
1855	- 1,405
Decrease	- 2,213

1. The whole number of immigrants landed during the year was 1,405 only, being a decrease on the year 1854 of 2,213 souls.

2. There were only three deaths on the voyage and in quarantine during the season, being a little more than one-seventh of one per cent. on the numbers embarked. One of the deaths occurred by drowning; one was that of a child with measles; and the third, that of an aged and infirm person. All the immigrants landed at the port of St. John, chiefly from the excellent packet ships of the

the Liverpool line, on board which passengers are treated with great care and kindness.

3. Fully one-half the immigrants of the season left the province soon after their arrival. Of those that remained, one portion joined friends and relatives who had sent for them; and another portion, chiefly German paupers from Wurtemberg, went at once into the almshouse, where most of them still remain.

4. The depression in the prices of ships and timber still prevails, owing to the continuance of the war, and consequently there is but a limited demand for labour in the ship-yards and saw-mills of the province.

5. During the whole of the past year operations have been suspended on the railways which were previously in course of construction, and hundreds of railway labourers have left the country, as well as many of its inhabitants.

6. In 1847 I had the honour of pointing out to a Committee of the House of Lords various defects in the management of the Crown lands of New Brunswick as regarded settlers. Since that time, I have continually urged upon the Government of this province the necessity of amending the Crown land system. In my last annual report, I brought the subject under the notice of your Excellency, and entreated that some change might be made in a system which I had every reason to believe had deterred, and continued to deter, many persons of the most desirable class from purchasing land and becoming settlers. In January last I brought the subject specially under the notice of the Government, by a letter to the provincial secretary, an extract from which is appended, and to which I beg most respectfully to refer. As the same system still continues in full force, I beg again to reiterate my objections to it, and to express my belief that it is the worst Crown land system in these North American provinces.

7. During the past year, I have had the opportunity of visiting the neighbouring provinces of Canada, Nova Scotia, and Prince Edward Island, each of which is making greater progress than New Brunswick. As compared with Canada, this province appears to be not merely standing still, but absolutely retrograding.

8. The area of New Brunswick is estimated at 17,677,360 acres, of which, as appears by the census of 1851, only 643,954 acres have been cleared for cultivation, being less than four per cent. of the whole quantity.

The population, now amounting to 200,000 souls or less, is scattered along the watercourses of the country, or along the margin of the sea. The whole interior, and the great bulk of the country, yet remains covered with a dense forest and in a state of primeval wilderness. The communications are kept up by means of the rivers and streams, by roads not of a durable character, by bridges of perishable materials, and by the sea.

9. It is understood the railways proposed to be constructed will follow the existing lines of settlement, and leave the interior of the province in a great measure still untouched. It would seem necessary therefore, in order to sustain the proposed railways, and open up the country, that a great arterial system of roads should be devised, which would render the best land and the varied resources of the province readily accessible. A comprehensive system of great roads, constructed with reference to their permanency, with bridges of a durable nature, and with townships laid out along such roads in proper form, under a judicious system of sale and settlement, would soon render the country attractive, and hold out inducements to emigrants and settlers which are now wanting.

10. I feel satisfied, as well from information which has reached me, as from my own observation, that there has been a considerable stream of emigration from this province during the past year, and I believe, that unless active and vigorous measures are adopted to check it during the coming season, especially by a change in the mode of managing the Crown lands, and by an extensive system of public improvements of various kinds, the stream will continue to flow more largely, and the population of the country will begin to diminish sensibly.

NEW  
BRUNSWICK.

11. Under present circumstances, it appears to me that the existing population is sufficient for the amount of labour to be performed; and until material changes take place in the business and affairs of the province, I can hold out little or no encouragement to emigrants of the labouring class.

All of which is respectfully submitted by your Excellency's

Government Emigration Office,  
St. John, N. B., 8 January 1856.

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

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EXTRACT from Letter to the Hon. the Provincial Secretary, dated  
Government Emigration Office, 22 January 1855.

CROWN LANDS.

11. THE mode of disposing of Crown lands is such as at present to offer serious obstacles to those who desire to purchase for immediate settlement.

12. The practice heretofore permitted of allowing persons to obtain orders of survey, and under those to select the finest and choicest tracts on the banks of rivers, or in other favourable situations, is exceedingly injurious and greatly to be deprecated.

13. I suggest that lands should be surveyed in townships, or districts, and none sold for settlement save in the surveyed portions. In Canada, the lands in certain surveyed townships only are offered for sale, and no sales are permitted in other townships until a certain proportion of those first offered have been sold. By this arrangement, settlements are formed and extended effectively, roads are well made and kept up, and the evils attendant on small and widely-scattered settlements, without places of worship or schools, and costing large sums of money for bye-roads, are altogether avoided.

14. When Lord Stanley was Colonial Minister he recommended the Legislature of Newfoundland to insert a clause in their Land Bill, declaring that if lands should be once, or oftener than once, exposed to auction and not sold, the Lieutenant-Governor might be afterwards at liberty to dispose of them without competition, at the last upset price at which they had been offered. This plan has been adopted in Canada, and is believed to have worked very advantageously.

15. If a diagram of one or more settlements had been lodged at this office at any time during the last three years, with authority to sell vacant lots previously offered at auction and not sold, I feel assured that much land would have been disposed of to actual settlers, and the settlement of the country greatly promoted.

16. Should this plan be adopted, I suggest that the purchaser should in all cases deposit the purchase-money in a bank, or branch bank, or with the deputy treasurer of the district, to the credit of the receiver-general; the deposit receipt to be handed to the local agent, who shall thereupon grant a location ticket, and forward the receipt to the Crown Land Department, whereupon the grant should issue. This mode would greatly simplify the accounts, and obviate the necessity of taking security from the agents employed. Their commission could be settled at the end of each quarter or yearly.

I have, &c.  
(signed) *M. H. Perley*,  
H. M. Emigration Officer.

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Enclosure in No. 8.

ABSTRACT RETURN of IMMIGRATION to *New Brunswick* during the Year ending 31 December 1855.

QUARTERS.	Number of Vessels arrived.	Number of Deaths on Board or in Quarantine.	Number of Births on Board or in Quarantine.	Adults.		Between 14 Years and 1 Year.		Under 1 Year.		TOTALS.		Whole Number of Souls.	RECAPITULATION.			
				M.	F.	M.	F.	M.	F.	M.	F.		M.	F.		
				Quarter ending—												
31 March - - -	Nil.	—	—	—	—	—	—	—	—	—	—	—	—	Adults - - - -	406	449
30 June - - -	6	2	1	235	174	94	70	12	16	341	269	610	Between 14 and 1 Year -	210	103	
30 September - -	8	1	-	236	254	115	107	9	10	360	371	731	Under 1 Year - - -	22	23	
31 December - -	3	-	-	25	21	10	7	1	-	36	28	64	TOTALS - - -	737	608	
TOTALS - - -	17	3	1	406	449	210	193	22	26	737	608	1,405	Whole Number, One thousand four hundred and five souls.			

Government Emigration Office,  
St. John, New Brunswick,  
8 January 1856.

M. H. Perley,  
H. M. Emigration Officer for New Brunswick.

Appendix.

Appendix.

PRINCE EDWARD ISLAND.

18 Vict. c. 15. An Act to continue and amend the Act relating to Emigrants.  
(Passed 17 April 1855.)

WHEREAS the Act of the 14 Vict. c. 11, intituled, "An Act relating to Emigrants," Preamble.  
will shortly expire, and it is desirable to continue and amend the same:—

1. Be it therefore enacted, by the Lieutenant-governor, Council, and Assembly, as follows: That from and after the passing of this Act, so much of the first section of the herebefore recited Act as defines the amount of rate or head duty on emigrants or passengers arriving in this island, be, and the same is hereby repealed; and instead of the several sums thereby imposed as a rate or head duty on emigrants, the sum of 12s. 6d., and no more, save and except as the same is directed by the said section of the said Act to be increased in the event of any vessel being kept in quarantine, shall be collected, levied, and paid in this island, at any time after the passing of this Act.

2. That all emigrants and passengers, between the ages of 18 months and 12 years, shall be subject only to the payment of the rate or head duty of 6s. 3d. currency.

3. The said herebefore recited Act, and every clause, matter, and thing therein contained, save and except in so far as the same is hereby repealed and amended, shall be and the same is hereby continued for the space of 10 years from the passing hereof, and from thence to the end of the then next Session of the General Assembly, and no longer.

Repeals so much of 1st sect. of 14 Vict. c. 11, as defines the amount of head duty, &c. on emigrants, and in lieu thereof imposes a head duty of 12s. 6d. at all seasons of the year.

Same liable to be increased in certain cases.

Emigrants between 18 months and 12 years of age only liable to half duty.

Continues 14 Vict. c. 11, with certain exceptions, for 10 years.