

Technical and Bibliographic Notes / Notes techniques et bibliographiques

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

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

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

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

EMIGRATION.

no. 5.

PAPERS

RELATIVE TO

EMIGRATION TO THE BRITISH PROVINCES IN NORTH AMERICA.

(In continuation of Papers presented in August 1848.)

Presented to both Houses of Parliament by Command of Her Majesty,

FEBRUARY 1849.

LONDON:

PRINTED BY W. CLOWES AND SONS, STAMFORD STREET,
FOR HER MAJESTY'S STATIONERY OFFICE.

1849.

1025

SCHEDULE.

DESPATCHES FROM THE RIGHT HON. THE EARL OF ELGIN,
GOVERNOR-GENERAL OF CANADA.

Number in Series.	Number and Date of Despatch.	SUBJECT.	Page.
1	1848. 92 Aug. 12	EMIGRATION RETURNS:— Chief Emigration Agent's Returns of arrivals of Emigrants from 26th May to 8th July	1
2	108 Aug. 22	Enclosing Abstract Quarterly Returns of Immigrants arrived, Quarter ending 31st July Prices of Provisions during that period Rate of Wages for Labour Labour most in demand, &c.	2
3	114 Aug. 30	Chief Agent's Return of Emigrants arrived to 31 July	3
4	127 Sept. 20	POPULATION:— Returns for Upper Canada since 1824; Additions from Immigration	7
5	137 Oct. 28	EMIGRATION RETURNS:— Chief Agent's Returns of arrivals from 1st August to 30th Sept.	10
6	138 Nov. 13	Chief Agent's Returns of arrivals to 31st October Case of the Brig "Ann." Agent's Observations, and Affidavits of Emigrants in connexion with the Master's conduct	11
7	143 Nov. 27	Quarterly Returns of arrivals to 31st October Prices of Provisions during that time Rate of Wages, same period Demand for Labour reported on	14 14 15 16
8	145 Dec. 5	MILITARY PENSIONER EMIGRANTS— Exemption from Emigrant Tax	16
9	146 Dec. 6	CASES OF EMIGRANT VESSELS:— The "ANN" of Limerick. (<i>Vide</i> 138, Nov. 13, page 11.) The "LORD SANDON"—Application of Owners for Remission of Penalty imposed for not having Certified Lists of Passengers	16
10	147 Dec. 13	The "JANE BLACK," and "GOVERNOR"—Remission of the Additional Rate of Tax levied in this case under the Provision of the Canadian Emigration Act Minute of Council enclosed, showing Grounds of Remission	18 18
11	151 Dec. 20	PUBLIC WORKS AND COLONIZATION:— Inspector-General's Report thereon Referring to the following topics:— Importance of Emigration to the Mother Country Construction of Public Works Free Grants of 50 acres for Settlers } Importance of Opening of Roads } The Railroads, } Canals, and } of Canada Harbours } The Public Domain consists of 200,000,000 acres	19 19 20 21 22 24
12	154 Dec. 25	EMIGRATION RETURNS:— Chief Agent's Report, accompanying 176 Returns of Emigrant Ships Total Steerage Emigrants from United Kingdom of 24,921 souls	24 24
13	1849. 11 Jan. 17	ANNUAL REPORT OF CHIEF EMIGRATION AGENT Enclosed The following points adverted to:— Total Immigration, 1847-1848 Sickness and Mortality of those years contrasted Irish Emigration from Liverpool Increase of the Emigrant Tax { Its effect on the Quebec route in preference } Ships proceeded to New York Total of Vessels employed in Passenger Trade of 1848 Testimony in favour of Masters of Vessels in the Quebec Trade PASSENGERS' ACT, Proceedings instituted under Cases { The "ST. JOHN" of Galway The "ANN" of Limerick	25 25 25 26 26 27 27 27 27

Number in Series.	Number and Date of Despatch.	SUBJECT.	Page.
13	11 Jan. 17	1849.	
		REPORT OF CHIEF EMIGRATION AGENT— <i>continued.</i>	
		Distribution of the Immigrants	28
		Average Immigration of last 20 years	28
		EXPENDITURE for service of 1848	29
		The Demand for Labour reported on	30
		Notes on the Weekly Returns of Arrivals in 1848	38
		IMMIGRANT TAX:—	
		Report of Committee of Council, dated 17th June thereon	41
		The Restrictive Clauses of the Immigrant Act to be reconsidered	43
14	14 Jan. 18	FINANCE:—	
		Memorandum of Inspector-General on the Final Statement of EXPENSES OF IMMIGRATION OF 1847	43

DESPATCHES FROM THE RIGHT HON. EARL GREY, SECRETARY OF STATE.

1	291 Oct. 26	1848.	
		IMPROVEMENT OF EMIGRATION:—	
		CHIEF AGENT'S ANNUAL REPORT to be submitted to Executive Council for any suggestions they may have to offer thereon, previous to its transmission home	48
2	295 Nov. 1	POPULATION:—	
		Returns of Progress Population of Upper Canada since 1824, received with much interest	48
3	296 Nov. 2	TAX ON MILITARY PENSIONER EMIGRANTS, encloses	
		Correspondence with War Office as to payment of	48
4	297 Nov. 9	CASES OF EMIGRANT VESSELS:—	
		The ships "JANE BLACK" and "GOVERNOR"—Representations from Mr. Monsell on Penalty levied in cases of	49
5	310 Jan. 7	1849.	
		The brig "ANN," of Limerick—Reply to Despatch relative to conduct of Master	49
6	315 Jan. 24	PUBLIC WORKS AND COLONIZATION:—	
		Report of Inspector-General on Public Works and Colonization acknowledged	51
7	325 Feb. 6	EMIGRANT SHIPS:—	
		Case of the "LORD SANDON"—Report of Emigration Commissioners on application of Owners for Remission of Penalty for not having CERTIFIED LISTS OF PASSENGERS on board their vessel	51
8	327 Feb. 9	IMMIGRANT TAX:—	
		Its effect on Irish Emigration	53
		Regulations for Emigration not to be more severe than absolutely requisite	53
		COST OF PASSAGES from Cork, probable rate for the season of 1849	53

NEW BRUNSWICK.

DESPATCHES FROM SIR E. HEAD, LIEUT.-GOVERNOR.

1	72 July 25	1848.	
		EMIGRATION RETURNS:—	
		The Emigration of 1847-1848 contrasted	56
		State of the Quarantine Station at Partridge Island—Tents	56
2	74 July 31	Emigration Returns for ships "CONCORD" and	56
		"AGNES JERNYN"	58
		THE MASTER OF THE "CONCORD" summoned for bad provisions	57
3	76 Aug. 3	Condition of Emigrants by the "STAR"	59
		Report of Mr. Boyd (Emigrant Agent, St. Andrew's) thereon	59
		His Accounts referred to	59
		Further on same subject	59
4	77 Aug. 15	EMIGRANT SHIPS:—	
		"Lady Lilford"	60
		"Londonderry"	60
		"British Queen"	60
		"Æneas"	60
		INFERIOR PROVISIONS on board the "Lady Lilford," and general inferiority of Stores shipped from Limerick	60
		SMALL CLASS VESSELS, Agents' Objections to Employment of	62

SCHEDULE.

Number in Series.	Number and Date of Despatch.	SUBJECT.	Page.
6	1848. 91 Oct. 14	EMIGRATION RETURNS:— REPORT OF CHIEF AGENT on Emigrants landed this season Departures for the United States (3000) Proposed Measures for the Emigration of next season	63 64 64
7	99 Oct. 26	PROMOTION OF SETTLEMENTS:— With Minute of Council on proposed Expenditure of the Land Fund of various districts for	65
8	1849. 6 Jan. 8	EMIGRATION RETURNS:— Immigrants arrived at Miramichi, the past year	65
9	10 Jan. 16	FINANCE:— Emigration Expenditure of 1847, encloses Accounts and Report on Report on extent of Relief afforded to Emigrants	66 66

DESPATCHES FROM THE RIGHT HON. EARL GREY, SECRETARY OF STATE.

1	1848. 62 Oct. 1	EMIGRANT SHIPS:— The ship "Linden"—With Report of Commissioners of Customs on the case	76
2	69 Nov. 1	FINANCE:— Emigration Expenditure of 1847, with Treasury correspondence calling for more distinct Accounts! Advance of £7410 currency will be made to the Provincial Treasurer	76 77
3	76 Nov. 17	EMIGRANT SHIPS:— The ship "HORNET"—Report of Emigration Commissioners enclosed, on the bad quality of the provisions put on board Government Agent at Limerick cautioned thereon	78
4	1849. 93 Jan. 7	EMIGRATION RETURNS:— Acknowledges Agent's Return, Quarter ending 30th September. Departures for the States noticed Excess of Immigration to be avoided, unless accompanied by a corresponding influx of capital	79 79 79
5	95 Jan. 10	EMIGRANT SHIPS:— Report of Emigration Commissioners on the case of the ships "ÆNEAS" and "LADY LILFORD" Observations on EMPLOYMENT OF SMALL VESSELS for Emigration purposes	79 79

PRINCE EDWARD ISLAND.

DESPATCH FROM SIR D. CAMPBELL, LIEUT.-GOVERNOR.

1	1848. 59 Aug. 4	IMMIGRANT ACT:— Steps taken to meet views of Government on its provisions	82
---	--------------------	--	----

NOVA SCOTIA.

DESPATCH FROM THE RIGHT HON. EARL GREY, SECRETARY OF STATE.

1	1848. 133 Dec. 1	IMMIGRANT ACT:— As to clause making WRECKS liable for Maintenance of Passengers	84
---	---------------------	--	----

P A P E R S

RELATIVE TO

EMIGRATION TO THE BRITISH PROVINCES IN NORTH AMERICA.

BRITISH
NORTH AMERICA.
No. 1.

(No. 98.)

No. 1.

COPY of a DESPATCH from Governor-General the Earl of ELGIN AND KINCARDINE to Earl GREY.

Government House, Montreal, August 2, 1848.
(Received August 21, 1848.)

MY LORD,

I HAVE the honour to transmit herewith the Chief Emigrant Agent's usual periodical Returns of Emigrants arrived at Quebec to the 8th of July.

4.

I have, &c.,

ELGIN AND KINCARDINE.

(Signed)

The Right Hon. Earl Grey,
&c. &c. &c.

Enclosure in No. 1.

Encl. in No. 1.

SUMMARY of Chief Emigration Agent's Returns of Emigrants arrived at Ports of Quebec and Montreal.

From May 26 to June 17, 1848.*

	Steerage.	Infants.	Cabin.	Total.
From England	725	33	21	779
Ireland	3,678	165	45	3,888
Scotland	89	4	15	108
Jersey	12	..	10	22
Germany	415	15	..	430
Lower Ports	172	2	4	178
Previously reported . .	5,091	219	95	5,405
	5,902	315	226	6,443
To same period last year .	10,993	534	321	11,848
	21,553	1,438	56	23,047
Decrease in 1848	10,560	904	..	11,199

From June 17 to June 24, 1848.*

From Ireland	1,313	62	10	1,385.
Germany	306	17	3	326
Lower Ports	37	3	..	40
Previously reported . .	1,656	82	13	1,751
	10,993	534	321	11,848
To same period last year .	12,649	616	334	13,599
	28,830	1,910	95	30,835
Decrease in 1848	16,181	1,294	..	17,236

* The Emigration Agent's observations accompanying this return will be found printed at page 38.

*From June 24 to June 30, 1848.**

	Steerage.	Infants.	Cabin.	Total.
From England . . .	496	20	18	534
Ireland . . .	927	48	8	983
Scotland . . .	399	10	..	409
Germany . . .	396	19	..	415
Lower Ports . . .	141	..	..	141
	2,359	97	26	2,482
Previously reported . .	12,649	616	334	13,599
	15,008	713	360	16,081
To same period last year .	36,579	2,386	130	39,095
Decrease in 1848 . . .	21,571	1,673	..	23,014

*From June 30 to July 8, 1848.**

From England . . .	..	..	8	8
Ireland . . .	1,307	49	14	1,370
Scotland . . .	321	14	12	347
Germany . . .	108	1	..	109
Lower Ports . . .	16	..	..	16
	1,752	64	34	1,850
Previously reported . .	15,008	713	360	16,081
	16,760	777	394	17,931
To same period last year .	45,608	2,868	192	48,668
Decrease in 1848 . . .	28,848	2,091	..	30,737

No. 2.

(No. 108.)

No. 2.

COPY of a DESPATCH from Governor-General the Earl of ELGIN AND KINCARDINE to Earl GREY.

Government House, Montreal, August 22, 1848.

(Received September 16, 1848.)

MY LORD,

I HAVE the honour to transmit to your Lordship herewith, the Chief Agent's Abstract Quarterly Return of Immigrants arrived at the port of Quebec during the quarter ending 31st ultimo, with the average prices of labour, provisions, and clothing, during the same period.

I have, &c.,

(Signed)

ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

* The Chief Agent's observations accompanying this return will be found printed at page 39.

Enclosure 1 in No. 2.

ABSTRACT QUARTERLY RETURN (IMMIGRANTS).

Months composing the Quarter.	Number of Vessels arrived.	Number of Deaths on Board or in Quarantine.	Number of Births on Board or in Quarantine.	Gross Number of Emigrants arrived.	Number of Adults.		Number of Agricultural Labourers.	Number of Domestic Servants.		Number of Mechanics and Trades-people.	Numbers for whom Cost of Passage Delayed by		Number assisted out of Public Funds.	Total Amount paid.
					Male.	Fem.		Male.	Fem.		Parochial Funds.	Private Funds.		
May June July	217	At sea. 217 In Quarantine. 105	53	22,812	8,567	6,400	Farmers. 2,707 Labourers. 4,915	55	245	945	319 By the Crown. 451	2,492	Canada West, at Kingston. 4,651 Canada East, at Quebec. 11,625	£. s. d. 3,048 16 6 4,346 0 9
Totals	217	322	53	22,812	8,567	6,400	7,622	55	245	945	770	2,492	.	*7,394 17 3

£. s. d.
 * Transport 6,094 18 2
 Provisions 438 16 1
 Hospital expenses 861 3 0
 £7,394 17 3

31st day of July, 1848.

A. C. BUCHANAN,
Chief Immigration Agent for Canada.

RETURN showing the Average Retail Price of Provisions and Clothing in the Colony of CANADA EAST, in the Quarter ended 31st July, 1848.

Articles.	Average Prices (in Sterling.)	
	£.	s. d.
Bread (brown) per 6 lb. loaf	0	0 8½
Butter per lb.	0	0 7½
Beef, 5d., Mutton, 4d., Veal, 3½d., and Pork, (fresh), 5d.	0	0 3½
Coals per chaldron	1	5 0
Candles per lb.	0	0 7
Cheese (American)	0	0 4
Coffee (ground)	0	1 0
Eggs per dozen	0	0 6
Fine flour per barrel, 196 lbs.	1	5 0
Fish (dry Cod) per cwt.	0	12 6
Fish (wet ditto)	0	8 0
Firewood per cord	0	12 0
Herrings per barrel	0	16 0
Milk (fresh) per quart	0	0 3
Oatmeal per cwt.	0	12 6
Pepper per lb.	0	0 6½
Potatoes per bushel	0	2 0
Rice per lb.	0	0 2½
Sugar (brown)	0	0 5
Soap (ditto)	0	0 3½
Salt per bushel	0	1 3½
Tea (black) per lb.	0	2 0
CLOTHING.		
Shirts, Cotton each	0	2 3
Shoes, strong, for Men per pair	0	7 6
Ditto, ditto, for Women	0	4 6
Blankets, common	0	10 0
Shirts, flannel each	0	3 6
Cloth, broad, for coats per yard	0	12 6
Ditto, narrow, for trousers	0	7 0
Flannel for drawers or women's petticoats	0	1 6
Fustian for jacket and trousers	0	1 6

A. C. BUCHANAN,
Chief Agent.

BRITISH
NORTH AMERICA.

RETURN showing the Average Wages of Mechanics and others in Canada East, for the Three Months ended 31st July, 1848.

Trade or Calling.	Average Wages per Diem, without Board and Lodging (in Sterling).	Average Wages per Diem, with Board and Lodging (in Sterling).	Average Wages per Annum, with Board and Lodging (in Sterling).	Highest and Lowest Rates per Diem, without Board and Lodging (in Sterling).	
	s. d.	s. d.	£. s. d.	Highest.	Lowest.
Bread and Biscuit Bakers	3 6	..	..	5 0	3 0
Butchers	4 6	..	..	5 6	3 6
Brickmakers	4 6	..	..	5 0	3 0
Bricklayers	6 0	..	..	7 6	5 0
Blacksmiths	5 0	..	..	6 0	4 6
Curriers	4 0	..	..	5 0	3 6
Carpenters and Joiners	6 0	..	..	7 0	4 6
Cabinetmakers	6 0	..	..	7 6	4 6
Coopers	3 6	..	..	5 0	3 0
Carters	3 0	..	..	4 6	2 6
Cooks (women)	Engaged by the Month at 20s. and 15s.				
Combmakers	None employed here.				
Coppersmiths	5 0	..	..	6 6	4 0
Dairywomen	Engaged by the Month at 15s. and 12s.				
Dressmakers and Milliners	1 3	1 0	..	1 8	1 2
Farm Labourers	3 0	1 6	..	4 6	2 9
Gardeners . . . . .	..	..	37 10 0	..	..
Grooms	Engaged by the Month at 35s. and 27s.				
Millwrights	6 0	..	..	7 6	5 0
Millers	4 0	..	..	5 6	3 6
Painters	4 6	..	..	5 6	4 0
Plasterers	6 0	..	..	7 6	5 0
Plumbers and Glaziers	4 0	..	..	5 0	3 6
Printers and Bookbinders	Engaged by the Mouth at 6l. 10s. and 5l. 10s.				
Quarrymen	3 0	..	..	4 6	2 6
Ropemakers	3 0	..	..	4 6	2 6
Sailmakers	5 0	..	..	6 6	4 0
Sawyers	3 0 or 4s. 6d. per 100 feet.				
Shepherds	None employed.				
Shipwrights and Boatbuilders	4 6	..	..	5 6	4 0
Shoemakers	3 6	..	..	5 0	3 0
Slaters and Shinglers	3 6 or 3s. 4d. per 1000 shingles.				
Stonecutters	6 3	..	..	7 0	5 0
Stonemasons | . . . . .	6 0	..	..	7 6	5 0
Tailors	3 6	..	..	4 6	3 0
Tanners	3 0	..	..	4 0	2 9
Tinsmiths	4 6	..	..	5 0	4 0
Wheelwrights	4 0	..	..	5 0	4 0
Whitesmiths	4 6	..	..	6 0	4 0

Charge for Board and Lodging Mechanics, Labourers, &c., 15s. and 10s.

A. C. BUCHANAN, Chief Agent.

Question.

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

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

3. Would the rate of immigration of the last quarter satisfy the existing demand for labour?

Answer.

£4349. 14s. 7d. currency.

The demand for all description of labourers has been much depressed this season, owing to the stagnation of trade, and there being but few public works at present in progress in this colony. Farm and domestic servants have generally succeeded in securing employment in the western section of the province.

More than sufficient under existing circumstances. The great majority have emigrated to join their relations and friends; and many others, to enter at once upon the occupation of land, so that the number depending on the labour market on arrival here is comparatively small.

Question.

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

Answer.

The most advantageous field which this colony at present offers is, to the small farmer who possesses sufficient capital to enable him at once to enter upon land, as wild lands, and partially improved farms can be purchased in all sections of the province at reasonable prices. The country at present could not advantageously receive any large number of unskilled labourers, unless suitable employment were provided for them, otherwise they would be exposed to great distress during the inclemency of the winter season.

A. C. BUCHANAN, Chief Agent.

Enclosure 2 in No. 2.

Encl. 2 in No. 2.

RETURN showing the Average Retail Price of Provisions and Clothing in the Colony of CANADA WEST, in the Quarter ended 31st July, 1848.

Articles.		Average Prices (in Sterling).
		£. s. d.
Salt Beef	per lb.	0 0 2½
Fresh Beef, Lamb, Mutton, and Veal	„	0 0 3
Pork	„	0 0 3
Bacon and Hams	„	0 0 4
Butter	„	0 0 6
Milk	per quart	0 0 2
Cheese	per lb.	0 0 4½
Eggs	per doz.	0 0 6
Potatoes	per bushel	0 2 0
Bread	per 4 lb. loaf	0 0 5
Wheat Flour, fine	per barrel	1 0 0
Firewood	per cord	0 6 3
Common Soap	per lb.	0 0 2½
Tea, good	„	0 3 0
Rice	„	0 0 2½
Sugar, brown	„	0 0 4½
Men's Shoes, coarse	per pair	0 4 0
Women's Shoes, coarse	„	0 3 3
Men's Cotton Shirts	each	0 2 0
Flannel, domestic	per yard	0 2 0
Cloth, strong common	„	0 3 6
Cottons, printed	„	0 0 4
Fustian	„	0 2 0

N. B. All of the above articles are supposed to be of the average quality used by labouring persons.

A. B. HAWKE, Chief Agent for Upper Canada.

RETURN showing the Average Wages of Mechanics and others in Canada West, for three Months ended 31st July, 1848.

Trade or Calling.	Average Wages per Diem without Board and Lodging (in Sterling).		Average Wages per Diem with Board and Lodging (in Sterling).		Average Wages per Annum with Board and Lodging (in Sterling).		Highest and Lowest Rates per Diem without Board or Lodging (in Sterling).	
	£.	s. d.	£.	s. d.	£.	s. d.	Highest.	Lowest.
Bread and Biscuit Bakers	0	4 0	0	3 6	..	..	..	..
Butchers	0	4 0	0	3 3	..	..	..	..
Brickmakers	0	4 0	0	3 0	..	..	..	..
Bricklayers	0	5 0	0	3 9	..	..	..	..
Blacksmiths	0	5 0	0	4 0	..	..	..	..
Carriers	0	5 0	0	3 9	..	..	..	..
Carpenters and Joiners	0	6 3	0	5 0	..	..	..	..
Cabinetmakers	0	5 0	0	3 9	..	..	..	..
Coopers	0	5 0	0	3 9	..	..	..	..
Carters	0	7 6	With horse and cart.		..	..	..	..
Cooks (women) . . . . .	..	..	..	..	12	0 0	..	..

BRITISH
NORTH AMERICA.Return showing the Average Wages of Mechanics, &c.—*continued.*

Trade or Calling.	Average Wages per Diem without Board and Lodging (in Sterling).	Average Wages per Diem with Board and Lodging (in Sterling).	Average Wages per Annum with Board and Lodging (in Sterling).	Highest and Lowest Rates per Diem without Board or Lodging (in Sterling).	
	£. s. d.	£. s. d.	£. s. d.	Highest.	Lowest.
Combmakers	Little or no employment.				
Dairywomen . . . . .	..	..	12 0 0	..	..
Dressmakers and Milliners	0 2 0	0 1 3	..	..	..
Farm Labourers	0 3 0	0 2 3	20 0 0	..	..
Gardeners	0 4 3	0 3 0	Employed only during the summer.		
Grooms . . . . .	..	..	20 0 0	..	..
Millwrights	0 7 6	0 6 3	..	..	..
Millers	0 5 0	0 4 0	35 0 0	..	..
Painters	0 5 0	0 4 0	..	..	..
Plasterers	0 6 3	0 5 0	..	..	..
Plumbers and Glaziers	0 5 0	0 3 9	..	..	..
Quarrymen	0 4 0	0 3 0	..	..	..
Ropemakers	Little or no employment.				
Sailmakers	0 5 0	0 3 9	..	..	..
Sawyers	Paid per 100 feet; not much employed.				
Shepherds	No employment.				
Shipwrights and Boatbuilders	0 6 3	0 5 0	..	..	..
Shoemakers	0 6 3	0 5 0	..	..	..
Slaters and Shinglers . . . . .	..	..	..	..	..
Stonemasons	0 5 0	0 3 9	..	..	..
Tailors	0 5 0	0 3 9	..	..	..
Tanners	0 3 9	0 3 0	..	..	..
Wheelwrights	0 6 3	0 5 0	..	..	..
Whitesmiths	0 5 0	0 3 9	..	..	..

A. B. HAWKE, Chief Agent for Upper Canada.

Question

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

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

3. Would the rate of immigration of the last quarter satisfy the existing demand for labour?

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

Answer.

£750.

Farm and domestic servants, both male and female. There is little or no demand for day labourers as there are no public works constructing at present, and business of all kinds is, and has been for some months past, in a very stagnant condition.

Yes, as stated in answer to No. 2, every kind of business is extremely depressed.

Small farmers, with a little capital, if industrious, can always do well. What we stand most in need of is suitable employment for labourers: and I know of nothing that would furnish it so well as the construction of canals or railroads.

Emigrant Office, Kingston,
August 5, 1848.

A. B. HAWKE,
Chief Emigrant Agent for Upper Canada.

No. 3.

(No. 114.)

No 3.

COPY of a DESPATCH from Governor-General the Earl of ELGIN AND KINCARDINE to Earl GREY.

Government House, Montreal, August 30, 1848.
(Received September 21, 1848.)

MY LORD,

I HAVE the honour to transmit herewith the Chief Emigrant Agent's Returns of Emigrants arrived at the port of Quebec to the 31st July last.

I have, &c.,

(Signed)

ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Enclosure in No. 3.

BRITISH NORTH AMERICA.

SUMMARY of Chief Emigrant Agent's Returns.

Encl. in No. 3.

*From July 8 to July 22, 1848.**

	Steerage.	Infants.	Cabin.	Total.
From England	591	36	34	661
Ireland	969	48	19	1,036
Scotland	599	26	4	629
Previously reported . . .	2,159 16,760	110 777	57 394	2,326 17,931
To same period last year .	18,919 53,939	887 3,422	451 238	20,257 57,599
Decrease in 1848	35,020	2,535	..	37,342

*From July 22 to July 31, 1848.**

From England	500	31	13	544
Ireland	1,434	50	16	1,500
Scotland	145	8	6	159
Germany	126	7	..	133
Lower Ports	214	5	..	219
Previously reported . . .	2,419 18,919	101 887	35 451	2,555 20,257
To same period last year .	21,338 62,474	988 3,890	486 274	22,812 66,638
Decrease in 1848	41,136	2,902	..	43,826

(No. 127.)

No. 4.

No. 4.

COPY of a DESPATCH from Governor-General the Earl of ELGIN AND KINCARDINE to Earl GREY.

Government House, Montreal, Sept. 20, 1848.

(Received October 10, 1848.)

MY LORD,

I HAVE the honour to transmit, for your Lordship's information, an abstract taken from official returns of the gross population of the province of Upper Canada at the present time and at several periods since 1824. Your Lordship will, I am sure, observe with satisfaction, the evidence which this document furnishes of the rapid progress of this interesting colony, which derives mainly, if not exclusively from Irish and British immigration all additions to its population beyond natural increase.

I have, &c.,

(Signed)

ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Answered Nov. 1,
1848, No. 295,
page 48.

Enclosure in No. 4.

Encl. in No. 4.

GROSS POPULATION of the Province of Canada West at several periods since 1824, taken from the printed Parliamentary Returns.

1824	151,097
1825	158,027
1830	210,437
1832	261,060
1834	320,693
1836	372,502
1839	407,515
1841	465,357
1842	486,055
1848	714,964

Previous to the year 1842 the census of Upper Canada was taken yearly, at the same time, with the other assessments.

* The Chief Agent's observations accompanying this return will be found printed at page 39.

BRITISH
NORTH AMERICA.

The following Abstracts show:—

No. 1. The population of the several Electoral Divisions as they existed before the passing of the Union Act.

No. 2. The population of the Electoral Divisions as they at present stand.

In No. 2, as some townships have not been as yet returned, I have added merely 12½ per cent. to the population of 1841 to obtain an approximation; this will be under the mark. These additions when made are noted by an asterisk (*).

Montreal, September 20, 1848.

WALTER C. CROFTON,
Secretary to the Board of Registration.

No. 1.—ELECTORAL DIVISIONS, 1836.

Districts.	Counties.	Number of Townships in each County.	Population Counties.	Total Population Districts.
Eastern	Glengary	4	12,250	22,911
	Dundas	4	5,739	
	Stormont ¹	4	4,922	
Ottawa	Prescott	5	5,228	7,487
	Russell	6	2,259	
Bathurst, not distinguished	. . . . .	18	24,127	24,127
Johnstown	Leeds	9	18,141	30,585
	Grenville	8	12,444	
Midland	Frontenac	5	12,144	35,396
	Lenox and Addington	7	12,674	
	Hastings	8	10,578	
Prince Edward, a county in itself . . . . .	. . . . .	5	12,343	12,343
Newcastle	Northumberland ²	14	18,760	32,936
	Durham ³	11	14,176	
Home	York	21	43,660	63,529
	Simcoe	15	10,215	
	Toronto City	1	9,654	
Gore	Wentworth	7	12,965	43,920
	Halton	17	30,955	
Niagara	Lincoln	15	26,336	30,447
	Haldimand	7	4,111	
London	Middlesex	15	23,790	47,095
	Norfolk	7	7,742	
	Oxford	10	12,067	
	Huron	11	2,956	
Western	Essex	7	7,749	17,065
	Kent	16	9,316	
	Total	257	. .	367,841
	Add for Townships omitted	. .	. .	4,661
				372,502

¹ Town of Cornwall omitted.² Three townships omitted.³ One township omitted.

Districts.	Counties.	Townships.	Population of Counties.	Districts.	County Towns not Represented.
Bathurst	United { Lanark Renfrew	13 11	{ 12,249 9,713* 4,656 3,785*	30,403	Perth.
Brock	Oxford	12	29,219			29,219	Woodstock, 431.
Colborne	Peterborough	19	21,379	21,379	Peterboro', 1771.
Dalhousie	Carleton Bytown, town of	10 ..	19,190 6,284			25,474
Eastern	Stormont Dundas Glengary Cornwall Town	4 4 4 ..	11,471 10,723 15,005 1,454	38,653	
Gore	Wentworth Halton Hamilton City	8 8 ..	{ 12,131* 5,977 29,580 9,889			57,577
Home	York, North Riding ,, South ,, ,, East ,, ,, West ,, Toronto City	11 4 4 5 ..	17,050 21,033 24,530 20,236 23,505	106,354	
Huron	Huron	21	20,450			20,450	Goderich, 1030. Prestcott, 1775.
Johnstown	Grenville Leeds Brockville Town	5 11 ..	16,952 23,835 2,449	43,326	
London	Middlesex London Town	17 ..	41,963 4,573			46,536
Midland	Frontenac United { Lenox Addington Kingston City	15 3 6 ..	17,311 6,484 13,135 8,369	45,299	Port Hope, 1817. Coburg, 3513.
Newcastle	Durham Northumberland	6 8	23,102 24,087			47,189
Ottawa	Prescott Russell	6 4	8,663 1,701	10,364	L'Original.
Niagara	Lincoln Welland Haldimand Niagara	7 8 9 ..	14,313 17,532 12,719 3,100			47,664
Prince Edward	Prince Edward	6	18,061	18,061	Pictou, 1599.
Simcoe	Simcoe	23	23,060	23,060	Barrie. Simcoe.
Talbot	Norfolk	7	15,716			15,716
Victoria	Hastings	12	23,133	23,133	Belleville, 2939.
Wellington	Waterloo	27	41,177			41,177
Western	Essex Kent	8 21	10,996 15,483	26,479	Guelph. Sandwich. Chatham.
		347				717,513 2,549
Deduct 10 per cent. on the calculated Townships					714,964

BRITISH
NORTH AMERICA.
No. 5.

(No. 137.)

No. 5.

COPY of a DESPATCH from Governor-General the Earl of ELGIN AND KINCARDINE to Earl GREY.

Government House, Montreal, Oct. 28, 1848.

(Received November 21, 1848.)

MY LORD,

I HAVE the honour to transmit herewith the Chief Emigrant Agent's Returns of Immigrants arrived at the port of Quebec between the 1st and 30th September.

I have, &c.,

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Encl. in No. 5.

Enclosure in No. 5.

SUMMARY of Chief Emigrant Agent's Returns.

*From July 31 to August 31, 1848.**

	Steerage.	Infants.	Cabin.	Total.
From England	557	25	13	595
Ireland	441	18	11	470
Scotland	497	14	48	559
Jersey	12	..	8	20
Lower Ports	18	..	..	18
	1,525	57	80	1,662
Previously reported . . .	21,338	988	486	22,812
Total	22,863	1,045	566	24,474
To same period last year .	82,211	5,021	407	87,639
Decrease in 1848	59,348	3,976	..	63,165

*From August 31 to September 15, 1848:**

From England	226	12	63	301
Ireland	1,399	66	31	1,496
Scotland	251	10	34	295
Lower Ports	21	..	..	21
	1,897	88	128	2,113
Previously reported . . .	22,863	1,045	566	24,474
	24,760	1,133	694	26,587
For same period last year .	86,811	5,244	480	92,535
Decrease in 1848	62,051	4,111	..	65,948

*From September 15 to September 30, 1848.**

From England	353	18	53	424
Ireland	289	4	3	296
Scotland	1	..	..	1
Lower Ports	43	5	..	48
	686	27	56	769
Previously reported . . .	24,760	1,133	694	26,587
	25,446	1,160	750	27,356
For same period last year .	89,479	5,396	521	95,396
Decrease in 1848	64,033	4,236	..	68,040

* The Chief Agent's observations accompanying this Return will be found printed at pages 40, 41.

(No. 138.)

No. 6.

BRITISH
NORTH AMERICA.

No. 6.

COPY of a DESPATCH from Governor-General the Earl of ELGIN AND
KINCARDINE to Earl GREY.

Government House, Montreal, Nov. 13, 1848.

Answered Jan 7,
No. 310, page 49.

MY LORD;

(Received December 5, 1848.)

No. 11.

I HAVE the honour to transmit herewith a Return by the Chief Emigrant Agent of the Immigrants who arrived at Quebec from the 1st to the 31st of October last. The remarks appended to this return contain, as your Lordship will observe, some very severe reflections on the conduct of Captain McFie, of the brig "Ann," of Limerick, supported by affidavits. With the view of supplying your Lordship with all the information which I could procure on the case, I directed Mr. Buchanan to report whether he knew what had become of the captain, and whether any counter-statement respecting the occurrences in question had been made in his behalf. I enclose the copy of a letter written by him in reply to this inquiry.

Nov. 8, 1848.

Page 13.

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

The Right Hon. Earl Grey,
&c. &c. &c.

Enclosure 1. in No. 6.

Encl. 1 in No. 6.

No. 11.—SUMMARY of Chief Agent's Return, * from 1st to 31st October:

	Steerage.	Infants.	Cabin.	Total.
From England	312	15	35	362
Ireland	378	23	9	410
Scotland	18	..	12	30
Lower Ports	98	5	..	103
Previously reported . . .	806 25,446	43 1,160	58 750	905 27,356
To same period last year . .	26,252 91,455	1,203 5,547	506 580	28,261 97,582
Decrease in 1848	65,203	4,344	..	69,321

Enclosure 2 in No. 6.

Encl. 2 in No. 6.

EXTRACT of Remarks accompanying Chief Agent's Return for 31st October.

THE "Princess Royal" and the "William" brought up the passengers per "Ann," from Limerick, taken from that vessel on the 23rd September, after she had been run foul of by the barque "Hampton," a homeward-bound vessel, near the island of Anticoste. These poor people arrived here with the loss of every article of clothing excepting what they had on their backs; and, from the statement made by them, I deemed it desirable that it should be supported by affidavits; two of which I herewith enclose, made by four of the passengers, being three who escaped on board the "Hampton," and one who came up in the "Princess Royal." From the statement made by these parties upon oath, as well as by the passengers generally, the conduct of the master of the "Ann," Captain McFie, is open to the severest censure; and there appears little doubt but that his desertion of the vessel has caused these poor people the loss of all their little property, as it does not appear that he made any attempt to ascertain the extent of the injury which his vessel had sustained; or, when an opportunity offered the next day, did he use the necessary exertion to regain his vessel and to attend to the lives and property of the unfortunate passengers who had been entrusted to his care.

Pages 12 and 13.

It appears from the reports of several vessels which have arrived since at this port, that they fell in with the wreck of the "Ann," in the same state as when abandoned; and, by an extract from a Boston paper, it appears that the wreck was seen on the 3rd ult., 10 days after being abandoned; 30 miles N.W. from Cape George, Nova Scotia, apparently tight.

From all these circumstances it may be inferred that Captain McFie could not be over-desirous of saving his vessel, and doubtless she was well insured; and by not reaching this port he avoided the payment of upwards of 160% head-money on his passengers.

* See previous note, page 10.

BRITISH
NORTH AMERICA.

Encl. 3 in No. 6.

Enclosure 3 in No. 6.

Province of Canada, } PERSONALLY came and appeared Patrick Halvey, Edmund Carmody,
District of Quebec. } and James Gleeson, labourers, and being duly sworn upon the Holy Evangelists, depose and saith—That deponents were passengers on board the schooner "Ann," Archibald McFie, Master; they left Limerick bound for Quebec on the 17th day of August, 1848; nothing worthy of particular notice happened to the vessel or passengers till the night of the 22nd September,* when at about 11 o'clock, deponents were below in bed and asleep, and awoke by a noise as of something breaking upon deck which made a dreadful crash; on ascending to the deck we saw another vessel alongside our own; the first thing we heard was a voice, crying out to get on board the strange vessel as fast as we could, which we did as fast as possible, and succeeded in doing so with the greatest difficulty by jumping; up to this period we did not see or hear either the captain or mate of our own vessel, and we had been upwards of a quarter of an hour on board the strange vessel before we saw our captain in the cabin; we were crying and lamenting our fate when our mate told us not to be making a noise in the strange vessel.

We was ordered by the captain of the strange vessel to go to the fore-castle, at the same time sending some canvass for us to lay upon. The crew of the strange vessel gave us some clothing as we had escaped from our vessel nearly naked; about six o'clock next morning the 23rd September we went on deck, we saw that the vessel we were on board of † was injured from the accident of last night; in a short time we saw our own vessel at a great distance, and we knew her by seeing the stump of the broken mast; we also saw another vessel approaching us; in about half an hour she came up to us, and proved to be the "Princess Royal," she was hailed by our own captain, and as far as we could understand, he requested her to proceed to the "Ann," and made motion with his hands towards the direction of our unfortunate vessel; in the course of the day we perceived that the "Princess Royal" had got up to the "Ann." Our captain told us that as soon as the "Hampton's" injury had been repaired (her bowsprit and bulwarks having been carried away) that she would bear down to the "Ann" also, and at about five o'clock in the afternoon we came within hail of her and saw no person on board; the "Hampton" then shaped her course to the eastward; we remained on board the "Hampton" for five days, and when to the eastward of St. Paul's Island we fell in with the ship "William," Captain T. L. Stewart, bound to Quebec; we were put on board the "William," and arrived at Quebec on the 4th instant. We declare that we received the kindest attention from the captain and crew of the "Hampton," who administered to our wants, including several articles of clothing; and but for them we should have been wholly destitute of everything. We also state that Captain Stewart and crew of the "William" treated us with every possible kindness and attention.

We declare that neither Captain McFie or any of his officers and crew made the least exertion towards the preservation of the "Ann," and the passengers left on board at the time the collision took place; but as it appears to us, he and all belonging to the vessel sought their own safety without the slightest regard towards the preservation of the unfortunate passengers, who were abandoned to their fate in the night, and the vessel in a crippled condition; and it was not till the next day, as before stated, that Captain McFie took any steps towards the fate of his passengers. We are not aware whether any steps were taken by Captain McFie to ascertain whether his vessel was making water, but we firmly believe not, from the fact that his leaving the "Ann" immediately the vessels came together.

Further these deponents saith not, and hath signed.

his
PATRICK + HALVEY.
mark.
EDMOND CARMODY.
JAMES GLEESON.

(Signed)

Sworn before me at the City of Quebec, this 5th day of October, 1848.

(Signed)

R. SYMES.

Enclosure 4 in No. 6.

Encl. 4 in No. 6.

HUGH BRERETON, heretofore of Fairfield, county of Galway, in that part of the United Kingdom of Great Britain named Ireland, now in the city and district of Montreal, farmer, having been duly sworn upon the Holy Evangelist, depose and saith that—

I was a passenger on board the schooner "Ann," Captain McFie, which sailed from Limerick on the 17th of August last. Nothing important occurred until the night of the 22nd of September, when, having reached the Gulf of St. Lawrence, between 11 and 12 o'clock, we suffered a collision with the barque "Hampton," outward-bound. At this period the whole of the passengers, to the best of my knowledge, were in the steerage. When we heard the crash and the masts falling, we considered the ship was going to the bottom. I heard the cook say, "Damn you, lie quiet; there's no fear of you, all's right;" which words he uttered in consequence of a passenger asking him to be allowed to light a candle at his lantern, which the cook refused, putting out his own light at the same moment. He was standing on the main-hatchway, which otherwise, as well as the fore-hatchway, was covered with the wreck of the smashed boat, masts and rigging. He then went to the after-hatch,

* The "Ann" being, as we understand, not far from the island of Anticosti.—R. S., J. P.

† And which we found to be named the "Hampton."—R. S., J. P.

where the second mate was, and they spoke a few words to each other. At this time this hatch was nailed down by, it was believed by the other passengers and myself, the second mate. I feel certain that it was nailed down, because we heard the hammering; and when myself and another ascended the ladder we could not force it open; nor was it opened until I, with the assistance of a fellow-passenger, squeezed myself through an opening by the side of the hatch, where two boards had been missing for two days previously. When I got up I then, still with the assistance of the same fellow-passenger, Thomas Hannan, who pushed up from below, forced open the hatch by tearing it up; while this was happening, which altogether occupied but a few moments, the crew and some of the passengers, having ascended from the fore-castle, were escaping on board the "Hampton."

I heard our own captain, when he was on board the strange vessel, say, "All come on board here," or words to that effect; but whether he used these words in reference to his crew or the passengers I cannot say. I went down immediately to hasten my father and family into the other ship to save their lives, and in the space of about 10 minutes I had them all on deck; but we were sadly disappointed when we found that the ship had removed from alongside, with our captain, sailors, and a few passengers, leaving us, viz., 104 souls, behind, to lament our fate, several of us being in the bows, loudly complaining to those in the other vessel, then parting, at being left to perish. At daylight I saw the "Hampton" about five miles off, and I believe anchored, especially as all her sails appeared to be close-reefed. She was to the windward of us; of this I am certain, as we all, in our anxiety, took particular notice of the direction of the wind, not knowing at the time that she was the vessel with which we had been in contact, but believing it to be one that might be likely to come to our assistance. The next object we saw was the brig "Hibernia," which came to us, when a conversation occurred between the captain and myself. He asked me what happened us, which I told him. He then asked where were our captain and crew. I told him that they had left us, and were then on board the vessel which struck us, and requested him, the captain of the "Hibernia," to assist us. He said he would to the utmost of his power. I asked if he would take us on board, to which he questioned whether we were bound. I said Quebec. He said he was outward-bound, but that another vessel, then in sight (which proved to be the "Princess Royal"), and coming to us from the "Hampton," with the wind, was inward-bound, and would relieve us. "If it do not," he said, "I will, and will not leave you till I see you relieved," which he did not, but assisted with his boat, during five hours afterwards, the "Princess Royal" in taking us off. When the "Princess Royal" neared us the captain asked us a few questions, and then sent a boat to remove us, which was immediately followed by one from the "Hibernia." On different occasions of the boat of the "Princess Royal" coming to us, the men in her came on deck and one descended with me to the hold, and several of the crew, while we were on board of this vessel coming to Quebec, complained at various times that the captain would not let five of them bring up the "Ann," by which they would have saved our luggage, and earned salvage for ourselves.

I have myself carefully read over my foregoing statement, and do declare it to be, to the best of my knowledge and belief, true in every particular and without the least exaggeration.

(Signed) HUGH BRERETON.

Sworn before me, at Montreal aforesaid,
this twenty-first day of October, 1848.

(Signed) W. ERMATINGER, J. P.

Enclosure 5 in No. 6.

Encl. 5 in No. 6.

SIR,

Emigration Department, Quebec.
November 8, 1848.

I HAVE to acknowledge the receipt of your letter of yesterday directing that I should inform you, for the information of his Excellency, whether any information had been received of Captain McFie, of the schooner "Ann," referred to in the Emigrant Return No. 11.

In reply I have the honour to state that from the particulars received from the passengers who escaped on board the "Hampton," with the captain and crew, that on their being put on board the "William," bound for this port, they understood the captain's intention was to proceed to England in the former vessel, she being bound to Grangemouth. No further accounts have been received since of him that I can learn.

The only counter statement which has appeared is a letter from Captain Duguid of the ship "Princess Royal," which expresses a doubt as to the correctness of the statement made by the passengers on their first arrival here, as to the securing of the hatches.

As his Excellency may not have observed the correspondence which was published on this subject, I herewith enclose a slip which I have cut from the newspapers. With respect to that part of Captain Duguid's second letter stating that none of his crew offered to bring up the wreck to Quebec, I can only say that two of them distinctly declared in my presence that they had offered to do so, which is also confirmed by the affidavit of Hugh Brereton, and which subsequent events prove might have been done with perfect safety.

I have, &c.,

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

Major Campbell, Civil Secretary,
&c. &c. &c.

BRITISH
NORTH AMERICA.
No. 7.

(No. 143.)

No. 7.

COPY of a DESPATCH from Governor-General the Earl of ELGIN AND
KINCARDINE to Earl GREY.

Government House, Montreal, Nov. 27, 1848.

(Received December 22, 1848.)

MY LORD,

I HAVE the honour to transmit herewith the Chief Emigrant Agent's
Abstract Quarterly Return of Immigrants arrived at Quebec during the quarter
ending 31st October, 1848.

I have, &c.,

(Signed)

ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Enclosure in No. 7.

ABSTRACT QUARTERLY RETURN (IMMIGRANTS):

Months composing the Quarter.	Number of Vessels arrived.	Number of Deaths on Board or in Quarantine.	Number of Births on Board or in Quarantine.	Gross Number of Emigrants arrived.	Number of Adults.		Number of Agricul- tural Labourers.	Number of Domestic Servants.		Number of Mecha- nics and Trades- people.	Numbers for whom Cost of Passage Defrayed by.		Number assisted out of Public Funds.	Total Amount paid.
					Male.	Fem.		Male.	Fem.		Parochial Funds.	Private Funds.		
Aug. Sept. Oct.	103	At sea. 56 In Qua- rantine. 7	6	4,320	1,615	1,515	Farmers, 551 Labourers, 779.	4	112	226	67 By the Crown, 69.	222.	At Quebec, 2,164.	Expenditure throughout the Province. £. s. d. 3,128 4 6.
Totals	103	63	6	4,320	1,615	1,515	1,330	4	112	226	136	222	2,164	*3,128 4 6

£. s. d.
*Transport 2,193 14 1
Provisions 196 0 8
Medical Aid 738 9 9

3,128 4 6.

31st day of October, 1848.

A. C. BUCHANAN,

Chief Immigration Agent for Canada.

RETURN showing the Average Retail Price of Provisions and Clothing in the Colony of
CANADA EAST, in the Quarter ended 31st October, 1848.

Articles:	Average Prices (in Sterling.)
	£. s. d.
Bread, brown per 6-lb. loaf	0 0 8
Butter per lb.	0 0 8
Beef 4d., Mutton 3d., Fresh Pork 4d.	0 0 3½
Coals per chaldron	1 10 0
Candles per lb.	0 0 7½
Cheese (American)	0 0 6
Coffee, ground	0 0 10
Eggs per dozen	0 0 7
Fine Flour per barrel, 196 lbs.	1 1 0
Fish (Dry Cod) per cwt.	0 10 6
Fish (Wet ditto)	0 8 0
Firewood per cord	0 10 0
Herrings per barrel	0 12 6
Milk, fresh per quart	0 0 3
Oatmeal per cwt.	0 12 0
Pepper per lb.	0 0 8
Potatoes per bushel	0 1 8
Rice per lb.	0 0 3½
Soap, brown	0 0 3
Sugar, brown	0 0 4

Return showing the Average Retail Price of Provisions and Clothing, &c.—*continued.*

BRITISH
NORTH AMERICA.

Articles.		Average Prices (in Sterling).
		£. s. d.
Salt, coarse	per cwt.	0 1 8
Tea, black	per lb.	0 2 0
CLOTHING, &c.		
Shirts, Cotton	per pair	0 4 6
Shirts, Flannel	„	0 8 0
Shoes, strong for Men	„	0 8 0
Ditto, ditto, for Women	„	0 5 3
Blankets, common	„	0 11 3
Cloth, broad for coats and trousers	per yard	0 10 0
Flannel for drawers, or women's petticoats	„	0 1 1
Fustian for jackets and trousers	„	0 1 6

A. C. BUCHANAN,
Chief Agent, Canada East.

RETURN showing the Average Wages of Mechanics and others in CANADA EAST for the three Months ended 31st October, 1848.

Trade or Calling.	Average Wages per Diem, without Board and Lodging (in Sterling).	Average Wages per Diem, with Board and Lodging (in Sterling).	Average Wages per Annum, with Board and Lodging (in Sterling).	Highest and Lowest Rates per Diem, without Board or Lodging (in Sterling).	
				Highest.	Lowest.
	s. d.	s. d.	£. s. d.	s. d.	s. d.
Bread and Biscuit Bakers	3 0	..	..	3 6	2 6
Butchers	3 4	..	..	3 8	3 0
Brickmakers	4 3	..	..	4 6	3 0
Bricklayers	4 0	..	..	4 6	3 0
Blacksmiths	5 0	..	..	5 6	4 2
Curriers	4 6	..	..	5 0	3 4
Carpenters and Joiners	3 6	..	..	4 6	2 6
Cabinetmakers	4 0	..	..	5 0	3 0
Coopers	3 0	..	..	4 0	2 3
Carters	2 6	..	..	3 6	2 0
Cooks (women)	Engaged by the month, and found; 25s. and 17s. 6d.				
Combmakers	None employed here.				
Coppersmiths	4 9	..	..	5 6	4 0
Dairywomen	Engaged by the month, and found; 12s. and 8s.				
Dressmakers and Milliners	1 0	0 9	..	1 4	0 9
Farm Labourers	2 0	1 0	..	2 6	1 8
Gardeners . . . . .	..	..	37 10 0	..	..
Grooms	Engaged by the month, at 35s. and 27s., and found.				
Millwrights	6 0	..	..	7 6	5 0
Millers	4 0	..	..	5 0	3 9
Painters	3 0	..	..	4 0	2 3
Plasterers	3 0	..	..	4 0	2 3
Plumbers and Glaziers	3 6	..	..	4 3	3 0
Printers and Bookbinders	Engaged by the month, at 6l. 10s. and 5l. 10s.				
Quarrymen	2 6	..	..	3 6	2 0
Ropemakers	3 0	..	..	3 9	2 6
Sailmakers	4 0	..	..	5 0	3 9
Sawyers	2 9 or 4s. per 100 feet.				
Shepherds	None employed.				
Shipwrights and Boatbuilders	3 0	..	..	4 0	2 6
Shoemakers	3 4	..	..	3 9	2 6
Slaters and Shinglers	3 0 or 2s. 9d. per 1000 shingles.				
Stonecutters	4 0	..	..	5 0	3 9
Stonemasons	4 0	..	..	5 0	3 9
Tailors	3 9	..	..	4 6	2 10
Tanners	3 0	..	..	4 0	2 9
Tinsmiths	4 6	..	..	5 0	4 0
Wheelwrights	4 0	..	..	4 6	3 6
Whitesmiths	5 0	..	..	5 6	4 2
Charge, Board and Lodging for Mechanics, Labourers, &c., per Week, 15s. and 12s. 6d.					

A. C. BUCHANAN, Chief Agent.

BRITISH
NORTH AMERICA.*Questions.*

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

2. State the description of labour which is in request in the Colony.

3. Would the rate of immigration of the last quarter satisfy the existing demand for labour?

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

Answer.

The expenditure for the relief of immigrants during the past quarter amounted to 5370*l.* 13*s.* 7*d.*, a considerable part of this amount was incurred on the immigrants arrived during the quarter ending 31st July.

The demand for labour in Canada continues to be limited. A general depression of the trading interests, together with a discontinuance of the expenditure maintained for some years past, in the construction of public works, have thrown out of present employment many artisans and mechanics, and a still larger number of common labourers. Some of these classes have turned to other means of living, or have sought employment elsewhere. But it will be perhaps some time before the extensive field for labour which has existed hitherto in Canada, becomes fully re-opened. The agricultural interests are in the meantime, however, in a healthy state; and the settlement and improvement of land, encouraged by fair prices for most kinds of produce, continue to be carried on extensively.

Answered by No. 2.

No. 8.

(No. 145.)

No. 8.

COPY of a DESPATCH from Governor-General the Earl of ELGIN AND KINCARDINE to Earl GREY.

Government House, Montreal, Dec. 5, 1848.

(Received December 29, 1848.)

MY LORD,

* Page 43.

IN reply to your Lordship's Despatch,* No. 296, of the 2nd November, enclosing a copy of a correspondence with the War Office on the subject of the payment of the tax levied on certain military pensioners who proceeded to Canada last year as emigrants, I have the honour to inform your Lordship that, on the receipt of your former Despatch, No. 141, of the 30th November, 1847, the propriety of exempting pensioners sent out under the authority of Her Majesty's Government from the emigrant tax was considered, and a provision to that effect accordingly inserted in the 17th section of the Act† passed at the beginning of the ensuing Session, 11 Vict., c. 1, of which a copy is enclosed herewith.

I have, &c.,

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

No. 9.

(No. 146.)

No. 9.

COPY of a DESPATCH from Governor-General the Earl of ELGIN AND KINCARDINE to Earl GREY.

Government House, Montreal, Dec. 6, 1848.

(Received December 29, 1848.)

MY LORD,

I HAVE the honour to transmit to your Lordship herewith copies of two applications which have been made on behalf of the owner of the barque "Lord Sandon" for remission of a penalty of 40*l.* imposed under the provincial enactment of the 23rd March, 1848, for not having on board a certified list of his passengers. The applicants furnish a letter from the Customs' authorities of Cork, stating that the "Lord Sandon" cleared with 16 passengers, which number it appears would place the ship without the requirement of taking a

† For this Act, *vide* page 23 of Papers, North American Emigration, presented by Command to both Houses of Parliament, April, 1848.

passenger list, as provided for by the 18th section of the Imperial Act, 11 Vic., c. 6, the ship's tonnage being 407; but it appears, and it is admitted in the petition of the master, dated 11th September, that he took on board at Cork one cabin and 20 steerage passengers, thus exceeding by four passengers the number which a vessel of the tonnage of the "Lord Sandon" could carry without a passenger list. Under these circumstances the applications have been refused, on the ground that the remission prayed for would have the effect of establishing a dangerous precedent; and the Committee of the Executive Council have concurred in the recommendation of the officer in charge of the Customs' Department in this province that the discrepancy in the number of passengers cleared at Cork and the number actually taken on board should be brought under your Lordship's notice, with a view to its being inquired into by the Colonial Land and Emigration Commissioners; for though, in the present instance, the case is not important, it may tend to show the imperfection of the regulations established for the protection of so vast an interest.

I have, &c.,

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Enclosure 1 in No. 9.

Encl. 1 in No. 9.

To His Excellency the Right Honourable James Bruce, Earl of Elgin and Kincardine, Captain-General and Governor-in-Chief of Her Majesty's provinces of Canada, &c., &c.

The Petition of Henry Bowman, Master and Commander of the barque "Lord Sandon,"

HUMBLY SHOWETH,

THAT your petitioner received on board of his vessel at Cork, 20 steerage passengers, and one cabin passenger, for Quebec; that the broker and owner of the said barque did not furnish him with a passengers' list, not deeming it necessary to do so owing to the small number of passengers received on board the said vessel.

That on the 20th July last they set sail from Cork, and at about 5 o'clock in the morning of Saturday, the 9th instant, the ship anchored at Grosse Isle, and that after landing the passengers, the ship being clean, and the passengers clean, they were again put on board the vessel, and at 8 o'clock, P.M., of the same day, they left Grosse Isle for Quebec, where they arrived next morning at 4 o'clock, and at 8 o'clock the boarding officer came on board.

That the collector of Her Majesty's customs has demanded of your petitioner the sum of 60*l.*, of which 40*l.* was for not having brought a passengers' list, and 10*l.* extra for not having arrived in time to make an entry at the Customs on or before the 10th instant, the time at which the increase of head-money is charged.

That if your petitioner had had a list, and had reported on the 9th instant, he would have been obliged to pay but 10*l.*

Wherefore your petitioner humbly prays that your Excellency will give this matter your favourable consideration, and cause the extra amount of 50*l.* to be remitted, as the want of the passengers' list in this case, where so few passengers were received on board, can only be attributed to the owner not being aware that the law required it, and in consideration of his having arrived at Quebec on the morning of the 10th instant.

And as in duty bound your petitioner will ever pray.

(Signed) HENRY BOWMAN.

By ARCHIBALD CAMPBELL, his Agent.

Quebec, September 11, 1848.

Enclosure 2 in No. 9.

Encl. 2 in No. 9.

SIR,

Custom House, Quebec, Nov. 11, 1848.

I HAVE the honour to transmit herewith a letter and its enclosure from Messrs. Le Mesurier, Tilstone, and Co., of this city, agents for the ship "Lord Sandon," upon which vessel a fine of 40*l.* was levied in consequence of not having a certified list of passengers under the Imperial Act, and whose application for relief was disallowed by the Report of Council, dated 20th September last.

As the letter from the Collector and Comptroller of Cork establishes the fact that the "Lord Sandon" was properly cleared at that port, the number of passengers taken on board not requiring a certified list, there would appear to be now no legal objections to the fine levied being remitted should authority be given to that effect.

I have, &c.,

(Signed) H. JESSOPP, Collector.

J. M. Dunscomb, Esq.,
Commissioner of Customs, Montreal.

BRITISH
NORTH AMERICA.

SIR,

Quebec, November 10, 1848.

ENCLOSED we beg to hand you a letter from the Collector and Comptroller of Her Majesty's Customs at Cork relative to the passengers per "Lord Sandon," and we trust the explanation they give will be found so satisfactory that you will no longer hesitate to return us the 40*l.* penalty which you exacted from the master, whose agent we are.

Should you not have the power of remitting the fine we shall thank you to obtain the consent of the Executive Government to its remission.

We are, &c.

(Signed)

LEMESURIER, TILSTON, & Co.

Henry Jessopp, Esq.,
Collector of Her Majesty's Customs, Quebec.

GENTLEMEN,

Custom House, Cork, Oct. 7, 1848.

WITH reference to your letter of the 5th instant we have to acquaint you that the vessel "Lord Sandon" having cleared for 16 passengers on the 18th July from this port for Quebec, was exempt from the provisions of the Passenger Acts, the number of passengers not bearing a greater proportion to the registered tonnage than that of one passenger to every 25 tons (the tonnage of the "Lord Sandon" being 407), as provided for by the 18th section of the Act 11 Vict., cap. 6, passed the 28th March, 1848.

We are, &c.,

(Signed)

J. J. TROY, Collector.
LANDEL, Comptroller.

Messrs. Deares Brothers,
Cork.

No. 10.

(No. 147.)

No. 10.

COPY of a DESPATCH from Governor-General the Earl of ELGIN AND KINCARDINE to Earl GREY.

Government House, Montreal, Dec. 13, 1848.

(Received January 4, 1849.)

MY LORD,

* Page 49.

REFERRING to your Lordship's Despatch, No. 297,* of the 9th ultimo, enclosing a representation from Mr. Monsell, M.P., that there had been too much severity in carrying into effect the provisions of the Canadian Emigrant Act in the case of the two vessels, "Jane Black" and "Governor," I have the honour to inform your Lordship that, prior to the receipt of your Despatch, the additional rate of tax levied in the first instance by the collector of Customs at Quebec was directed to be remitted upon a petition from the parties interested.

I herewith enclose, for your Lordship's information, extracts from the minutes of the Executive Council, showing the grounds upon which this decision was come to.

I have, &c.,

(Signed)

ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Encl. in No. 10.

Enclosure in No. 10.

EXTRACT from MINUTE of COUNCIL, dated September 20, 1848.

ALTHOUGH it might be contended that a ship cannot be considered as having arrived in the Port of Quebec until she has been entered in the Custom-house, yet the Committee of Council are humbly of opinion that a liberal construction should be put on the statute, and that a ship arrived at Grosse Isle before the 11th instant, though entered at the Custom-house only on that day, should be considered as having arrived in the Port of Quebec in due time, so as not to be subjected to the payment of the additional duty, the more so as the quarantine station at Grosse Isle is within the limits of the Port of Quebec as defined by law.

The Committee, therefore, under the circumstances of the case, respectfully advise that the petitioners be remitted the said additional rate or duty of 10*s.* paid by them respectively, and that the collector of Customs be, at the same time, instructed not to exact the said additional duty from any other ship or vessel which might be similarly situated.

(No. 151.)

No. 11.

BRITISH
NORTH AMERICA
No. 11.

COPY of a DESPATCH from Governor-General the Earl of ELGIN AND KINCARDINE to Earl GREY.

Government House, Montreal, Dec. 20, 1848.
(Received January 10, 1849.)

Answered 24 Jan.
No. 315, page 51.

MY LORD,

I HAVE the honour to transmit herewith the copy of an improved Minute of Council with a memorandum by the Inspector-General on Immigration and Public Works connected therewith, in which various suggestions are made as to the best mode of promoting colonization and the settlement of immigrants from Great Britain and Ireland within this province.

Considerable efforts, as your Lordship will observe, have been made by the Government and the municipal bodies, as well as by enterprising associations and individuals, to develop the resources of the province and to extend the area for the employment of British labour. These efforts are, however, hampered by the check which has been given to colonial credit, chiefly through the withdrawal of the protection which colonial produce formerly enjoyed in the British markets. It will be for your Lordship to consider, whether means may not be taken by the intervention of the Imperial Government or otherwise, to encourage the introduction of capital into the province for the execution of those great works, which afford the only practicable means of absorbing a large pauper immigration, and which, in a country so rapidly advancing in wealth and population, cannot fail to prove remunerative when a reasonable degree of prudence is exhibited in selecting them and carrying them out.

I have, &c.,

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Enclosure 1 in No. 11.

Encl. 1 in No. 11.

EXTRACT of a REPORT of the EXECUTIVE COUNCIL, dated 20th December, 1848, approved by his Excellency the Governor-General on the same day.

THE Committee of the Executive Council have had under consideration, on your Excellency's reference, a memorandum from the Hon. the Inspector-General on immigration and on public works connected therewith, in which various suggestions are made as to the best mode of promoting colonization. The Committee of Council concur in the opinion expressed by the Inspector-General, that loans might safely be made, on certain conditions, to Commissioners incorporated under the authority of the Provincial Parliament for the construction of the public works referred to in the memorandum. The Committee of Council are further of opinion, that in case the Imperial Government should see fit to obtain the money required for the completion of these works, it would be expedient to recommend to Parliament, the special appropriation of the proceeds of the sales of public lands to the redemption of the debt so created; and the Committee of Council entertain no doubt that the public lands would afford ample security for such a loan.

(Certified.)

J. JOSEPH, C. E.

Enclosure 2 in No. 11.

Encl. 2 in No. 11.

MEMORANDUM ON IMMIGRATION and on PUBLIC WORKS as connected therewith.

THIS memorandum is based on the following assumptions:—

1st. That the mother country contains a redundant population which it is her interest to have removed to a country where, under a system of free commercial intercourse, the products of the soil will be exchanged for British manufactures.

2nd. That the British province of Canada containing, as it does, immense tracts of waste land susceptible of profitable cultivation, is deeply interested in facilitating, by every means in its power, the immigration of an industrious population.

3rd. That it is possible to procure English capital to promote colonization through the instrumentality either of the Imperial Government or of associations of individuals in England.

I do not propose to enlarge here on the importance to the mother country of finding means of disposing of her redundant population. It is quite evident from the opinions expressed in Earl Grey's Despatch of the 1st of April, 1847, and by influential statesmen of all parties during the various parliamentary discussions, as well as from the number of colonization schemes which have been suggested by parties assuming to speak the sentiments of the landed

BRITISH
NORTH AMERICA.

proprietors, that public attention in England has been sufficiently directed to the subject, and that all that is necessary in order to obtain valuable co-operation is the presentation of some feasible plan of securing an adequate return for the capital which may be required. I confess I do not think that the great value to the mother country of colonization, as contrasted with mere emigration, has been sufficiently pressed upon public attention in England. The landed proprietors, though most anxious to promote the emigration of their pauper tenants, have, comparatively speaking, but little interest in their place of settlement, and the manufacturing and mercantile classes do not seem to have given the subject much consideration. It is indeed to be regretted, that a feeling seems to prevail very extensively amongst these classes, that the colonies are a burthen and source of expense to the mother country. For many years back the tide of emigration has set strongly towards the United States, where the immigrants find a homogeneous people, ready employment at good wages, a salubrious climate, and abundance of fertile land at a moderate price. While such advantages are held out by the United States, it can scarcely be expected, even if it were desirable, that any sensible diversion of the emigration should take place. It is however important, that the Imperial Government and the British public should not under-estimate the advantages of colonization as compared with emigration.

I have assumed that the mother country is interested, not only in getting rid of a redundant population, but in securing a more extensive market for her manufactures. The commercial policy of the United States is thoroughly protective. The duties imposed on British manufactures under what is strangely termed a free trade tariff are 30 per cent. *ad valorem*, and as all charges are added to the invoice value, the real protection is at least $32\frac{1}{2}$ per cent. in addition to the various expenses attending transportation across the Atlantic. The protectionist party, which has lately succeeded in electing the President, have complained most bitterly of this tariff, highly protective as it must be admitted to be, and the exponents of their opinions are strong advocates of prohibitory duties. The annual value of the products of the United States is estimated by Mr. Walker, Secretary of the United States Treasury, at three thousand millions of dollars, of which one hundred and fifty millions are exported, while the interchange of products between the different States is estimated at five hundred millions of dollars. The policy of the United States is to confine their commerce as much as possible to themselves, and hence, it follows, that emigrants to that country become consumers of the domestic manufactures of the United States instead of those of Britain. Canada, on the other hand, is so situated, that she must persevere in a free trade policy, the effect of which must be that her people will be extensive consumers of British manufactures. At present, the average consumption of British manufactures in the United States does not exceed three dollars per head of the population, while in Canada it may safely be estimated at eight dollars. Surely this fact ought to convince the British manufacturing interest of the importance of encouraging emigration to Canada in preference to the United States.

If I have felt it unnecessary to enlarge on the importance of emigration to the mother country, I need scarcely dwell on the great advantages which would accrue to Canada from the emigration of the really industrious classes of the population of the United Kingdom. It is much to be regretted, that of late years, especially since the introduction of the poor-rate system into Ireland, sufficient care has not been taken to prevent the emigration of a class of paupers who are unable, either from age or bodily infirmity, to labour for their support. Those charged with the administration of the Poor Laws are naturally anxious to relieve themselves of the burden of supporting such persons, and have, in numerous instances, paid their passages, leaving them to undergo the fate of paupers in a strange land. The influx of emigrants unable to labour has had a tendency to check the strong feeling in favour of immigration, which would universally prevail in Canada if greater care were taken to prevent the emigration of any but healthy and able-bodied men and women. It has been found necessary to make stringent provisions in a late Act of the Provincial Parliament for preventing the destitute emigrants becoming a burden upon the colony, and even with all these provisions, the expenses of the department will exceed the amount of the immigrant tax. It is proper that I should state my conviction that the character of the emigration of the present year has been, on the whole, much superior to what it was in the years preceding. I have referred to this subject, because many labour under the erroneous impression, that in passing the Act to which I have referred, the Provincial Legislature was actuated by a desire to check immigration into Canada.

I proceed to consider the feasibility of adopting a plan by which immigration to Canada can be promoted by means of British capital, to be obtained through the instrumentality of the Imperial Government or of individuals. The great disadvantage under which Canada labours arises from the want of the capital required to construct these public works, which have become almost indispensable as auxiliaries to the canals in securing the western trade.

The capital which has been invested in railroads and other public works in the United States has been obtained to a great extent in England, where most assuredly, whatever may be the cause, a preference has always been given to American over Canadian securities. But the resources of the people of the United States are, of course, much greater than in Canada. One of the results of the protective system has been that capital has been accumulated in the Atlantic cities, and that to a considerable extent it has been made available for commercial enterprises. In Canada the increase of wealth has been very rapid, but as the effect of the colonial system has been to encourage agriculture, it has been much more generally distributed, and the acquired capital has been invested in fixed property or in stock. As an evidence of the great increase of wealth in Upper Canada, I may cite the following fact. In the 10 years, from 1827 to 1837, the number of acres of cleared land increased from 662,607 to 1,383,046,

and in the 10 years ending in 1847 to 2,673,698. The money price generally paid for clearing and fencing land is 10 dollars per acre, and I think therefore it may be fairly estimated that capital and labour were invested in cleared land in Upper Canada to the amount which at that price this land would be worth. Taking this calculation as a fair one, the increase in the wealth of Upper Canada in cleared land would be 1,801,097*l.* during the 10 years ending in 1837, and 2,673,698*l.* in the 10 years ending in 1847. But besides this great increase of wealth among the people of Upper Canada from the clearing of land, there has been a proportionate increase in the number of houses, mills, and in stock of various kinds, and also a very large amount must have been expended in the purchase of waste lands. It is not that capital has not been accumulated in Canada, but that the savings of an agricultural population have been expended in fixed property and stock, instead of in those commercial enterprises in which the savings of other classes are more generally invested. One of the consequences of the want of capital to which I have adverted has been, that the Legislature has been under the necessity of undertaking a series of important public works on the credit of the province, and has thus contracted a debt which, though not by any means so large as to afford ground for serious embarrassment, is nevertheless sufficiently so to render it inexpedient that it should embark at present in any further speculations. It must be borne in mind that the most important of these works, viz., the great chain of ship canals, comprising the Welland, Cornwall, Beauharnois, and Lachine, were undertaken with the view of securing to the St. Lawrence the carrying trade of the Western States. When the construction of these canals was undertaken the colonial system was in full operation, and no doubt existed then, nor can any exist now, that had that system remained in force the canals would ere this have yielded a considerable revenue; and even under the altered circumstances which now exist there is no just cause for despondency. It is not doubted by those who have the best means of information, and who are themselves engaged in the carrying trade, that so soon as the Navigation Laws have been repealed the superior cheapness of transit, and the much greater rapidity with which produce can be conveyed through our inland waters, will more than compensate for the disadvantage under which our shipping ports labour as compared with the Atlantic cities of the United States. It is confidently believed by many, whose opinions on such subjects are entitled to great weight, that not only will the revenues of these canals be sufficient to relieve the province of its entire debt, but that at no very remote period the whole expenses of the Government may be defrayed from tolls levied chiefly from foreigners, and that the duties now levied on imports may be altogether repealed.

The figures stand thus in the original.

I am far from wishing it to be understood that my own expectations are so sanguine, but when I witness the immense traffic on the Erie Canal, and know that its projectors were generally considered most extravagant in their ideas, although they themselves never ventured to speculate on such a result as has actually taken place, I confess that I should hesitate to declare myself one of those who have no confidence in the canals as a source of immense revenue hereafter. At present, however, the public works generally are only to be relied on as furnishing a very small portion of the revenue, and as even were the most sanguine expectations of their productiveness to be realized, the faith of the province is pledged to provide a sinking fund for the redemption of the debt guaranteed by the Imperial Parliament, I am clearly of opinion that the Canadian Legislature ought not, under existing circumstances, to undertake new works of any great magnitude.

It remains then to be considered whether any plan can be devised for facilitating immigration by providing a market for labour. I have already stated that the tendency among an agricultural population is to invest their capital in land, and I have cited facts in order to illustrate the extent to which this investment has actually taken place in Upper Canada. I am aware that an opinion prevails extensively in England that the best policy to be pursued in the disposition of the public lands is to charge a high price, and to employ the proceeds in improving the communications. Without entering into a discussion, which would be wholly irrelevant, as to the expediency of adopting such a system in other colonies, I may express my conviction that it cannot be carried out in Canada where the Government would be exposed to competition with the United States, in which country the public lands are sold at very moderate prices, and also with the land companies and private individuals. While I do not think it possible to charge very high prices for land, I would be far from advocating a general system of free grants. I think, however, that on a moderate scale free grants can be made conducive to immigration, as well as beneficial to the land revenue. The province is in possession of immense tracts of wild land, which are at present unproductive. By opening roads and making free grants of 50 acres to each actual settler, the value of the tract is at once greatly increased, while by the removal to the new settlement of a portion of the population, room is made for the immigrants, who are themselves unable from want of means to avail themselves of the privilege afforded to them by the free grant system. Here then is one mode of providing a market for immigrant labour. The capital saved by the agricultural population, and which always has been and probably for a very long time always will be invested in land, is directed to a spot where its employment will add to the value of the public domain, thus rendering it available as a good security for borrowed capital, while, at the same time, a large quantity of labour is taken from the market, which can only be supplied by the immigrants. This system of free grants, though by many believed to be improvident, is just such a one as would be adopted by any extensive landowner. My belief is, that there is hardly an individual owner of a 200 acre lot, situated in the new settlements, who would not make a free grant of 50 acres to any industrious settler who would undertake to improve it, justly calculating that he would realize more on the remaining 150 acres, owing to the improvements of the settler, than he could by allowing the whole 200 acres to remain a wilderness for an indefinite period. I need

BRITISH
NORTH AMERICA.

not point out that the province has opportunities of carrying out such a system with advantage, which no private individual can have.

The next mode by which I think that labour can be employed is by the construction of public works. These are of two kinds—those which may be considered as rather of a local character, such as macadamized and plank roads, bridges, harbours, &c., and those of a more general description, such as railroads and canals.

There is now, I think, a widely prevailing opinion that the Provincial Government has erred in constructing works of a strictly local character. At all events no doubt can exist that great dissatisfaction prevails among the people in the less-favoured localities, at what they justly consider the partiality of the Legislature. And yet it was expected that all the works which have been undertaken would at least pay the interest of the money expended on them. Had such been the result no just cause for jealousy would have existed, and the system might have been adhered to or abandoned, as circumstances might have pointed out, without injustice to any section of the population. But as these works have turned out unproductive in point of revenue, while they have been of the greatest advantage to the several localities in which they are situated, intense dissatisfaction prevails in those districts which have been neglected, and the inhabitants of which have to bear their share of the charge on the general revenue without in any degree benefiting by the works. This dissatisfaction has led to further parliamentary grants for local works, thereby increasing the embarrassments of the Government, without, in any sensible degree, removing the discontent of the people at large. I feel persuaded that an end must be put to these local grants, but as it is of great importance in every view of the subject, whether as a means of employing labour profitably, or of opening up new settlements, or of improving existing communications, that local works should be prosecuted, I am of opinion that the Government should endeavour to relieve itself of the charge of all strictly local works, by handing them over to the municipal bodies upon conditions to be agreed upon, and that express legislative provision should be made with a view to establish the credit of the various municipal bodies, and to enable them to borrow money on the security of a direct tax sufficient to meet the interest of the debt and to provide a sinking fund for its redemption. Such provisions will be embodied in the Municipal and Assessment Bills for Upper Canada, where municipal institutions are in successful operation. In Lower Canada, owing in a great degree, as I believe, to a defective system, these institutions have hardly become so well established as to encourage a hope that they can be speedily worked with a view to the object at which I have just pointed. In Upper Canada the people are already taxed for local purposes through the District Councils to the extent of about 75,000*l.* per annum, and they would, I am inclined to think, most cheerfully pay higher taxes for improvements calculated to benefit the localities. In the prosecution of these improvements, which will be undertaken either out of the resources of the inhabitants of these localities themselves, or by means of loans raised on their credit, there will be a very considerable demand for immigrant labour.

I proceed now to consider the mode of providing for the construction of works of a more general and important character, such as railroads and canals. I have explained, I trust, with sufficient clearness, that however willing the Provincial Legislature might be to facilitate the construction of such works, it would not be justified, under existing circumstance, in pledging the Revenue to any further extent. That Revenue will not, for some years at all events, be more than adequate to meet the necessary annual expenditure and the interest of the debt, and to provide for the sinking fund, which has been specially appropriated to the redemption of that portion of the debt guaranteed by the Imperial Parliament. But though, for the reasons just stated, the province may be compelled to confine its efforts to the completion of the great line of ship canals, in the success of which it is so deeply interested, several works of great importance have been projected, for some of which Acts of Incorporation have been obtained, under which operations have been commenced. The only Canadian railroad that has yet been fairly tested, is that which connects the St. Lawrence with Lake Champlain, and it is gratifying to be able to state that it has been most successful, the dividends having been equal to those generally paid in the United States. The railroad between Montreal and Lachine has also been completed, but the shortness of the line (nine miles) and the heavy expense to which the Company was subjected for property at the terminus has been against it. Its profits however, during the first year, were, I have been given to understand, equal to about 3 per cent. on the expenditure. The Montreal and Portland railroad has been commenced and has been completed as far as St. Hyacinthe, a distance of about 30 miles. This is a work of the greatest provincial importance, as it will open an extensive market for western produce, all of which will pay toll on the canals. In connection with this work may be mentioned the branch line from Quebec to Sherbrooke, which, should the railroad between Halifax and Quebec be constructed, would be almost indispensable. The improvement of the Quebec Harbour is the next work to which I would direct attention. The opening of the St. Lawrence canals is likely to cause a considerable increase of trade to Quebec, and docks and wharves are much required. The harbour of Montreal was improved some years ago by means of a loan raised through Commissioners appointed by Government for the purpose, and it is satisfactory to be able to state that the revenues have been amply sufficient to meet the interest. Quebec would be one of the most important points at which public works could be undertaken. Immigrants would be able to find immediate employment on landing, and would soon earn sufficient to enable them to proceed westward if so inclined. A canal has been projected to connect the St. Lawrence with Lake Champlain, the locks to be of the same dimensions as those on the St. Lawrence Canals. It is confidently asserted that this work will be undertaken by a Company under an Act of Incorporation—its importance would be very great.

Like the Portland Railroad, it would open an immense market for western produce, all of which would pass through the provincial canals. It is proposed to continue the railroad, now terminating at Lachine, to Granville on the Ottawa. This also would be a work of very considerable importance, connecting, as it would, the capital of the province with the extensive territory of the Ottawa, which is being settled with great rapidity.

The works to which I have referred are those which have been commenced or projected in Lower Canada. I have not mentioned the Halifax and Quebec Railroad, looking on that as a great national work, which must be considered separately, and not in the light of a mercantile speculation. In Upper Canada the work of the most considerable importance is the Great Western Railroad, which is intended to connect the Great Eastern and Western Railroads in the States of New York and Michigan, at the Suspension Bridge, near the Falls of Niagara. This railroad would pass through one of the most fertile regions of North America, and there can be no reasonable doubt that it would be very productive. A Company has likewise been incorporated to construct a railroad between Toronto and Lake Huron, which would connect the old capital of Upper Canada, now a city with nearly 25,000 inhabitants, with Lake Huron. The cost of these works may be estimated at the round sum of 3,500,000*l.* sterling. Great expectations are entertained with regard to their productiveness, and there can be no doubt that the construction of all or any of them would lead to the employment of a considerable amount of immigrant labour. It is believed that, with reasonable encouragement, several of these works might be completed. The question for consideration is how loans might be made with perfect security to the capitalist. I think that if parties in England, who are friendly to emigration, would make exertions to obtain the requisite capital, it might, with perfect safety, be lent at 6 per cent. to Companies incorporated by the Legislature for the construction of any of the works to which I have referred, provided such Company should have raised and expended on the respective works one-half of the amount required to complete them. The interest on the debentures of such Companies being a preferential claim, the capitalist would be secure of receiving 6 per cent., if the profit on the capital expended should be 3 per cent. The profits on the American lines, and on the St. Lawrence and Champlain Railroad in Canada, have been from 7 to 10 per cent. It appears clear, therefore, that the furtherance of an extensive scheme of colonization may safely be combined with the profitable investment of capital. The money to be expended on the works being double the amount of the proposed loan, the employment of labour would be very considerable, and the rate of wages in Canada being high, the labourers would be able to save a sufficient sum during the progress of the works to enable them to become settlers on the land.

It remains to be considered finally, whether any means exist of inducing Her Majesty's Imperial Government to aid in the construction of the works to which I have referred. The Despatch from Earl Grey to the Earl of Elgin and Kincardine, dated 1st April, 1847, affords ground for hope, that with a view of promoting colonization aid might be extended. In this Despatch his Lordship says, "I am of opinion that the mode in which colonization may, with most prospect of success, be promoted, is by the application of any money which may be hereafter granted or advanced by Parliament for this purpose, in opening land for settlement, by making such improvements as I have described, or by constructing public works of a more important character, such as railroads or canals." His Lordship further declared in the same Despatch, that if a practicable scheme could be devised for facilitating the employment of immigrant labour, "Her Majesty's servants will not be slow to propose, nor judging from the opinions generally expressed, would Parliament be slow to sanction, the employment of the pecuniary resources of this country in furtherance of such an object."

It is respectfully submitted that loans might be made with perfect safety, and without any risk of charge on the Imperial Treasury, to companies incorporated for the construction of the works above described, and which should have completed from their own resources one half of such works.

I have already stated the reasons which compel the provincial Government to decline placing any fresh charge on the Consolidated Revenue Fund. The province has undertaken the construction of a line of ship canals, unsurpassed probably by any in the world. These canals are not fully completed, and are as yet unproductive. They were commenced long prior to the change in the commercial policy of the empire, and with the expectation, that under the protective system then in force, the products of the west would be carried to England *via* the St. Lawrence. A large debt having been incurred for the construction of these works, a portion of which has been guaranteed by the Imperial Parliament, it is not deemed prudent to place any considerable charge on the Consolidated Revenue Fund at present. A mode, however, exists, by which the province can evince the sincerity of its belief in the eligibility of these works as a security for loans. It is proposed to provide by legislative enactment next Session, for the creation of an efficient sinking fund for the redemption of the present debt, including, of course, the Imperial guaranteed loan. I have full confidence that the revenue of the province under the new tariff will be amply sufficient for this object, and for meeting all other charges on the Consolidated Revenue Fund.

It is further proposed to capitalize the funds arising from the sale of Crown lands, as has been done with regard to the clergy reserves, and to devote the interest accruing from the investments, to educational and other purposes. These funds could not be more advantageously invested than in such securities as the debentures of the Companies incorporated for the construction of the works which I have described. And I therefore conceive if Her Majesty's Government would obtain the money required, the Crown lands would afford a perfectly reliable guarantee for the proposed advance. It is, of course, difficult to estimate the value of waste lands, and even more difficult to calculate when they will be sold. A few facts, however,

BRITISH
NORTH AMERICA.

may be stated with reference to the subject. It has been hitherto impossible to make the proceeds of the lands available for investment, owing to the claims of the U. E. loyalists and militia-men, which having been converted into land scrip receivable in payment of all Crown lands, absorbed the whole amount of the sales. During the last four years, claims to the extent of 220,000Z. have been settled by means of this scrip. This amount would, of course, have been available for investment, but for the existence of these claims. The scrip issued has now been very nearly all paid in, and the outstanding claims, which are of no great magnitude, will be very speedily extinguished. The whole quantity of clergy reserve lands was 2,395,687 acres, of this little more than one-third has been sold, and it has produced upwards of 600,000Z., all of which is now bearing interest. The public domain consists of about 200,000,000 of acres. In making a rough estimate of its value, I only take into account such of the unsurveyed lands in Lower Canada as are within 15 miles of the seigneuries and townships; and in Upper Canada, the lands in the Huron territory, and on the Ottawa. This may be estimated at 16,000,000 acres, a million of which is valuable land. The remainder is all estimated at less than 2s. 6d. per acre. I think that these lands may very fairly be considered as likely to produce 2,000,000Z. Their value would be increased materially by the construction of public works in the province, and they would afford the means of providing an efficient sinking fund for the repayment of any loan raised by the Imperial Government. To that purpose they might specially be devoted by Act of Parliament. I have not ventured to suggest in this memorandum any plan of promoting immigration, which would involve the Imperial Government in expense.

I have pointed out, first, a mode by which the province is able, through means of its waste lands, to provide for the employment of a great amount of labour.

2nd. I have shown that the contemplated measures of next Session, for improving the municipal institutions, and the system of assessing property in Upper Canada will have the effect of stimulating the local corporations to effect improvements either from their own resources, or by obtaining loans on the security of taxes, the payment of which will be enforced by the laws of the province.

3rd. I have suggested that to facilitate the construction of certain large and important works of provincial importance, loans might be made by English capitalists with perfect safety to such Companies as should have expended from their own resources one-half the amount required to complete the respective works.

And finally, I have suggested that Her Majesty's Government might be induced to promote the construction of these works, in order to facilitate the employment of immigrant labour; in which case, in addition to the security of the works themselves, the proceeds of the public lands of the province might be specially appropriated to form a sinking fund for the redemption of the debt. All which is humbly submitted for the consideration of his Excellency the Governor-General.

No. 12.

(No. 154.)

No. 12.

COPY of a DESPATCH from Governor-General the Earl of ELGIN AND KINCARDINE to Earl GREY.

Government House, Montreal, Dec. 25, 1848.

(Received January 23, 1849.)

MY LORD,

I HAVE the honour to transmit herewith 176 returns of vessels arrived at the port of Quebec with emigrants during the season of 1848; together with a copy of a letter accompanying them from the Chief Emigrant Agent.

I have, &c.,

(Signed)

ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Dec. 22.

Encl. in No. 12.

Enclosure in No. 12.

Emigration Department, Montreal,
December 22, 1848.

SIR,

I HAVE the honour herewith to transmit * 176 returns of vessels which arrived from the United Kingdom during the season of 1848, who had on board 20 adult passengers and upwards.

The number of steerage passengers brought out in these vessels was 24,313, and there arrived by 70 other vessels, having less than 20 passengers on board, a further number of 608 persons: making the total steerage emigration from the United Kingdom 24,921 souls.

On examination of these returns it will be found that several vessels, chiefly from the port of Limerick, had a small excess over their legal complement; on examination into the cause of the excess it was found in almost every instance to have arisen owing to persons having secreted themselves on board, who were not discovered until after the vessel had put to sea.

By the 4th clause of the Provincial Act for all passengers whose names are not entered on

* The returns themselves being very voluminous are not printed.

the list of clearance at the port of departure, the master has to pay a duty of 40s. each, which rate was in all these cases duly exacted. I was in consequence dissuaded from entering further proceedings, as there was but little probability under the circumstances that a conviction would be obtained.

BRITISH
NORTH AMERICA.

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

Major Campbell, Civil Secretary,
&c. &c. &c.

(No. 11.)

No. 13.

No. 13.

COPY of a DESPATCH from Governor-General the Earl of ELGIN AND KINCARDINE to Earl GREY.

Government House, Montreal, Jan. 17, 1849.
(Received February 5, 1849.)

MY LORD,

I HAVE the honour to transmit herewith the Report of the Chief Agent of Emigration for the year 1848, with a copy of an approved Minute of the Executive Council, embodying the views of the Provincial Government on this important subject, to which I beg to call your Lordship's particular attention.

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

The Right Hon. Earl Grey,
&c. &c. &c.

Enclosure 1 in No. 13.

Encl. 1 in No. 13.

REPORT on the EMIGRATION to CANADA, 1848.

Office of Her Majesty's Chief Agent for the Superintendence of Emigration to Canada, Quebec, Dec. 20, 1848.

MY LORD,

I HAVE the honour to submit, for the information of Her Majesty's Government, my Annual Report, relating to the emigration to this province during the season of 1848. 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 deaths on the passage and in quarantine, and distinguishing males and females, adults and children.

From this Table it will appear that the total number of souls embarked as steerage passengers was 26,639, and the births on the passage 59, giving a total of 26,698. The deaths on the passage were 273, and those in quarantine were 112, making the total mortality 385, and leaving the number of emigrants from the United Kingdom and the Continent landed in the province 26,313. In addition to this number there were 820 persons who arrived from New Brunswick, Nova Scotia, Prince Edward's Island, and Newfoundland; and, further, there may be added 806 persons who were classed as cabin passengers; giving as the total number of persons arrived in the colony 27,939. This immigration is nearly equal to the average of the 18 years preceding 1847; but, compared with the arrivals of that year, shows a decrease amounting to 61,515 souls.

The emigration of 1848, so far as health and condition are concerned, bears a most favourable comparison with that of 1847. The deaths on the passage, which were 273, amount to a little more than one per cent. on the whole number embarked. Those which occurred at the Quarantine Hospital at Grosse Isle were 112—0·35 per cent.; making the total mortality amount to a proportion of 1·35 on every 100 souls embarked,—a per centage very much less than that suffered in 1847.

The number of adult persons comprehended by the emigration embarked was, males, 9980; females, 7740; total, 17,720. The mortality among the same class on the passage was, males, 57, and females, 43; total, 100: equal to 0·56 per cent.

The mortality in quarantine was, males, 47; females, 29; total, 76: equal to 0·40 per cent. on the reduced number. The total mortality amongst the adults at sea and in quarantine was 176, equal to 1 per cent. nearly.

The number of children under 14 years and infants embarked is as follows, viz., male children, 4015; female, 3724; infants of both sexes, 1180. The births at sea were 59, making the total number of children 8978; of these there died at sea altogether 173, being in the proportion of 1·93 per cent. Of the remainder there died in quarantine 36, being 0·40 per cent. The whole mortality under 14 years was 209, or 2·33 per cent.

In addition to the abstract which is here referred to, the Appendix will be found to contain, in No. 2, a return of the same passenger ships, showing the number of vessels from each port and country, the total number of emigrants from each port, with the deaths on the passage and in quarantine.

As in former years, the emigrants from the port of Liverpool prove to be nearly altogether

BRITISH
NORTH AMERICA.

Irish, and I conceive it proper to rank this port accordingly rather with Ireland than England, when considering the mortality with reference to the respective countries of the emigration. The deaths on the passage and in quarantine from among 3990 emigrants from England, exclusively of Liverpool, were 24, equal to 0.6 per cent. Those among 18,397 from Ireland, including Liverpool, were 329, equal to 1.79 per cent. Those on 2893 from Scotland were 11, equal to 0.4 per cent. Those on 1416 from continental ports were 21, equal to 1.5 per cent. It will be observed that Cork and Limerick, among the Irish ports, and Liverpool are, as in last year, distinguished for the large mortality among their emigrants. The port of Galway shows the largest per centage of deaths, although, from the limited number of emigrants embarked there, this circumstance does not seem to require particular remark. One vessel, 54 days from Galway, the "St. John's," Oliver, master, lost, of 156 passengers, 26, making five-eighths of the whole deaths from this port. The "Governor," Hugell, master, 34 days from Limerick, lost 49 of 174 passengers; and the "Retriever," in 53 days from Liverpool, lost similarly 17 out of 163 passengers. These are all the cases of large proportionate mortality which can be pointed out. The deaths in almost every other instance occurred at a nearly uniform rate, corresponding to the number contained by the vessel. The proportion of males comprehended in the year's emigration is 14,427 to 11,832 females, or as 5 to 4 nearly. The total number of adults is 18,273; the number of children and infants together 9186, or in the proportion of 50 per cent.

Table No. 3 of the Appendix is an abstract of the ports from whence the emigration of 1848 has proceeded, showing at the same time the numbers from the same ports during the previous year. The emigration of the two terms may be brought into comparison as follows; viz.—

	1847.	1848.
From England . . .	28,706	6,034
From Ireland . . .	50,360	16,582
From Scotland . . .	3,628	3,086
From Germany . . .	7,437	1,395
From Lower Ports . . .		842
	<hr/> 190,131	<hr/> 27,939

The emigration to Canada has always been subject to fluctuation, and considerable differences have been observed between the numbers arriving in consecutive years. Between 1839 and 1846, however, its average extent for the whole term is not very greatly different from the return for any particular year.

In 1847 there appeared a very large increase, produced, no doubt, to a great extent, by a concurrence of circumstances unconnected with the province, but in some degree promoted by the facility with which passages to Quebec were obtained at English and Irish ports, or engagements made for transport, not merely from these ports to Quebec, but to the emigrants' ultimate destination.

The improvements effected in the navigation of the St. Lawrence were rendering this route both more economical and more easy than that by New York for the emigrant family, whether proceeding to Upper Canada or the Western States of the Union; and up to that period the duties levied on steerage passengers landing at Quebec, were confined to a fixed tax of 5s. currency for adult, which under the rule for the conversion of children and infants to this standard, might be calculated at 3s. 4d. currency, about 2s. 10d. sterling per head. Beyond this stated tax there was no liability imposed upon passenger vessels, whose owners could thus regulate with facility their charge for passage before departure from the port of sailing.

There was nothing to render it certain that the emigration of 1847 to Quebec, even under precisely similar circumstances, would be equalled by that of 1848. But as the number of persons proceeding from Europe to North America generally has exceeded, in the season just expired, the number ever previously known to have thus emigrated, it may be inferred that if no change had been offered in the provincial enactments affecting the resort to Quebec, that port and the St. Lawrence route westward could hardly have felt so large a decrease in their share of the whole as has been experienced.

The disposition to emigrate appears to have existed in the United Kingdom, at least as extensively in the past as in the previous year. The number of vessels proceeding to the St. Lawrence without outward freights has been very slightly reduced, not more than in the ratio of 8 per cent. The quarantine regulations are without change, and the rates of inland transport have remained the same. The only difference that has been made as regards the expense of passage by the St. Lawrence, consists in the increased rate of tax imposed directly on the steerage passenger, and in the liability to which vessels are made subject, consequently on their condition on arrival, in reference to sickness of passengers.

The increase in the emigrant duty is only 5s. currency on the adult person. But in the case of a family comprehending children, it becomes much more than double the former amount. Under the former Act an average family of two adults, two children over 10 years, and those younger, paid as follows:—

	£.	s.	d.
Two adults at 5s., two children at 2s. 6d., and three children at 1s. 8d., equal to		1	0
The same number and ages, under the present Act, pay, viz., seven souls at 10s.		3	10

I conceive it probable, however, that the clauses of the existing Act which enforce increasing rates of tax in proportion to the required detention of the vessel in quarantine, may have operated more effectually than the increased direct tax, in discouraging the adoption of the Quebec route by the emigrants of 1848.

The indefinite character of this liability, not determinable until the completion of the voyage, and the fear that no attention, or even expense, on the part of the ship, might secure her from an imposition absorbing the greatest proportion of the whole freight which the passengers would pay, did, on the passing of the Act, lead several vessels already receiving emigrants for Quebec to change their destination and proceed rather to New York; and it is probable that in other instances the shipowners increased their demands for passage by the maximum amount of the increased rate, before they would receive passengers subjecting their vessels to any risk of its being imposed.

Throughout the season vessels continued to sail from the United Kingdom for New York, whence, after landing their passengers, they proceeded to Quebec in ballast, seeking a return cargo from Canada. From an examination of the Quebec register of arrivals from American ports, I find that 48 British ships from New York, and 10 from Boston, arrived in ballast during the past season, having all disembarked passengers in the United States.

The existing Act was passed by the provincial Legislature only just previously to the season at which the great bulk of the emigrants usually sail; and it seems probable that its terms were interpreted in a more severe sense than was intended; but although it will become generally known, that of the 28,000 emigrants landed at Quebec in 1848, only 1112 were made the grounds of a charge on the ship of the extra rate of 2s. 6d., in consequence of her detention in quarantine from sickness on arrival; and that of 278 emigrant ships only four made subject to a three days' detention, the clauses of the Act imposing extra rates in cases of sickness on the passage, if they remain the same, will permit continued misinterpretation to the same hurtful result.

The total number of vessels employed as passenger ships from Europe to Quebec in 1848 is 278, of 112,051 tons, and navigated by 4,517 seamen.

The average number of steerage passengers on board of the vessels from England, excluding Liverpool, is	62
The average from Ireland and Liverpool	116
" Scotland	64
" Continent	141

Of the 278 vessels, 186 had 20 adult passengers and upwards; the remaining 92 brought out less than 20 each. The average passage of the ships from England was 44 days, from Ireland 43 days, from Scotland 36½, and from the Continental ports, Bremen and Hamburg, 51 days.

I have found it necessary to institute proceedings but in one case, that of the "St. John's," Oliver, master, from Galway, for violation of the provisions of the Imperial Passenger Act. This vessel cleared from the port of Galway on the 1st April, under the old Act, but did not leave that port until the 6th. She had sailed, according to her passenger list, with 118 steerage and 12 cabin passengers, equal to 156 souls. On arrival she was reported to have on board equal to 130 adults, whereas under the Act 11 Vict., c. 6, she could legally carry only 84½, as she had not a medical practitioner on board, the excess being 64½. As this vessel arrived in a very sickly state, having lost 13 by death on the passage, and of 17 cases which was admitted to hospital on arrival at quarantine 13 died, I submitted the case to Mr. Duval, Queen's Counsel, and a prosecution was instituted for the recovery of the penalty. The result was, however, unfavourable, on the grounds that although Captain Oliver was guilty of the charge, yet as the law was only promulgated in London to take effect on the 28th March, and as his vessel cleared from Galway on the 1st April, sufficient time had not elapsed, and he could not have been aware of its existence.

There were several other cases in which vessels had a few passengers over their legal complement, but as this excess was not specified upon their list of clearance at the port of departure, but arose from passengers having been stowed away, and only discovered after the vessel had put to sea, and as by the 4th clause of the Provincial Act the master became liable to a duty of 40s. each, on all such passengers not certified, I was dissuaded from prosecuting for a further penalty.

The provisions of the Imperial Passenger Act appear very generally to have been productive of benefit; and the circumstance of few complaints having been made with respect to their accommodation and treatment, may be taken as indicating an increased degree of protection to the emigrants from all imposition or oppression.

Only one disaster at sea affecting a passenger ship has occurred in the course of the past season, the particulars of which will be found in the Appendix, in the Report, No. 11, of 31st October, 1848, accompanied by the affidavits made by several of the passengers. The desertion of his vessel by the master of the "Ann" would appear to have occurred under the impulse of fear, and without proper inquiry into the extent of damage which the vessel had suffered in her collision with the "Hampton." So far as I have been able to learn, there was no proper exertion to regain his vessel made by the master in the morning, when he found from her being still afloat that the damage must have been inconsiderable. Three of the passengers and two of the crew lost their lives in attempting to get on board the "Hampton."

Conduct such as is here charged to the master of the "Ann," is of very rare occurrence. The masters of vessels in the Quebec trade are, with very few exceptions, able and brave seamen, careful alike of the interests of their owners and of the lives placed in their charge,

BRITISH
NORTH AMERICA.

and those engaged in the regular conveyance of passengers are generally known as kind and humane men.

Table No. 4 contains a return of the adult male emigration, distinguishing the trades and callings. The total number of males embarked was 10,286. Of these there appear to have been 1171 artisans or tradesmen, domestic servants 59, farmers and farm servants 3292, and unskilled labourers 5764. Of the artisans and tradesmen, 426 were miners from Cornwall, whose destination was chiefly the lead and copper mines in the Western States.

At Table No. 5 will be seen a statement of the number of persons who have received assistance to enable them to emigrate, either from their landlords or from their parishes.

It is always extremely difficult to ascertain the extent of assistance thus given, but I have endeavoured to make up this return as correctly as the means of information will permit.

The number who had been sent out from England under the superintendence of the Poor Law Commissioners, and who received one pound sterling each adult, was 190; and 196 had been aided by their respective parishes, either with a free passage or a small sum of money.

From Scotland there were 595, who were assisted by the Duke of Sutherland. They received a free passage and provisions to Quebec, and all proceeded to settle in the Gore and Brock district. On board the "Erromanga" and "Canada" there were 134 persons from South Uist, Inverness-shire, who had been sent out by Lachlan Chisholm, Esq. They also were provided with a free passage and provisions to Quebec. All these people were in very poor circumstances, and required assistance from the department for their removal from Quebec to their places of destination.

From Ireland the number who, it was ascertained, had received assistance, either with free passages, or with a donation of money on arrival in the country, similar to that allowed by the Poor Law Commissioners, was 2505: 809 sailed from Limerick, 582 of whom were sent out by Colonel Wyndham and F. Speight, Esq. The remaining number from this port, 227, were sent out by several other proprietors, and merely received a free passage.

From the port of Waterford and New Ross, 588 persons were sent out by their landlords, Lords Fitzwilliam and Devon. From Galway, 323 emigrants were assisted, 253 of whom were sent out by the Quit Rent Office from the Crown estates. These received, besides free passages, a sum of money amounting to 20s. sterling each adult, and 10s. each child, which was paid to them through this department.

The number from Cork was 289; 249 of whom were military pensioners and their families, sent out by the Imperial Government, and forwarded to their respective destinations by the Commissariat Department. From Sligo there were 192, and from the other Irish ports and Liverpool, 303, who were furnished with a passage and some assistance to procure provisions for the voyage.

A general Hospital Return is furnished in paper No. 6, showing the number of emigrant patients admitted for medical relief at the Quarantine Establishment, up to its close on the 10th November,—at the Marine and Emigrant Hospital, Quebec,—and at the Emigrant Hospital at Montreal. The total number of admissions into hospital was 968; of whom 786 were discharged, and 156 died; 26 remained at the close of these establishments, and were transferred to the Montreal General Hospital, as pay patients. Most of them have since been discharged convalescent.

The Table No. 7 shows the amount of emigration landed in the province, from the year 1829 inclusively. The total number landed at the port of Quebec within 20 years has been 584,267, affording an average of 29,213 per year.

Table No. 8 is an approximate view of the distribution of the emigrants.	
There arrived a total of	27,939
Of these there passed into the United States, chiefly by way of Lake Champlain	4,000
And to New Brunswick	56
	4,056
Leaving	23,883
Of whom there proceeded to the eastern townships	238
Remain in the district of Quebec	209
Ditto ditto Montreal	599
Proceeded to the Ottawa district, Bytown, Perth, and neighbourhood,	1,311
Remained between Montreal and Kingston	177
	2,534
	21,349
The number ascertained to have proceeded to Kingston and the westward of that place was	21,349
The number passed over to the United States from Kingston, Toronto, &c.	3,355
	17,994
Leaving	17,994

TO THE BRITISH PROVINCES IN NORTH AMERICA. 29

BRITISH
NORTH AMERICA.

Whose settlement appears, by the several agents' returns rendered to Mr. Hawke, to have taken place as follows, viz. :—

In the Midland, Victoria, and Prince Edward District	1,342
Newcastle and Colborne	2,618
Horne and Simcoe	7,713
Wellington, Gore, Brock, and London District	6,321
	<u>17,994</u>

	£.	s.	d.
The total expenditure of the Emigration Department of the province within the year amounts to	13,926	17	0
Of this there was paid on account of the emigration of 1847, being the balance of hospital expenses in Canada West	1,158	8	9
And for balance of transport	20	0	0
		<u>1,178</u>	<u>8 9</u>
The amount really chargeable against the Emigration Fund of 1848 is accordingly	12,748	8	3

Of this sum there was disbursed—

For transport	8,033	17	10
Provisions	937	3	11
Hospital expenses	1,984	14	6
Agencies	1,792	12	0
	<u>£12,748</u>	<u>8</u>	<u>3</u>

At Quebec the outlay was as follows :—

Transport	2,471	15	1
Provisions	118	8	3
Agencies	154	17	0
		<u>2,745</u>	<u>0 10</u>

At Montreal—

Transport	2,620	17	9
Provisions	161	16	9
Hospital expenses	718	18	8
Agencies	477	9	9
		<u>3,979</u>	<u>2 11</u>

At Kingston, for Canada West—

Transport	2,941	4	6
Provisions	656	18	11
Hospital expenses	1,265	15	10
Agencies	1,160	5	3
		<u>6,024</u>	<u>4 6</u>
		<u>£12,748</u>	<u>8 3</u>

The amount expended under the head of transport has covered the charge of the assistance granted in 29,476 cases.

The number of adult persons forwarded from Quebec to Montreal, was	10,406
From the same place to Kingston and intermediate places	462
To Toronto	49
To Hamilton	367
To the Lower Ports	56
	<u>11,340</u>

From Montreal to Kingston, and intermediate places on the St. Lawrence	7,695
To Kingston and Ottawa District	498
To Hamilton and Toronto	31
To St. John's	1,238
	<u>9,462</u>

BRITISH
NORTH AMERICA.

From Kingston to Toronto	6,298
To Coburg and Port Hope	255
To Windsor and Darlington	145
To Ports on the Bay of Quinte, and places in the interior	386
From Coburg to Peterboro', and other places in the Newcastle District	152
From Toronto to Wellington Square and Hamilton	1,021
From Hamilton to the interior of the Gore District	417
	8,674

It will be observed, that the expenditure in transport made at Quebec has somewhat increased with relation to the whole sum disbursed under this head. The passage from Quebec to Montreal has been no higher than in former years, and for a part of the season the competition on the river lowered the charge for deck passengers to $7\frac{1}{2}d.$, so that few claims for assistance were required to be entertained. But from the introduction of a new class of steamboats and barges, sailing from Quebec directly to the different ports on the Lakes, it became practicable to ship destitute emigrants for their eventual destination, without leaving them subject to any transshipment on the route; and this, as being preferable for the emigrant, as well as less expensive, was done as far as possible. It is probable, that the employment of vessels of the class here mentioned, will be extended in future seasons, and that there will be henceforth constant means of proceeding from Quebec, even to Chicago and Sault St. Mary, without transshipment.

The Emigrant Fund for 1848 has been constituted of the amount of the duty levied on steerage passengers, and the sum of 1500*l.* sterling, the imperial appropriation for the payment of the agents' salaries.

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

	£.	s.	d.	£.	s.	d.
At Quebec,—						
On 24,093 souls at 10s.	12,046	10	0			
1076 arrived subsequently to 1st September at 20s.	1,076	0	0			
415 ditto ditto 1st October at 30s.	667	10	0			
152 uncertified on ships' papers, at 40s.	304	0	0			
86 Infirm under 6 Sec. of Act, at 20s.	84	0	0			
1112, on account of ship's detention in quarantine three days, at 2s. 6 <i>d.</i>	139	0	0			
	14,319	0	0			
At Montreal,—						
378 souls, at 10s.	189	0	0			
7 after 1st September, at 20s.	7	0	0			
19 after 1st October, at 50s.	28	0	0			
	224	10	0			
Total tax received	14,543	10	0			
Imperial appropriation, 1500 <i>l.</i> sterling, equal to, at 24s. 4 <i>d.</i>	1,825	0	0			
	16,368	10	0			

It appears, therefore, that a balance amounting to 3620*l.* 1s. 9*d.* remains at the credit of the fund, and available for the purposes of the quarantine expenses.

The whole emigration of the year landed at Quebec may be considered as of similar character to that of the preceding season. It will be observed from the returns, that the proportion of Irish emigrants was quite as large as in any former year, and these, it may be added, arrived very generally in a state of poverty. In cases where means for providing transport were found to exist, even to a trifling amount, assistance was refused, up to the point when those means were ascertained to be exhausted. It is impracticable altogether to escape imposition; but the comparatively small amount of the emigration has permitted the exercise of a better control, and stricter investigation into doubtful cases, than could be attempted by the department in 1847; and I may confidently assert that the transport fund has been applied wholly to the aid of those who could not otherwise have reached the employment which they sought, or the friends who offered to supply their immediate wants, and who must have remained, consequently, a heavy burthen upon the towns into which they were crowded on landing.

The absence of the usual demand for labour, such as emigrants can supply, extending to Quebec, Montreal, and Kingston, throughout the entire summer, greatly limited the number whom these towns could absorb into their population; and if the amount of the emigrant duty had not been made available for their relief in this manner, there must have arisen very

loud complaints, and a feeling evincing itself, perhaps, in the enactment of municipal regulations, such as might materially affect the free ingress and passage of all emigrants of the poorer classes.

Through the application of the fund, at least in a great measure, the effect of the unfavourable circumstances under which the emigration arrived in the province this year, has been felt in a less degree than might have been anticipated. The towns have afforded but little employment; but the emigrants being distributed throughout the country, a large proportion of them find at least subsistence, and the burthen of the unemployed being more evenly supported, is borne with less unwillingness by the province in general.

The agricultural districts are in a healthy and thriving condition, fair crops having been realized generally, and the prices of produce having sufficiently remunerated the farmers on the average of several years past. The improvement of waste lands consequently proceeds with some spirit, and greater attention is being paid to the cultivation of the older settled farms, all of which materially extends the demand for agricultural labour. This, if not remunerated at former high rates, nor perhaps paid for in money, is yet a great resource for the industrious emigrant, supplying his present wants, and promising him a provision perfectly available for his future settlement in the country.

For unskilled labour there is at present little or no demand, there being in progress no public works nor considerable private undertakings demanding such labour. For artisans and mechanics, also, the prospects of employment in the province are much less encouraging than they have been for many years past. Indeed, there has been recently so severe a curtailment of the expenditure directed to building and other local improvements connected with the large towns, that many of the established workmen have found it requisite to remove, and seek a livelihood elsewhere.

I am unable to hold out inducement for the immigration of any considerable number of persons of the class dependent on early and continued employment in the approaching season. I anticipate, indeed, that there will be some difficulty in providing support for those who will, under any circumstances, resort to the province; and I apprehend a continued necessity that the Emigrant Fund should be applied to aid in the distribution throughout the country of the masses whose destitution will crowd them into the frontier towns and ports of landing.

To emigrants of moderate means, who are competent to maintain themselves independently while proceeding to settle on wild land, or who can command the price of a cleared farm, the prospects are more encouraging. The moderate prices of all necessaries, and the facility with which labour may now be secured for the cultivation of land, render the present period perhaps more favourable than any former one for the commencement of a settlement in Canada.

With a better knowledge extended to ship-owners of the real bearing of the Emigrant Tax Bill, or with some possible modifications in the terms of the Act, passages from the United Kingdom or the Continent may become reduced to their former rates, when the superior advantages of the St. Lawrence for the interior conveyance of settlers will become fully apparent. By this route, the distance to Upper Canada, and all the Western States, is much less from the port of landing than by the Hudson and the Erie Canal. There is no necessary transshipment, nor any exposure, whether to passengers or freight; and the expense, particularly when bulky luggage is an accompaniment, is very much less than by the American conveyances.

The advantages which are to be realized to the province from its being made the resort of a large portion of the well-provided emigration now taking place, as well from the Continent as from Great Britain, even though the whole number should not remain to become established inhabitants, are so manifest as to lead me to hope that, in the ensuing season, the arrivals of this class will show a considerable increase over the past two years.

I have annexed a copy of a report received from Mr. Hawke, relating to the portion of the emigration which proceeded to Upper Canada, and furnishing a summary of the transactions of the department in that section of the province.

I have, &c.,

The Right Hon. Earl of Elgin and Kincardine,
&c. &c. &c.

A. C. BUCHANAN, Chief Agent.

SIR,

Emigrant Office, Kingston, December 7, 1848.

It appears that during the year 1848, 27,939 emigrants landed at Quebec and Montreal, and by the returns received at this office, that 21,349 reached Upper Canada, and that they have been distributed as follows:—

Settled in the Midland, Victoria, and Prince Edward Districts	1,342
Settled in the Newcastle and Colborne Districts	2,618
Settled in the Horne and Simcoe Districts	7,713
Settled in the Gore, Niagara, and Wellington Districts	6,321
Destination unknown, but supposed chiefly to have gone to the United States	3,355
	<hr/>
	21,349
	<hr/>

BRITISH
NORTH AMERICA.

The number of free passages granted during the season at Kingston, Toronto, and Hamilton agencies, have been as follows:—

From Kingston to Toronto	6,298
" " Coburg and Port Hope	255½
" " Windsor and Darlington	145
" " Ports in the Bay of Quinte, and places in the interior	386
From Coburg to Peterboro', and other places in the Newcastle District	152
From Toronto to Wellington Square and Hamilton	1,021
From Hamilton to the interior of the Gore District	417
Free passages	<u>8,674½</u>

Being equal to 11,566 souls, who all received a small supply of food in addition to their free passage. The number who received a supply of food only, I cannot correctly ascertain, but it must have amounted to several thousands, as the quantity of food given seldom exceeds one 4lb. loaf to each person. The total expenditure for transport for the season amounts to—

	£.	s.	d.
For provisions	2,941	4	6
	656	18	11
Making the total for provisions and transport	3,598	3	5
The expenditure on account of hospitals, including funeral expenses and buildings	2,424	4	7
Agency and miscellaneous expenses	1,160	5	3
Total	<u>£7,182</u>	<u>13</u>	<u>3</u>

The expenditure at the hospitals appears unusually large, but nearly one-half of the amount was occasioned by patients who landed here during the previous sickly season. On the 25th April last, the charge of the hospitals at Toronto and Kingston, containing 457 patients, was transferred to this department: the number of admissions since that date appears to have been 352, of whom 38 remain under medical treatment. The number of deaths during the season at Kingston, Coburg, Toronto, and Hamilton, appears to have been 87. Nine-tenths of the emigrants, I am of opinion, were farm servants and day-labourers. The former generally obtained work at fair wages, for the latter there was but little demand; and the consequence has been, that a great many of them have been compelled to seek employment in the United States. I am sorry to be obliged to remark, that the prospect for labourers during the ensuing season are very unfavourable. We have no public works in operation, and business of every kind appears to be in a very unusually depressed state. Farmers with small capital and farm servants will be sure of meeting with every encouragement, and of doing well in almost any part of Upper Canada.

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

I have, &c.
(Signed) A. B. HAWKE,
Chief Emigrant Agent, U. C.

No. 1.—RETURN of the Number of Emigrants Embarked, with the Number of Births and Deaths during the Voyage and in Quarantine, the Total Number Landed in the Colony, distinguishing Males from Females, and Adults from Children, with the Number of Souls from each Country, during the season of 1848.

BRITISH
NORTH AMERICA.

Whence.	No. of Ships.	Cabin Passengers	Number Embarked.						Deaths on the Passage.				
			Adults.		Children 1 to 14 years.		Infants	Total.	Adults.		Children 1 to 14 years.		Infants
			M.	F.	M.	F.			M.	F.	M.	F.	
England . . .	102	370	2,232	1,384	926	883	299	5,724	6	1	12	15	21
Ireland . . .	121	207	6,169	5,054	2,411	2,264	714	16,612	48	39	39	43	24
Scotland . . .	45	204	1,058	871	476	380	108	2,893	..	2	2	1	..
Germany . . .	10	3	521	431	202	197	59	1,410	3	1	2	8	..
Lower Ports, &c.	42	22	306	247	126	121	20	820	..	..	..	..	..
	320	806	10,286	7,987	4,141	3,845	1,200	27,459	57	43	55	67	51

Whence.	Deaths in Quarantine.					Births.		Landed in the Colony.						Total.	
	Adults.		Children 1 to 14 years.		Infants			Adults.		Children 1 to 14 years.		Infants	Total.		
	M.	F.	M.	F.		M.	F.	M.	F.	M.	F.			M.	F.
England . . .	7	4	2	2	1	6	5	2,219	1,379	912	866	288	5,664	3,131	2,245
Ireland . . .	39	24	7	16	4	19	27	6,083	4,991	2,365	2,205	731	16,375	8,447	7,196
Scotland . . .	1	1	2	..	..	..	..	1,037	863	472	377	108	2,882	1,529	1,245
Germany . . .	1	..	..	..	..	2	1	517	430	200	189	56	1,392	717	619
Lower Ports, &c.	..	..	..	..	..	..	..	306	247	126	121	20	820	432	368
	47	29	11	20	5	26	33	10,182	7,915	4,075	3,758	1,203	27,133	14,256	11,673

Number of Deaths in the Passage 273
 Dito ditto in Quarantine 112
 Total Deaths previous to arrival at Quebec 385

Total Number of Steerage Passengers 25,930
 Infants under 1 year 1,203
 Cabin Passengers 27,133
 Total Persons Landed in the Colony 27,939

Emigration Department, Quebec,
 December, 1848.

A. C. BUCHANAN,
 Chief Agent.

No. 2.—ABSTRACT STATEMENT of the Total Number of Emigrants Embarked, Died on the Passage and in Quarantine, with the Number of Births, and the Total Numbers Landed in the Colony, distinguishing the Countries and Ports whence they sailed, during the season of 1848.

Ports whence Sailed.	Number of Vessels.	Passengers.		Deaths.		Number of Births.	Landed in Colony.
		Steerage.	Cabin.	At Sea.	In Quarantine.		
ENGLAND.							
Aberystwith	1	4	..	..	..	..	4
Bideford	1	53	4	..	..	..	57
Bridgewater	1	118	1	..	..	..	119
Bristol	4	137	..	..	..	..	137
Falmouth	6	174	43	2	..	..	215
Fowey	1	3	..	..	..	..	3
Hull	4	291	19	4	..	2	308
Lancaster	1	1	1	..	..	..	2
Liverpool	37	1,734	108	31	16	6	1,801
London	17	801	113	7	..	..	907
Maryport	1	11	..	..	..	..	11
Newcastle	1	8	..	..	..	..	8
Padstow	5	413	16	2	..	1	428
Penzance	4	232	..	..	..	..	232
Plymouth	11	1,554	42	8	..	2	1,590
Poole	1	1	9	..	..	..	10
St. Ives	2	109	..	1	..	..	108
Stockton	1	2	..	..	..	..	2
Torquay	1	8	..	..	..	..	8
Truro	1	70	3	..	..	..	73
Southampton	1	..	11	..	..	..	11
	102	5,724	370	55	16	11	6,034

BRITISH
NORTH AMERICA.No. 2.—Abstract Statement of the Total Number of Emigrants Embarked, &c.—*continued.*

Ports whence Sailed.	Number of Vessels.	Passengers.		Deaths.		Number of Births.	Landed in Colony.
		Steerage.	Cabin.	At Sea.	In Quarantine.		
IRELAND.							
Ballydehob	1	74	1	..	..	1	75
Belfast	8	1,919	20	8	..	7	1,938
Cork	14	1,928	25	23	8	5	1,981
Donegal	6	617	9	3	2	2	623
Dublin	2	308	10	2	3	1	314
Galway	3	674	5	26	14	5	644
Killala	1	183	1	2	5	..	177
Kilrush	2	187	6	2	1	..	190
Limerick	40	5,906	69	91	51	13	5,846
Londonderry	3	344	..	3	..	1	342
New Ross	9	1,139	10	5	..	2	1,146
Newry	4	399	2	5	..	2	398
Sligo	7	1,190	27	14	3	2	1,202
Tralce	3	308	5	4	..	3	312
Waterford	10	662	9	..	..	..	671
Westport	3	368	2	3	1	..	366
Wexford	3	238	6	2	1	1	342
Youghal	2	114	..	..	..	..	114
	121	16,612	207	193	89	45	16,582
SCOTLAND.							
Aberdeen	6	294	4	..	4	..	294
Arbroath	1	8	2	..	..	..	10
Ayr	2	1	1	..	..	..	2
Dundee	2	60	15	..	..	..	75
Glasgow	25	1,506	167	5	1	..	1,667
Greenock	2	266	4	..	..	..	270
Leith	2	21	2	..	..	..	23
Loch Eribol	1	206	..	..	..	..	206
Loch Saxford	1	409	..	..	1	..	408
Thurso	1	109	..	..	..	..	109
Troon	2	13	9	..	..	..	22
	45	2,893	204	5	6	..	3,086
GERMANY.							
Bremen	4	564	3	4	..	1	564
Hamburg	6	846	..	16	1	2	831
	10	1,410	3	20	1	3	1,395
LOWER PORTS.							
New Brunswick	15	433	18	..	..	..	451
Nova Scotia	20	207	..	..	..	..	207
Prince Edward Island	4	161	4	..	..	..	165
Newfoundland	3	19	..	..	..	..	19
	42	820	22	..	..	..	842

RECAPITULATION.

Whence.	Number of Vessels.	Passengers.		Deaths.		Number of Births.	Landed in Colony.
		Steerage.	Cabin.	At Sea.	In Quarantine.		
ENGLAND	102	5,724	370	55	16	11	6,034
IRELAND	121	16,612	207	193	89	45	16,582
SCOTLAND	45	2,893	204	5	6	..	3,086
GERMANY	10	1,410	3	20	1	3	1,395
LOWER PORTS (schooners)	42	820	22	..	..	..	842
	320	27,459	806	273	112	59	27,939

Emigration Department, Quebec,
December, 1848.A. C. BUCHANAN,
Chief Agent.

TO THE BRITISH PROVINCES IN NORTH AMERICA. 35

No. 3.—NAMES of PORTS from which EMIGRANTS came during the Years 1847 and 1848.

BRITISH
NORTH AMERICA.

Name of Port.	1847	1848	Name of Port.	1847	1848
ENGLAND.			SCOTLAND.		
St. Ives	63	106	Aberdeen	326	230
Aberystwith	230	4	Arbroath . . . . .	..	7
Bideford	19	49	Ayr . . . . .	..	1
Bridgewater	55	110	Dundee	52	56
Bristol	139	135	Glasgow	1,587	1,442
Cardiff	9	..	Greenock	1,065	524
Chepstow	1	..	Leith . . . . .	..	21
Falmouth	205	164	Loch Eribol . . . . .	..	196
Fowey . . . . .	..	3	Loch Saxford	279	398
Hull	268	267	Thurso . . . . .	..	107
Lancaster . . . . .	..	1	Troon . . . . .	..	12
Liverpool	21,428	1,612	Children under 1 year	144	108
London	1,773	771			
Maryport	30	11	Cabin passengers	3,453	2,882
Milford	29	..		175	204
Newcastle . . . . .	..	8	Total	3,628	3,086
Newport	330	..			
Padstow	585	382	GERMANY.		
Penzance	65	223	Bremen	5,398	543
Plymouth	946	1,454	Bremerhaven	311	..
Poole	4	1	Hamburg	1,502	793
Southampton	213	..	Children under 1 year	217	56
Stockton . . . . .	..	2			
Sunderland	7	..	Cabin passengers	7,428	1,392
Torquay	13	8		9	3
Truro	96	65	Total	7,437	1,395
Weymouth	4	..			
Children under 1 year	1,977	288	LOWER PORTS, &c.		
			Arichat . . . . .	..	18
Cabin passengers	28,489	5,664	Bathurst . . . . .	..	1
	217	370	Bermuda . . . . .	..	1
Total	28,706	6,034	Cape Breton . . . . .	..	36
			Carboniere . . . . .	..	9
IRELAND.			Gaspe . . . . .	..	10
Ballydehob . . . . .	..	70	Halifax . . . . .	..	94
Ballyshannon	60	..	Jersey . . . . .	..	24
Belfast	6,175	1,828	Magdalen Islands . . . . .	..	18
Cork	7,980	1,890	Miramichi . . . . .	..	304
Donegal	762	589	New York . . . . .	..	2
Dublin	5,783	292	Paspebiac . . . . .	..	2
Galway	692	616	Pictou . . . . .	..	47
Killala	1,177	172	Prince Edward Island . . . . .	..	156
Kilrush	108	174	Richabucto . . . . .	..	59
Londonderry	3,212	337	St. John's, Newfound- land . . . . .	..	19
Limerick	8,254	5,474	Children under 1 year	..	20
New Ross	3,978	1,110			
Newry	1,377	366	Cabin passengers . . . . .	..	820
Sligo	4,795	1,116		..	22
Tralee . . . . .	..	296	Total . . . . .	..	842
Waterford	2,818	623			
Westport	60	356			
Wexford . . . . .	..	224			
Youghal	300	111			
Children under 1 year	2,534	731			
Cabin passengers	50,065	16,375			
	295	207			
Total	50,360	16,582			

RECAPITULATION.

Country.	1847	1848
ENGLAND	28,706	6,034
IRELAND	50,360	16,582
SCOTLAND	3,628	3,086
GERMANY	7,437	1,395
LOWER PORTS, &c. . . . .	..	842
Total	90,131	27,939

BRITISH
NORTH AMERICA.

No. 4.—RETURN of the TRADES or CALLINGS of the EMIGRANTS who arrived at the Ports of Quebec and Montreal during the Year 1848.

Bakers	12	Painters	4
Butchers	15	Plasterers	3
Bricklayers and Stone-masons	52	Printers	3
Black and White smiths	76	Quarrymen	20
Bookbinders	5	Rope-makers	6
Boot and Shoe makers	83	Sawyers	7
Braziers, Tin-smiths, &c.	13	Saddlers	10
Cabinet-makers	16	Stone-cutter	1
Carpenters and Joiners	125	Tailor	87
Coopers	19	Tanners	1
Coach-maker	1	Unenumerated callings	123
Cart and Wheel-wrights	9	Male servants	59
Currier	1	Farmers and Agricultural labourers	3,292
Dyers	5	Common labourers	5,764
Draper	1		
Engineers	8		10,286
Gardeners	10	Deaths of male adults at sea	57
Hatter	1	Deaths of male adults in quarantine	47
Millers and Mill-wrights	22		104
Miners	426		
Moulders	6		
		Total	10,182

Emigration Department, Quebec,
December, 1848.

A. C. BUCHANAN, Chief Agent.

No. 5.—NUMBER of PERSONS who appeared to have received Assistance to enable them to Emigrate during the Season of 1848.

Vessel.	Where from.	Date of Arrival.	England.		Ireland.
			Poor Law Commissioners.	Parish and Private Funds.	Landlords and Private Funds.
Ottawa	Bridgewater	May 13	15	20	..
Fame	Limerick . . . . .	"	..	..	45
Envoy	Londonderry	May 16	..	..	2
Jane Black	Limerick	May 18	..	..	96
Eliza Ann. . . . .	" . . . . .	"	..	..	12
Menapia	Wexford . . . . .	"	..	..	30
Jessy	Limerick . . . . .	"	..	..	40
Fergus	Hull	"	..	5	..
Governor	Limerick	May 19	..	..	130
Prince Regent	Hull	May 20	..	6	..
Moodkee	Wexford	May 22	..	..	35
Civility	Bideford	"	..	8	..
Dahlia	Plymouth	May 23	..	9	..
Odessa	Dublin	May 26	..	..	74
Aberfoyle	New Ross . . . . .	"	..	..	192
Clio	Padstow	"	..	8	..
St. John	Galway	May 27	..	..	50
Helen	London	May 31	104	..	..
Primrose	Limerick	June 4	..	..	130
Jessie	Sligo	June 5	..	..	120
Cashmere	"	June 7	..	..	60
Miltiades	Belfast	June 8	..	..	30
Thetis	Limerick	June 9	..	..	14
Hope	"	June 10	..	..	2
Lawrence Fowistal	Waterford	June 11	..	..	8
Anne	Donegal	June 13	..	..	36
Don	Plymouth	June 14	..	20	..
Dromahair	Sligo	June 16	..	..	12
Thistle	Waterford	June 20	..	..	3
Erin	New Ross	June 21	..	..	5
Abbotsford	Galway . . . . .	"	..	..	20
Maria Brennan	Limerick	June 22	..	..	20
Tasso	"	June 23	..	..	72
Jessie	New Ross . . . . .	"	..	..	300
Santa Moura	London	June 26	48	..	..
Camana	"	"	4	15	..
Meteor	Hull	June 27	..	14	..
Greenock	Loch Saxford	June 28	..	399	..
Strang	Liverpool	June 29	..	..	66
Hydrus	Limerick	July 2	..	..	47
Undine	"	July 5	..	..	27

Number of Persons who appeared to have received Assistance to enable them to Emigrate during the Season of 1848—continued.

BRITISH NORTH AMERICA.

Vessel.	Where from.	Date of Arrival.	England.		Ireland.
			Poor Law Commissioners.	Parish and Private Funds.	Landlords and Private Funds.
Scotia	Loch Eribol	July 7	..	196	..
Rose	Tralee . . . . .	„	..	..	7
Anna Maria	Limerick	July 8	..	..	43
Bess Grant	Plymouth	July 19	..	24	..
Eleanor	Limerick . . . . .	„	..	..	51
Swan	New Ross . . . . .	„	..	..	80
Wilberforce	Limerick	July 21	..	..	3
Sea-Bird	Galway	July 23	..	..	253
Viceroy	Belfast	July 24	..	..	13
Mary	Cork	July 25	..	..	40
Conquering Hero	London	July 27	19	..	..
Monarch	Limerick	Aug. 20	..	..	30
Medusa	Belfast	Sept. 4	..	..	7
Dædalus	Plymouth	Sept. 9	..	25	..
Governor	Limerick	Sept. 10	..	..	5
Florentia	Cork	Sept. 11	..	..	249
Maria	Limerick . . . . .	„	..	..	18
Erromango	Glasgow	Sept. 15	..	64	..
Canada	„	„	..	70	..
Jessy	Limerick . . . . .	„	..	..	34
John Bull	London	Sept. 25	..	16	..
Clio	Padstow	Oct. 1	..	16	..
Marchioness of Abercorn	Falmouth	Oct. 5	..	10	..
Thetis	Tralee	Oct. 25	..	..	4
Total			190	925	2505

A. C. BUCHANAN, Chief Agent.

No. 6.—RETURN of the Number of Admissions into Hospital, Discharges, and Deaths of EMIGRANTS who arrived in Canada during the Season of 1848.

	Admitted.	Discharged.	Died.	Re-remaining.
Quarantine Hospital	581	469	112	..
Marine and Emigrant Hospital, Quebec.	152	131	17	4
Point St. Charles Hospital, Montreal	235	186	27	22
Total	968	786	156	26

No. 7.—COMPARATIVE STATEMENT of the Number of EMIGRANTS arrived at the Port of Quebec since the Year 1829, inclusive.

Country.	5 Years from 1829 to 1833.	5 Years from 1834 to 1838.	5 Years from 1839 to 1843.	1844.	1845.	1846.	1847.	1848.
From England	43,386	28,624	30,813	7,698	8,833	9,163	28,725	6,034
Ireland	102,264	54,898	74,981	9,993	14,208	21,049	50,360	16,582
Scotland	20,143	10,998	16,289	2,234	2,174	1,645	3,628	3,086
Germany	15	485	..	..	..	896	7,437	1,395
Lower Ports, &c.	1,889	1,346	1,777	217	160	..	..	842
Total	167,697	196,351	123,860	20,142	25,375	32,753	90,150	27,939

Grand Total 584,267

Emigration Department, Quebec, December, 1848.

A. C. BUCHANAN, Chief Agent.

No. 8.—DISTRIBUTION of the EMIGRANTS who arrived in the Province of Canada during the Year 1848, as near as can be ascertained.

Number of emigrants from the United Kingdom, <i>viâ</i> the St. Lawrence.	25,702
Number of emigrants from Germany, <i>viâ</i> the St. Lawrence.	1,395
Number of emigrants from Lower Ports, &c., <i>viâ</i> the St. Lawrence	842
Number of emigrants at the different agencies in Canada West, by the route of the United States	No return.
Total	27,939

BRITISH
NORTH AMERICA.*Distribution.*

Estimated number settled in the city and district of Quebec	209	
Proceeded to the eastern townships, viâ Port St. Francis	238	
Settled in the Montreal district, and in the city and vicinity	599	
Total remaining in Canada East	1,046	
Number settled at Bytown and at various places on the Ottawa and Rideau	1,488	
At Kingston and Bay of Quinte, and in the Hastings, Prince Edward, and Midland districts	1,342	
At Coburg, Port Hope, Windsor, Whitby, and Darlington, and in the Newcastle and Colborne districts	2,615	
At Toronto, and in the Horne and Simcoe districts	7,713	
At Port Credit, Oakville, and Hamilton	6,321	
In the Wellington, Gore, Niagara, Brock, and London districts	6,321	
Total number settled in Canada West	19,482	
Gone to New Brunswick, Nova Scotia, and Prince Edward Island	56	
Gone to the Western States, and great proportion of whom were miners	3,355	
Gone to the United States from Montreal, viâ Lake Champlain	4,000	
Total supposed gone to the United States	7,411	
		27,939

A. C. BUCHANAN, Chief Agent.

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 1848.

No. 1.—*From the 1st to the 27th May, 1848.*

Note.—The emigrants arrived during the period, embraced in this Return, have landed, except those on board the "Governor" and "John Hall," from Limerick, in good health: 18 deaths occurred during the passage on board the former and seven in the latter. Neither of these vessels had a medical officer on board, and the "John Hall" had cleared on the 29th April under the old Act; all the other vessels, with the exception of the "Jessy," Gorman, master, cleared under the new Act, and have conformed to its several regulations. The deaths during the passage I have entered in red ink in the margin.

The emigrants included in this return amounted to 5902, of whom 227 were aided in their emigration by landlords or parish authorities. Of those who have been assisted, the largest number were sent out by Colonel Wyndham from Limerick, and all received a sum of money on landing here, varying from 10s. to 15s. sterling each adult. Of the voluntary emigrants a large number are in comfortable circumstances, many of whom have brought out considerable sums of money. The great majority of them intend settling in Upper Canada.

The male adults are classed as follows:—714 farmers, 1444 labourers, and 398 mechanics. Of the latter, 159 are miners from Cornwall, who are proceeding to the Western States.

The number of persons assisted by this department from the several vessels included in this Return is 2471, equal to 1946 adults, at an expenditure of 3647. 17s. 6d. The amount of emigrant tax received to the 29th ultimo is 31387. 10s.

No. 2.—*From the 26th May to the 17th June, 1848.*

Note.—The emigrants arrived during the period embraced in this Return are chiefly agriculturists. The male adults are classed on the several lists as follows:—1197 labourers, 607 farmers, and 296 mechanics, 104 of the latter being miners from Cornwall. These vessels have generally landed their passengers in good health, the deaths on the passage being 64, or equal to 1.25 per cent. The greatest mortality was on board the brig "St. John," from Galway, 13 having died on the passage, and 17 being landed sick, 10 of whom have since died in the Quarantine Hospital. This vessel cleared from Galway on the 1st April under the old Act, but did not sail from that port until the 6th April. On numbering the passengers she was found, according to amended Imperial Passenger Act, to have 64½ passengers over her legal complement. I accordingly entered proceedings against the master; but although the case was fully proved, the magistrate did not impose a penalty, in consequence of the short time which had elapsed between the promulgation of the law and the clearing of the vessel at Galway; and it also appeared that the vessel had been regularly cleared by the officer of Customs at that port.

Among the passengers on board these vessels there were many very respectable families, who appeared in comfortable circumstances, and who generally intend settling in the western section of the province. A number of the Germans propose settling in the Wellington and Gore districts. A large number of the Irish emigrants were very poor, and have generally emigrated to join friends. The number who have been assisted are 2610, equal to 2090 adults, at a cost of 3911. 10s. 6d.

No. 3.—*From the 17th to 24th June, 1848.*

Note.—The emigrants by the vessels included in this Return have all landed in good health, the deaths being but 18 on the passage, 10 of which occurred on board the "Abbotsford," viz., two adults, and eight children of measles.

They are chiefly labourers, and about one-third are proceeding to join their friends in the United States. The demand for labourers throughout the province being but limited, has induced a considerable number to proceed to the United States, to take advantage of the labour which railroads offer them.

The German passengers are generally in comfortable circumstances, and, with the exception of a few on board the "Integrity," were all able to pay their way. Of the Irish a large number were very poor; and on board the Limerick and Galway vessels more than one-half required assistance to enable them to proceed from hence. The total number of persons forwarded from these vessels are 714, equal to 641 adults, at an outlay of 120*l.* 3*s.* 9*d.*

No. 4.—*From the 24th to the 30th June, 1848.*

Note.—2482 passengers arrived at this port during the week ending 30th instant, 26 of whom came under the class of cabin passengers. Their general health was good, but 13 deaths having occurred out of this number during the passage.

They are mostly agriculturists, and of the male adults but 32 were mechanics. Of those sailed from ports in England, 238 were from Liverpool, all of whom were natives of Ireland. They were generally poor, and upwards of 190 required assistance to enable them to proceed from hence. The Scotch emigrants were all from Sutherlandshire, and were assisted by his Grace the Duke of Sutherland to emigrate to this country. They were all proceeding to join friends in Zorra, and were forwarded direct from this port to Hamilton by the steamer "Princess," the first boat of large burthen which has passed direct from this since the completion of the Lachine Canal.

The German emigrants are respectable in appearance, and generally have good means; 45 were assisted with a free passage. The majority were proceeding to Buffalo and the Western States.

One hundred and forty-one passengers have arrived here from the Lower Provinces. Some of these were emigrants of this season, but the greater part came out last year by the "Loostank" and "Miracle," the former of which put into Miramichi on account of sickness, and the latter was wrecked on the Magdalen Islands. They landed here very destitute, their passage to this having been paid by the public authorities at Miramichi and Richabuctoo.

The total number of persons who received assistance from the Emigrant Department, from the several ships included in this return, was 1342, equal to 1105½ adults, at an expense of 207*l.* 3*s.* 9*d.*

By the Return from the Quarantine Hospital, Grosse Isle, the number of patients remaining in hospital on the 30th June were 152; 232 cases had been admitted, and 44 had died during the month of June. The total deaths at that station has been 64 during the season, 26 of which occurred from one vessel, the "Governor," from Limerick.

The amount of emigrant tax received to this date is 7945*l.*

No. 5.—*From the 30th June to the 8th July, 1848.*

Note.—1752 emigrants arrived at this port during the past week, all in good health. The deaths on the passage were but 20; 8 adults and 12 children.

The Irish emigrants, 1307, are from Limerick, Sligo, Killala, Donegal, and Tralee, and a large portion of them are very destitute. About one-fourth are proceeding to their friends in the United States, the rest to different parts of the Province to join friends or to seek employment. The Scotch passengers by the "Jessie Stephens" are all respectable people, and appear to have means. They proceeded in the vessel to Montreal. Those by the "Scotia" were sent out by the Duke of Sutherland, and are represented to be industrious and respectable people, but very poor. They were all proceeding to their friends in the Gore, Brock, and London districts.

The German emigrants were all proceeding to the Western States, and, with the exception of nine, were able to pay their own way.

The total number of persons forwarded at Government expense from the several vessels included in this return, was 1076, equal to 892½ adults, at an expenditure of 167*l.* 6*s.* 10*d.*

No. 6.—*From the 8th to the 22nd July, 1848.*

Note.—The emigrants arrived during the week ending 22nd instant, have all landed in good health. The deaths on the passage numbered 19, as stated in the margin. These vessels have generally made favourable passages, the average being 43½ days. They have chiefly emigrated at their own expense, as I could only ascertain that 153 had received parochial or private aid. It was stated, that on board the "Mozambique," from Cork, a considerable number of Crown witnesses had been sent out by the Government, but no official information had been received at this office to that effect. A large portion of these emigrants were in very limited circumstances, and the applications for relief were most numerous; 815 persons, equal to 720 adults, were forwarded free from this agency.

No. 7.—*From the 22nd to the 31st July, 1848.*

Note.—2419 emigrants arrived at this port during the week ending this date, four-fifths of whom are from Ireland, whose appearance and circumstances were such as have usually distinguished those previously arrived from that country. A good many families were evidently possessed of considerable property, yet many of those who are most importunate for assistance are frequently ascertained to be possessed of considerable sums of money.

BRITISH
NORTH AMERICA.

Their general health was good, but 25 deaths occurred on the passage, chiefly of children, 14 of which were in the "Tuskar," 8 infants, and 6 from 18 months to 5 years.

Two hundred and fifty-three passengers by the "Sea-Bird," from Galway, were sent out by Government from the Crown estates; they were well supplied with food and clothing, and received 20s. sterling each adult on landing here. The greater part proceeded to Upper Canada, some to friends and others for employment. They all expressed themselves truly grateful to Her Majesty's Government for the liberal provision and bounty they had received.

Among the arrivals this week were 219 persons from New Brunswick and Nova Scotia; a considerable number of whom, it was ascertained, had emigrated this season to New Brunswick, but finding employment scarce, had proceeded to this Province. A proportion were Scotch families, who were proceeding to settle among their friends in Canada West. These emigrants were all very poor, and unable to proceed up the country without assistance; the others, from the lower ports, were all able to pay their own way, and appeared in comfortable circumstances.

This Return closes the month of July, and completes the amount of the spring emigration. It is satisfactory to find that the fears entertained in the early part of the season, that it would be accompanied by the destitution and disease of 1847, have not been realized. On the contrary, when it is considered that in many parts of Ireland the same causes of disease still exist, the emigration, on the whole, may be deemed healthy, as, with the exception of those on board a few of the early vessels, the deaths on the passage have not been much beyond the usual average of former years. Their general health also throughout the country is much improved of late; the Chief Agent for Canada West reports that the hospital returns in his section of the Province shows that the condition of the emigrants as to health is highly satisfactory; and, further, that with the exception of the sick, and a few who are waiting to hear from their relations, there were not any unemployed.

The returns of the Quarantine Hospital show the deaths during the season to have been 104, and the number of patients remaining 105.

The demand for labour has been but limited in this section of the province, this is not surprising when the depressed state of trade is considered. Many emigrants have, however, refused offers of employment at fair wages, 25s. to 30s. per month, preferring to proceed up the country, in hopes the approach of harvest, which promises to be most bountiful, will increase the demand for labour during the ensuing months. As it is, no man who is satisfied with reasonable wages need be unemployed.

The expense attending the emigration of this season, disbursed through this department, has been to this date, July 31, 7,394*l.* 17*s.* 3*d.*, under the following heads; viz.—

	<i>£.</i>	<i>s.</i>	<i>d.</i>
Transport	6,094	18	2
Provisions	438	16	1
Hospital expenses	861	3	0
Total	<u>£7,394</u>	<u>17</u>	<u>3</u>

No. 8.—From the 31st July to the 31st August, 1848.

Note.—The emigrants arrived during the month of August have been landed in good health, but 13 deaths having occurred on the passage, about equal to 0.75 per cent. The majority of these passengers proceeded to the western section of the province, where many of them had friends and relatives. Among the English emigrants there were a considerable number of Cornish miners, proceeding to the mining districts in the Western States. Some few of them have been employed by the newly-established Companies on Lakes Huron and Superior. There were also a considerable body of Scotch emigrants from Glasgow, chiefly farmers, who appeared in comfortable circumstances. They all proceeded to Western Canada, with the exception of a few who had friends in Montreal.

The Irish emigrants from Cork, Limerick, and Liverpool, were generally very poor, and a number of them required assistance to enable them to proceed. The total number of persons forwarded from the vessels, included in this return, was 388. Owing to the opposition between the Steam-boat Companies, the passage, on alternate nights, was reduced to 7½*d.* in the steerage, which has tended materially to reduce the number of applications for assistance.

No. 9.—From the 31st August to the 15th September, 1848.

Note.—The number of emigrants embraced in this return was 2113, including cabin passengers. They landed generally in good health; the deaths on the passage, as stated in the margin, numbered 23 (chiefly children), being a little over 1 per cent.

The majority of the emigrants were Irish, and many of them in very destitute circumstances. The passengers by the "Cambria" from Cork, 244 in number, all appeared in extreme poverty. They had a passage of 61 days, but arrived healthy. These, with the passengers by the "Lockwoods," from the same port, and the "Jane Black," "Jessy," "Maria," and "Triumph," from Limerick, required assistance to enable them to reach their destination.

In the "Florentia," from Cork, there were a number of pensioners, with their families, sent out by Her Majesty's Government. They landed in good health, and were all forwarded to their destination by the Commissariat Department.

The total number of free passages given to the emigrants by these vessels was 859 persons, equal to 693 adults.

One hundred and thirty-four of the passengers by the "Canada and Erromanga" were provided with a free passage by their landlords, principally by Lachlan Chisholm, Esq., and are all from the parish of South Uist. They were all poor, and but few of them could speak or understand English. Their destination was Glengarry, and the highland settlements in the Gore and Brock Districts, and they were all forwarded at the expense of this department.

No. 10.—*From the 15th to the 30th September, 1848.*

Note.—None of the vessels included in this return present any subject worthy of remark. It may be observed generally that the passengers arrived healthy; and from the lowness of the passage between Quebec and Montreal, very little assistance in transport had to be given.

No. 11.—*From the 30th September to the 31st October.*

Note.—This return closes the emigration for this season. The emigrants by these vessels all landed in good health, but eight deaths having occurred on the passage.

The "Princess Royal" and the "William" brought up the passengers from "Ann,"* from Limerick, taken from that vessel on the 23rd of September, after they had been run foul of by the barque "Hampton," a homeward-bound vessel, near the island of Anticosti. These poor people arrived here, after losing every article of clothing, excepting what they had on their backs.

The statement made by them, I deemed it necessary should be supported by affidavits; two of which I herewith enclose, one made by three of the passengers, who escaped on board the "Hampton," and the other by one who came up in the "Princess Royal." From the statement made, as well by these parties on oath as by the passengers generally, the conduct of the master of the "Ann," Captain McFie, is open to the severest censure, and there appears little doubt but that his desertion of the vessel has caused these poor people the loss of all their property, as it does not appear that he made any attempt to ascertain the extent of the injury which his vessel had sustained; nor, when an opportunity offered next day, did he use the necessary exertion to regain his vessel, and attend to the lives and property of the unfortunate passengers who had been entrusted to his care.

Printed at page 12.

It appears from the reports of several vessels which have arrived since at this port, that they fell in with the wreck of the "Ann" in the same state as when abandoned; and by an extract from a Boston paper it appears that the wreck was seen on the 3rd ult., 10 days after being abandoned, 30 miles N.W. from Cape George, Nova Scotia, apparently water-tight.

By not reaching this port, Captain McFie avoided the payment of upwards of 160*l.* head money on his passengers.

The number of persons assisted from these vessels was 412.

(Here follow the affidavits of Patrick Halvey and others, and Hugh Brereton, printed at p. 12.)

Enclosure 2 in No. 13.

Encl. 2 in No. 13.

EXTRACT from a Report of a Committee of the Honourable the Executive Council on Matters of State, dated 17th January, 1849, approved by his Excellency the Governor-General, in Council on the same day.

MAY IT PLEASE YOUR EXCELLENCY,

THE Committee of the Executive Council have had under consideration, on your Excellency's reference, the Annual Report of A. C. Buchanan, Esq., Chief Emigration Agent in this province, and have resumed the consideration of a Despatch addressed to your Excellency by the Right Honourable Earl Grey, Her Majesty's Principal Secretary of State for the Colonies, dated 6th April last, in which his Lordship has suggested various alterations in the Act passed during the last session of the Provincial Parliament, entitled "An Act to make better provision with respect to Emigrants, and for defraying the Expenses of supporting indigent Emigrants, and of forwarding them to their place of destination, and to amend the Act therein mentioned."

Before entering on the consideration of any suggested amendment to the Act, the Committee of Council desire to offer some general observations on the subject, which is one of great importance as well to this province as the mother-country. Reference has been made by Earl Grey to the comparative rates of the immigrant tax in this province and in the adjoining state of New York, and the fact that the commutation money charged is higher in Canada has led to the erroneous opinion that there is a desire on the part of the Canadian Legislature to discourage immigration. The object of the tax, both in Canada and New York, is to provide a fund for the assistance of destitute immigrants. In the State of New York the relief afforded is principally confined to those who are afflicted with disease, while in Canada large sums are expended in furnishing destitute immigrants with food, and with free passages to their place of destination. Until the year 1847, the proceeds of the tax of 5*s.* per head for each adult, and a proportionate rate for children, were found sufficient, with the aid of Imperial grants, to maintain the department.

In 1847 an unusually large immigration took place at a time when pestilence was raging in

* See correspondence on this subject, printed at pages 11 and 50.

BRITISH
NORTH AMERICA.

Ireland. The result was most calamitous, and the Government was suddenly called on to establish Boards of Health and hospitals in all the principal towns of the province, at an expense the magnitude of which could not have been contemplated at the time. While the pestilence was at the highest, the Provincial Parliament was called on to legislate on the subject, and it was deemed prudent to impose a tax which it was supposed would produce an amount sufficient to defray all the expenses of the Quarantine and Immigration Departments.

Prior to the passing of this Act the Immigration Department had been managed almost exclusively by the Imperial Government.

The salaries of the Immigrant Agents, with the exception of the Chief Agent, whose salary was provided for by the Civil List, were defrayed from a special Imperial grant, and no further demand to be made on the Provincial Treasury except for a small annual sum for the Quarantine Establishment. The pestilence in 1847 rendered an immediate and heavy outlay indispensable. And as there was no time to communicate on the subject with the Imperial Government, the Provincial Parliament was applied to for a grant of 20,000*l.* currency, which it was hoped at the time would be sufficient to meet all demands, and which it was confidently expected Her Majesty's Government would repay. The expenses incurred during that disastrous year exceeded all expectations, amounting in the aggregate to the sum of 186,775*l.* 5*s.* 5*d.*; and although Her Majesty's Government, with great liberality and promptitude, agreed to assume the liabilities which were incurred on that behalf, yet they did so on the understanding that the province would in future assume the management of the immigrant funds, and provide for all deficiencies out of the Consolidated Revenue Fund. It is hardly necessary for the Committee of Council to point out how prejudicial it would be if any serious discouragement were given to the employment of shipping in the passenger trade to Canada. The carrying trade to and from the Western States is a prize for which Canada is anxious to compete; and it must be obvious that it would be a most ruinous policy to drive away the passenger trade by restriction. On the other hand, it would be a subject of serious complaint on the part of the inhabitants of the cities of Quebec and Montreal if destitute immigrants were thrown upon them for support at times when there should be no demand for labour. The Committee of Council have anxiously considered how far it is possible on the one hand to remove the complaint made by the British Government and by the emigrants that the tax is higher in Canada than in New York; and on the other, to prevent the recurrence of the over-expenditure of the present year. It is important to observe here, that Mr. Buchanan has excluded from his statement of the immigration expenses of the past year the cost of the Grosse Isle establishment, which has been charged in the books of the province against the Immigrant Fund, there being no other means at the disposal of the provincial Government of defraying the quarantine charges. Moreover, in the opinion of the Committee of Council, these expenses having been incurred almost exclusively on account of the immigrants, they are as fair a charge upon the Immigrant Fund as any other branch of the expenditure.

Mr. Buchanan states that there will be a balance of 3620*l.* 1*s.* 9*d.* available for the quarantine expenses, but the Committee of Council deem it expedient to add that there will be a deficiency of upwards of 5000*l.* to be made good by the provincial Legislature.

After giving the entire subject a most careful consideration, the Committee of Council are of opinion that the tendency of the system now in operation in Canada, and under which the destitute immigrants are provided with food and passages, is to afford undue encouragement to the sending out of that class which is of course the least desirable one that the province can receive. If it be assumed, as of course it must be, that a sufficient tax must be raised to defray the expenditure of the department; and if it be further assumed that it is extremely undesirable that the tax in Canada should be higher than at New York, it must follow that to justify the Legislature in decreasing the tax, a considerable diminution of expenditure must be effected. One obvious mode of accomplishing this object would be to abandon the system of forwarding, which is not undertaken by the department in New York.

And the Committee of Council are respectfully of opinion that, so far as may be found practicable, the change should be carried out during the ensuing season. It would be very desirable that landholders and parish authorities who are in the habit of assisting persons to emigrate should be distinctly notified that the immigrant department in Canada can give no assistance to such persons unless they are actually sick, and in such a state as to require medical treatment.

The Chief Agent for Immigration, Mr. Buchanan, has at all times evinced a readiness to receive and disburse any sums of money entrusted to him for the relief of destitute emigrants, and will doubtless continue to do so; but the principle of taxing one class of emigrants to provide for the forwarding of a class scarcely, if at all, more destitute, is open to the greatest objection.

It may not be out of place to observe here, with reference to that class of emigrants who are sent out by landlords or parishes, that the demand for labour in Canada must depend in a great measure on the prosecution of public works; that at present no large works are in course of construction; and that it depends in a great degree on the ability of the province to obtain capital from England, whether any will soon be undertaken. With the very limited capital of the province, the demand for labour for other purposes is not so great as is imagined by many in England; and as the present is a time of commercial depression, it is the opinion of the Committee of Council that Mr. Buchanan is fully warranted in not holding out any encouragement for a very extensive emigration next season.

The Committee of Council being of opinion that in the absence of any contagious or epidemic disease, the expenses of the Grosse Isle establishment may be considerably reduced, and being further of opinion that the abandonment of the system of forwarding might at least be resorted to as an experiment, would have been prepared to recommend to Parliament the immediate reduction of the tax to a uniform rate of 7*s.* 6*d.* currency per head; but when they consider that it is but too probable that the country will be visited with cholera during next season, and

which will necessarily lead to an increased expenditure, and that, moreover, it will hardly be possible to abandon the system of forwarding in one season, they are unwilling to do more at present than recommend the abandonment of the extra rates imposed, after the 10th September and 1st October, thus making the rate uniform at 10s. per head.

The Committee of Council have considered the various restrictive clauses of the Act with an anxious desire to remove all provisions that have been found in practice to be oppressive or inoperative, and they trust that such amendments will be made during the approaching session as will remove all just ground of complaint.

All which is respectfully submitted.

(Certified)

J. JOSEPH.

(No. 14.)

No. 14.

No. 14.

COPY of a DESPATCH from Governor-General the Earl of ELGIN AND KINCARDINE to Earl GREY.

Government House, Montreal, Jan. 18, 1849.

(Received February 5, 1849.)

MY LORD,

I HAVE the honour to forward a memorandum which has been placed in my hands by the Inspector-General of Accounts, with a final statement of the expenses incurred by the Provincial Government, on account of the disastrous immigration of 1847, which appear to have exceeded the estimate transmitted in my Despatch, No. 33,* of the 17th March, 1848.

2. I deeply regret this circumstance, but I trust that on a review of the explanation of the Inspector-General, your Lordship will see fit to deal with this balance on the liberal principle which was adopted by Parliament on your recommendation, and applied to the sum which it was considered would have sufficed to cover the outstanding charges of the immigration of 1847, as well as those which had been defrayed when the estimate was prepared.

I am the more anxious on this point, because, notwithstanding the increase of the tax levied on immigrants, there is on the year 1848 an excess of expenditure over receipts on account of immigration, for the payment of which application must be made to the local Legislature.

3. I shall cause every exertion to be made which the interests of the public health will permit to effect reductions in the charge incurred on this service, and I trust, that in spite of the somewhat discouraging result of the experiment of last year, the Provincial Parliament will consent to repeal the most onerous provisions of the Immigration Act. My Despatch No. 11, which goes by this mail, covers a minute of the Executive Council,† in which the views of the local Government on this important subject are set forth. Your Lordship will observe, that in this minute doubts are expressed as to the expediency of continuing to forward immigrants, at the expense of Government, from Quebec to the interior. The provision of the means of employment and of settlement for destitute immigrants on the sea-board, by the execution of a great work, such as the Quebec and Halifax Railway,‡ appears to me to furnish the only unobjectionable means of putting an end to this system.

I have, &c.,

(Signed) ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,

&c. &c.

† Page 41.

Enclosure I in No. 14.

Encl. I in No. 14.

THE Inspector-General has the honour to transmit herewith to his Excellency the Governor-General, a final statement of the expenses incurred by the Provincial Government, on account of the disastrous immigration of 1847. When, in the early part of March last, the Inspector-General had the honour to transmit an account of these expenses, he was necessarily obliged to make an estimate of outstanding claims, and he deeply regrets that that estimate should have fallen short of the actual expenses.

The principal claims outstanding at the time that the last statement was made, were for services rendered under the authority of the various local Boards of Health; and a long time was occupied in adjusting them. The Inspector-General can state, on the part of himself and colleagues, that they have been throughout most anxious not to sanction any charges that were not properly authorized; and one cause of the delay in closing the accounts has been the repeated references to the local Boards of Health on the subject of disputed claims. It is only within the last few weeks that it has been found possible to close the account finally; and the Inspector-General was of opinion that it would be better that it should accompany the report

* For Lord Elgin's Despatch, No. 33, March 17, see Papers presented to both Houses of Parliament by Command, page 29, April, 1848.

† See Papers relative to the Quebec and Halifax Railway, presented to Parliament, February, 1849.

BRITISH
NORTH AMERICA.

on the immigration of the present year, so that the whole subject might be brought under the consideration of Her Majesty's Government at the same time.

His Excellency will perceive, by the account, that the balance due to the Provincial Government is 29,629*l.* 4*s.* 8*d.*, currency. By reference to a letter from Mr. Trevelyan to Mr. Merivale, dated Treasury Chambers, 24th June, 1848, and enclosed in the Despatch from Earl Grey to his Excellency, dated 30th June, 1848, it will be seen that the sum of 11,697*l.* 16*s.* 6*d.* was retained by the Imperial Government when settling the former claim on account of a debt due to the Commissariat Department. Deducting this sum from the balance shown in the accompanying account, there would remain to be provided for 17,931*l.* 8*s.* 2*d.* currency, or 14,738*l.* 2*s.* 10*d.* sterling

The Inspector-General would observe here, that the Commissariat Department has a claim against the Provincial Government for an amount larger than the entire balance due in the immigration account; and he trusts that authority may be given to the Commissariat to allow the balance of the present account in a settlement; in which case this long-standing claim may be adjusted without further loss of time.

In submitting this final statement of the immigration accounts of 1847 to his Excellency, the Inspector-General would most humbly recall his Excellency's attention to the terms of Earl Grey's Despatch, No. 197.* of 14th April last, in which his Lordship announces the intention of Her Majesty's Government "to relieve the province entirely from any charge on account of the peculiar misfortunes of the year 1847." In the same Despatch, his Lordship states that the condition on which this charge is to be assumed by the Imperial Government is, that "in future all the expenses incurred on account of emigrants arriving in Canada should be provided for by the Provincial Government." This condition was promptly agreed to by the Provincial Government; and in accordance therewith, they will in a few days be called on to ask the Provincial Parliament to vote upwards of 5000*l.* to cover the excess of the immigration expenses over the tax for the past year.

There is but one other subject on which the Inspector-General feels it necessary at present to offer any remark. In Earl Grey's Despatch of 30th June, No. 241, his Lordship refers to "the necessity of furnishing Her Majesty's Government with more detailed information than has hitherto been received respecting the charges comprised in the expenditure of 157,263*l.* 10*s.* 6*d.* for emigration." The Inspector-General fears that the accompanying account may not be considered to go enough into detail, but it would be very difficult to give more particulars without furnishing all the items of the various accounts of each Board of Health. The documents now in the possession of the department are most voluminous; and if Her Majesty's Government desire that they should be transmitted to England, a signification of their wish shall be immediately attended to. It has occurred to the Inspector-General that possibly the object might be effected by authorizing the Commissariat Department to investigate the account. However, whatever may be the wish of Her Majesty's Government, the Inspector-General will use his best efforts to have it carried into immediate effect.

All which is most humbly submitted.

J. HINCKS, Inspector-General.

Inspector-General's Office, Montreal,
January 16, 1849.

Encl. 2 in No. 14.

Enclosure 2 in No. 14.

STATEMENT of Expenditure for Emigration of 1847.

	£.	s.	d.	£.	s.	d.
Amount of Expenditure by the Provincial Government, Currency				176,859	6	7
Refunded by Dr. Douglas	125	8	6			
Proceeds of Sales of old Stores received by A. B. Hawke, Chief Emigrant Agent, Canada West	389	14	9			
				515	3	3
Net Currency				176,344	3	4
Amount of Expenditure by the Commissariat, Sterling	8,943	4	2			
Less—Receipts on Account of sales of old Stores, &c.	369	13	11			
Net Sterling	8,573	10	3	= 10,431	2	1
Total Expenditure, Net Currency				189,775	5	5
Amount of Emigration Tax, Currency	19,002	9	2			
Payments by the Imperial Government, viz.,						
Commissariat, Sterling	£ 30,000	0	0			
Bank of England, Sterling	25,000	0	0			
1848. Ditto ditto	6,042	13	4			
„ Ditto ditto	30,000	0	0			
„ Ditto ditto	2,500	0	0			
„ Messrs. Glyn and Co.	20,000	0	0			
Sterling	113,542	13	4	= 138,143	11	7
				157,146	0	9
Remains, Currency				29,629	4	8

Inspector-General's Office, Montreal, Canada,
January 16, 1849.

J. HINCKS, Inspector-General.

* See page 33 of Papers presented to both Houses by Command, April, 1848.

STATEMENT of Payments on Account of Emigration for the year 1847, up to December 31, 1848.

	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
Erection of Sheds, Fittings, &c. :—												
Montreal	16,922	1	0									
Quebec	1,620	0	0									
Grosse Isle	11,194	17	4									
				29,736	18	4						
Quarantine Establishment at Grosse Isle				15,493	13	11						
A. C. Buchanan, Emigrant Agent, Quebec, for Transport of Emigrants and for Provisions, Canada East and West	35,652	2	4									
A. B. Hawke, Chief Emigrant Agent, Canada West, for Transport of Emigrants and for Provisions, Canada West	14,450	0	0									
				50,102	2	4						
Orphans of Emigrants, Lower Canada	4,238	0	0									
Ditto ditto Upper Canada	445	17	6									
				4,683	17	6						
Clergy Expenses, Lower Canada				1,308	5	10						
Boards of Health, Canada East :—												
Montreal	18,279	10	0									
Quebec	5,749	18	0									
La Chine	801	3	5									
St. John's	896	12	5									
Sherbrooke	23	12	8									
Boards of Health, Canada West :—				25,750	16	6						
Barrie	107	9	1									
Belleville	309	15	2									
Brantford	515	14	8									
Brockville	801	3	7									
Bytown	1,995	19	9									
Cornwall	904	7	8									
Guelph	190	4	3									
Hamilton	2,054	7	9									
Kingston	12,865	10	7									
London	2,084	9	10									
Matilda	295	13	2									
Newmarket	1,093	1	0									
Niagara	1,121	6	0									
Oakville	123	10	3									
Picton	253	18	2									
Prescott	1,279	9	10									
Peterborough	134	0	7									
Port Hope	216	10	5									
Queenston	183	2	8									
St. Catharine's	799	6	10									
Toronto	21,723	2	6									
Trent	81	11	7									
West Williamsburg	420	5	10									
				49,554	1	2						
							75,304	17	8			
Shipwrecked Emigrants							229	11	0			
Less :—							176,859	6	7			
Refunded by Dr. Douglas	125	8	6									
Proceeds of Sales of old Stores received by A. B. Hawke, Chief Emigrant Agent, Canada West	389	14	9				515	3	3			
										176,344	3	4
Net Currency												
Amount of Expenditure by the Commissariat, Sterling							8,943	4	2			
Less, Receipts on Account of Sale of Old Stores, &c.							369	13	11			
							8,573	10	3	10,431	2	1
Net Sterling												
Total Expenditure Net Currency												186,775 5 5
Amount of Emigration Tax, Currency										19,002	9	2
Payments by the Imperial Government, viz. :—												
Commissariat, Sterling	30,000	0	0									
Bank of England	25,000	0	0									
1848. Ditto	6,042	13	4									
Ditto ditto	30,000	0	0									
Ditto ditto	2,500	0	0									
Messrs. Glyn and Co.	20,000	0	0									
							113,542	13	4	188,143	11	7
Sterling												157,146 0 9
Remains, Currency												29,629 4 8

Despatches from the Secretary of State.

BRITISH
NORTH AMERICA.

No. 1.

(No. 291.)

No. 1.

COPY of a DESPATCH from Earl GREY to Governor-General the Earl of
ELGIN AND KINCARDINE.

MY LORD,

* Downing street, October 26, 1848.

I HAVE to request your Lordship, when you receive the usual Report from the Chief Agent for Emigration on the emigration of the season which has just closed, to submit it, before you forward it to me, to your Executive Council for the purpose of obtaining from the members of that body a report of their views on this important subject. I shall be anxious to learn whether there are any measures which they can suggest as capable of being adopted with advantage, in order to give further encouragement to emigration.

I have, &c.,
(Signed) GREY.

The Right Hon. the Earl of Elgin and Kincardine,
&c. &c. &c.

No. 2.

(No. 295.)

No. 2.

COPY of a DESPATCH from Earl GREY to Governor-General the Earl of
ELGIN AND KINCARDINE.

MY LORD,

Downing-street, November 1, 1848.

I HAVE to acknowledge your Lordship's Despatch of the 20th September, No. 127, enclosing an abstract taken from official returns of the gross population of Upper Canada at the present time, and at several periods since 1824. I have received with much interest this account of the extraordinary progress of population in Upper Canada.

I have, &c.,
(Signed) GREY.

The Right Hon. the Earl of Elgin and Kincardine,
&c. &c. &c.

No. 3.

(No. 296.)

No. 3.

COPY of a DESPATCH from Earl GREY to Governor-General the Earl of
ELGIN AND KINCARDINE.

MY LORD,

Downing-street, November 2, 1848.

I TRANSMIT to your Lordship the accompanying copy of a correspondence between the War-Office and this Department, on the subject of the payment of the tax levied by provincial enactment on certain military pensioners who proceeded to Canada last year as emigrants.

I think it of importance to direct your Lordship's attention to this correspondence, because I am of opinion that the reasons which exist for the imposition of the emigrant tax on passengers arriving in Canada do not apply to the pensioners of the British army, whose pensions secure them from becoming a burden on the province as paupers, and because they are a class of emigrants whom it is highly desirable to encourage. Taking this view of the question, I should wish your Lordship to suggest to your Executive Council the propriety of exempting pensioners sent out under the direct authority of Her Majesty's Government from the charge in question, when the Act imposing it is renewed and revised.

I have, &c.
(Signed) GREY.

The Right Hon. the Earl of Elgin and Kincardine,
&c. &c. &c.

* Similar Despatch to Lieut.-Governor of New Brunswick, No. 68, Oct. 26, 1848.
† The Enclosures being numerous, and on matters of detail, are not printed.

(No. 297.)

No. 4.

BRITISH
NORTH AMERICA.
No. 4.

COPY of a DESPATCH from Earl GREY to Governor-General the Earl of
ELGIN AND KINCARDINE.

MY LORD,

Downing-street, November 9, 1848.

I SEND herewith a letter, with its enclosure, from Mr. Monsell, M.P., submitting that there had been too much severity in carrying into effect the provisions of the Canadian Emigrant Act in the case of two vessels which arrived in the province last September with emigrants from Limerick, and I have to direct your Lordship to refer this case to the legal advisers of your Government, in order that it may be ascertained whether the collector acted rightly in enforcing payment of the double tax on these emigrants.

Oct. 16, 1848.

I have, &c.,
(Signed) GREY.

The Right Hon. the Earl of Elgin and Kincardine,
&c. &c. &c.

Enclosure in No. 4.

Encl. in No. 4.

MY DEAR SIR,

Tervoe, Limerick, October 16, 1848.

I BEG to enclose to you a letter which I have received from one of our most eminent Limerick merchants.

I trust that you will be able to comply with his request.

He has certainly been most unjustly treated, and, although I admit that circumstances make rather arbitrary laws with reference to transatlantic passengers necessary, this very necessity is a reason for carrying out these laws with as little harshness as possible.

I am, &c.,
B. Hawes, Esq., (Signed) W. MONSELL.
&c. &c.

MY DEAR MONSELL,

Limerick, October 11, 1848.

I WISHED to bring what I consider a case of great hardship to two of our vessels before your notice. The "Jane Black," Timothy Gorman, master, arrived at the quarantine station at Grosse Island on the 8th September, having had seven deaths on the passage from small-pox. The vessel was detained until the 10th, when she proceeded to Quebec. The second vessel, the "Governor," Hughill, master, arrived at Quebec on the night of the 9th. The next day, the 10th, being a Sunday, neither of the vessels could report at the custom-house, and the collector insisted on being paid the full penalty of 10s. per head (including even infants), as the vessels were not reported with him on or before the 10th. Now this day being a Sunday, and both vessels having arrived out before that day, I am in hopes that if you bring this matter before Mr. Hawes at the Colonial Office that he will give directions to remit this severe and, as I think, unjust tax. When you introduced me to him in London, he appeared willing to relieve ship-owners who did their best for the emigrants, and at all times acted up to the spirit of the different Acts for their protection. I leave the matter in your hands to do what you can for us, and remain,

William Monsell, Esq., M.P.,
&c. &c.

Yours ever faithfully,
(Signed) WILLIAM SPAIGHT.

(No. 310.)

No. 5.

No. 5.

COPY of a DESPATCH from Earl GREY to Governor-General the Earl of
ELGIN AND KINCARDINE.

MY LORD,

Downing-street, January 7, 1849.

I HAVE the honour to acknowledge your Lordship's Despatch, No. 138,* * Page 11. of the 13th of November last, enclosing the report of the Chief Emigrant Agent at Quebec for the month of October last.

I have perused with much regret the account of the abandonment of the brig "Ann," of Limerick, and of her passengers, by the master and crew, under circumstances which would appear to evince so much inhumanity. I enclose, for your Lordship's information, the copy of a letter which I caused to be addressed on the subject to the Secretary to the Committee of Lloyds, together with a copy of the reply, and I also transmit a report from the Colonial Land and Emigration Commissioners, and its enclosure, containing such information

Dec. 7, 1848.

Dec. 14, 1848.

January 2, 1849.

BRITISH
NORTH AMERICA.

as could be procured by their officer at Limerick. I fear that there is nothing more which it remains in the power of Government to do, although the case appears highly discreditable to the private parties in charge of this vessel.

I have, &c.,
(Signed) GREY.

The Right Hon. the Earl of Elgin and Kincardine,
&c. &c. &c.

Encl. 1 in No. 5.

Enclosure 1 in No. 5.

SIR,

Downing-street, December 7, 1848.

No. 138, Nov. 13.

See page 11.

I AM directed by Earl Grey to transmit to you, for the information of the Committee of Lloyds, the enclosed copy of a Despatch from the Governor-General of Canada, together with its enclosures, relating to the abandonment of the brig "Ann" of Limerick, and of her passengers, by the master and crew, under circumstances which, unless they have been altogether misrepresented, would appear to show not only that the vessel and property were deserted without sufficient cause, but also that great inhumanity was practised towards the passengers. Lord Grey has thought it his duty to communicate these papers without delay to the Committee of Lloyds, both with a view to their information, and also in order that this evidence might be available in any inquiry which the Committee may have occasion to make into the circumstances of a case which, as far as it is yet known, appears to reflect such grave discredit on the parties concerned in it.

The Secretary to Lloyds,
&c. &c.

I have, &c.,
(Signed) H. MERIVALE.

Encl. 2 in No. 5.

Enclosure 2 in No. 5.

SIR,

Lloyds, December 14, 1848.

I HAVE the honour to acknowledge the receipt of your letter of 7th inst., transmitting, by direction of Earl Grey, copy of a Despatch from the Governor-General of Canada, together with its enclosures, relating to the abandonment of the brig "Ann," of Limerick, and of her passengers, by the master and crew, after she had been run foul of off the Island of Anticosti, and to acquaint you that it has been laid before the Committee for managing the affairs of Lloyds, who have instructed me to state, for the information of his Lordship, that they have taken every means of giving publicity to them, by placing them in the reading-room of this establishment for the information of parties interested, and the guidance of the underwriters when called upon for the settlement of the loss.

I am further to beg that you will express the thanks of the Committee to Lord Grey for the favour of the communication.

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

I have, &c.,
(Signed) J. W. A. HALSTED, Secretary.

Encl. 3 in No. 5.

Enclosure 3 in No. 5.

SIR,

Colonial Land and Emigration Office,
January 2, 1849.

Dec. 26, 1848.

WITH reference to your letter of the 12th ult., transmitting to us Mr. Buchanan's report for the month of October, in which he described the abandonment of the emigrant ship "Ann" in the Gulf of St. Lawrence by her master and crew, we have the honour to submit for Lord Grey's information the copy of a letter from our emigration officer at the port of Limerick, to whom we communicated an extract of Mr. Buchanan's report. We beg to add that as this is not the first occasion on which unfavourable reports have been received of vessels despatched by the same owner, we have directed Lieut. Lynch to be in future especially vigilant in regard to any vessels which may be chartered by that gentleman.

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

We have, &c.,
(Signed) T. W. C. MURDOCH.
C. ALEXANDER WOOD.

SIR,

Government Emigration Office, Limerick,
December 26, 1848.

I HAVE the honour to acknowledge the receipt of your letter of the 19th inst., with an extract of a Despatch from the Governor-General of Canada, respecting the unaccountable conduct of the master and crew of the schooner "Ann" of this port, by deserting that vessel and passengers near the Island of Anticosti on the 23rd September last. I called on the owner, Mr. David Bannatyne, and in obedience to your instructions communicated to him Mr.

Buchanan's report. Bannatyne said that he has had letters from McFie, late master of the "Ann." He thought his vessel was sinking at the moment she came in contact with the barque "Hampton," that he lost all his property, having left everything on board. The next day he could not get a boat from the master of the barque to go to his own vessel; that after repairing damages the "Hampton" ascertained that all the passengers were taken out of the "Anne."

BRITISH
NORTH AMERICA.

Such is Mr. Bannatyne's account, which he says can be proved.

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

I have, &c.,
(Signed) RICHARD LYNCH.

(No. 315.)

No. 6.

No. 6.

COPY of a DESPATCH from Earl GREY to Governor-General the Earl of
ELGIN AND KINCARDINE.

MY LORD,

Downing-street, January 24, 1849.

1. I HAVE the honour to acknowledge your Lordship's Despatch, No. 151,* of the 20th December, accompanied by an approved Minute of Council, and a memorandum of the Inspector-General upon Immigration and Public Works. * Page 19.

2. I have read this able document with much interest, and you will assure the members of your Executive Council of the earnest desire of Her Majesty's Government to promote the success of any measures which may be adopted for the improvement of Canada, and the development of its great natural resources.

3. It is at the same time to be observed that the measures to be adopted with this view are chiefly, if not exclusively, such as the local Government and Legislature have alone the authority to carry into effect. I am ready, indeed, to believe that capital might safely be invested in the various works proposed, and in the manner suggested by the Inspector-General; but it has not, I think, escaped his attention that such advances ought rather to be made by private capitalists than by the Imperial Parliament.

4. The different measures which the Executive Council have in contemplation with the view of encouraging the investment of private capital, seem to me to be founded on sound reasons and likely to be successful.

The Right Hon. the Earl of Elgin and Kincardine, I have, &c.,
&c. &c. &c. (Signed) GREY.

(No. 325.)

No. 7.

No. 7.

COPY of a DESPATCH from Earl GREY to Governor-General the Earl of
ELGIN AND KINCARDINE.

MY LORD,

Downing-street, February 6, 1849.

I HAVE the honour to acknowledge the receipt of your Lordship's Despatch, No. 146, of the 6th* of December last, relative to the application made on behalf of the owners of the barque "Lord Sandon" for remission of a penalty of 40*l.*, imposed under a provincial enactment, for not having on board a certified list of his passengers, * Page 16.

Having referred this subject to the Colonial Land and Emigration Commissioners, I transmit herewith a copy of their report; and I think that your Lordship will probably concur in the propriety of acting on the views which they offer upon the case.

January 31, 1849.

The Right Hon. the Earl of Elgin and Kincardine, I have, &c.,
&c. &c. &c. (Signed) GREY.

Enclosure in No. 7.

BRITISH
NORTH AMERICA.

Encl. in No. 7.

SIR.

Colonial Land and Emigration Office,
January 31, 1849.No. 146, Dec. 6,
1848.

We have to acknowledge the receipt of your letter of the 4th instant, accompanied by a Despatch from the Governor-General of Canada, enclosing two applications made to him on behalf of the owners of the barque "Lord Sandon" for the remission of a fine of 40*l.* imposed on him for not having on board a certified list of passengers.

2. Before reporting on this case we thought it necessary to make a reference on the subject to the emigration officer at Cork, and we enclose a copy of the answer received from him. It appears that the master of the "Lord Sandon" cleared from Cork with 16 passengers on board, the largest number which (she being 407 tons burthen) he would have been entitled to carry without taking a certified passenger list; that, however, he took on board at Cork, as steerage passengers, 20 persons; and that accordingly, on his arrival at Quebec, a fine of 40*l.* was inflicted on him on account of his not having such a list. It will be seen from Lieutenant Friend's report, and the list which accompanies it, that the 20 persons shipped at Cork amounted to only 16 "passengers," and he suggests that possibly the distinction between persons and "passengers," in the legal sense of the term, may have been overlooked in this case. This explanation appears to us probable; and if it be correct, the owners of the "Lord Sandon" ought, of course, to be relieved from the fine erroneously imposed on them. If, however, it be not so, and that the master of the "Lord Sandon" did actually embark more passengers than he had cleared for, there would, we think, be no grounds for remitting the penalty, the express object of which is to prevent the occurrence of such cases.

We have, &c.,

(Signed)

T. W. C. MURDOCH.
C. ALEXANDER WOOD.Herman Merivale, Esq.,
&c. &c. &c.Government Emigration Office, Cove,
January 25, 1849.

SIR,

I HAVE the honour to acknowledge the receipt of your letter, with the enclosed papers, which I now return.

The "Lord Sandon" sailed from Cork during my absence on leave in July, but I find, on reference, that the reported 23 persons equal to 16½ passengers on board; but, on further inquiry, learn that she actually only carried 20 persons, equal to 16 adult passengers, as will appear by the accompanying list. If the master carried over this number he deserves the penalty; but I think the question will be found to rest on the ages of children, and that the fine was probably imposed in consequence of the master reporting 20 passengers, instead of 20 persons, equal to 16 passengers; and I have no doubt but, on further inquiry, this will be proved to have been the case. There is only one in the list whose age approaches 14 years in which a mistake could have taken place.

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

I have, &c.,

(Signed)

CHARLES FRIEND.

PASSENGER LIST of "Lord Sandon," Bowman, Master, for Quebec, July 19, 1848.

Names.	Ages.	Adults.	Children.
Michael Roche . . .	22	1	..
Margaret Roche . . .	21	1	..
James Barry	25	1	..
Catherine Barry . . .	4	..	1
Mary Barry	3	..	1
Daniel Farrelly	36	1	..
Peggy Farrelly	27	1	..
John Farrelly	3	..	1
Bridget Relihan	45	1	..
Dennis Relihan	20	1	..
Nelly Relihan	16	1	..
Timothy Relihan	13	..	1
Peggy Relihan	10	..	1
Johannah Relihan . . .	7	..	1
Michael Relihan	4	..	1
John Smith	22	1	..
Michael Murphy	19	1	..
Mary Donohoe	35	1	..
Eliza Corney	28	1	..
Ellen Corney	10	..	1
	..	12	8
12 adults } equal to 16 statute adults. 8 children }			

(No. 327.)

No. 8.

BRITISH
NORTH AMERICA.

No. 8.

COPY of a DESPATCH from Earl GREY to Governor-General the Earl of ELGIN AND KINCARDINE.

MY LORD,

* Downing-street, February 9, 1849.

I TRANSMIT for your information the copy of a report which has been received by the Emigration Commissioners from the emigration officer at Cork, and I have to desire that you will communicate this information to your Executive Council, as showing the importance to the trade of the province of not making the regulations to which emigrants' ships are subjected more severe than is absolutely requisite in order to guard against a recurrence of the evils formerly experienced.

I have, &c.,
(Signed) GREY.

The Right Hon. the Earl of Elgin and Kincardine,
&c. &c. &c.

Enclosure in No. 8.

Incl. in No. 8.

SIR,

Government Emigration Office, Cove,
January 31, 1849.

I BEG herewith to forward the cost of passages for the ensuing season. The passenger brokers have informed me that there is every prospect of a large emigration to the United States this season, but that to the North American Colonies will be very small. Indeed there is no intention at present to charter any vessels for them. The heavy tax on emigrants seems quite to have driven emigration to the United States. It is expected that small farmers and tradesmen will compose the majority this year.

I have, &c.,
(Signed) CHARLES FRIEND, R.N.,
Emigration Officer.

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

SCALE of the COST of PASSAGE from Cork for the Season of 1849.

PLACE.	CABIN.			INTERMEDIATE.			
	Usual Cost of Passage.	Cabin, whether fitted or not.	Articles found by Ship.	Usual Cost of Passage with Provisions.	Usual Cost of Passage without Provisions.	Cabin, whether fitted or not.	Articles found by the Ship.
New York . .	10l. to 15l.	Fitted.	Cabin fare,	6l.	5l.	Berth only.	Fuel, water, 1 lb. bread, and 10 lbs. meat.
New Orleans . .	"	"	"	6l.	5l.	"	"
Quebec . . .	"	"	"	6l.	5l.	"	Fuel, water, and 1 lb. bread.
New Brunswick .	"	"	"	6l.	5l.	"	"
Halifax . . .	"	"	"	6l.	5l.	"	"
Texas	"	"	"	"	"	"	"
West Indies . .	20l. to 30l.	"	"	16l.	10l.	"	"
Falkland Islands	} Same as in London or Liverpool vessels. None direct from this port.						
Cape of Good Hope							
Mauritius . . .							
Ceylon							
Hong Kong . . .							
Australia . . .							
New Zealand . .							

* A similar Despatch sent to Lieut.-Governor of New Brunswick, No. 110, 9th February, 1849.

Scale of the Cost of Passage from Cork for the Season of 1849—*continued.*BRITISH
NORTH AMERICA.

Encl. in No. 8.

PLACE.	STORAGE.					Usual length of Passage.	Usual season of Sailing.	To what destination do the greater number of Emigrants go from this Port.	Is it usual to carry intermediate Passengers.
	Usual Cost of Passage with Provisions.	Usual Cost of Passage without Provisions.	Berth, whether fitted or not.	What can an Emigrant Victual himself for.	Articles found by the Ship.				
New York . .	5 <i>l.</i> 10 <i>s.</i>	*4 <i>l.</i>	Berth only.	20 <i>s.</i> to 30 <i>s.</i>	Fuel water, 1 lb. bread-stuff, and 10 lbs. meat.	40	All the year.	New York and Boston.	No.
New Orleans . .	„	*3 <i>l.</i> 5 <i>s.</i>	„	„	„	40	October to May		No.
Quebec . . .	„	*4 <i>l.</i>	„	„	Fuel, water, and 1 lb. bread.	45	Spring and summer months.		No.
New Brunswick .	„	*4 <i>l.</i>	„	„	„	40	„		
Halifax . . .	„	*4 <i>l.</i>	„	„	„	40	„		
Texas . . .									
West Indies . .									
Falkland Islands									
Cape of Good Hope . . .									
Mauritius . . .									
Ceylon . . .									
Hong Kong . . .									
Australia . . .									
New Zealand . .									

} Same as in London or Liverpool vessels. None direct from this port.

* Children, 1 to 14 years, 3*l.* ; Infants under 1 year, 1*l.*Government Emigration Office, Cove,
January 30, 1849.

(Signed)

CHARLES FRIEND, R.N.
Emigration Officer.

Despatches from Sir E. Head, Lieut.-Governor of
NEW BRUNSWICK.

BRITISH
NORTH AMERICA. (No. 72.)

No. 1.

No. 1.

COPY of a DESPATCH from Lieut.-Governor Sir E. HEAD, Bart., to
Earl GREY.

St. John's, July 25, 1849.

(Received August 16, 1848.)

MY LORD,

I HAVE the honour to acknowledge your Lordship's two Despatches of the 30th of June, (Nos. 38 * and 39.†)

As illustrating still further the different character of the emigration of this year as compared with that of 1847, I am desirous of informing your Lordship that I am this moment returned from an inspection of Partridge Island.

At the present moment there are on the island 12 emigrants, of whom three are sick from dysentery, and nine are convalescent from the ordinary ship fever. I was informed by Dr. Harding the physician, that on this very day last year there were 2000 persons on the island, of whom one-half were sick.

A fresh well has been opened on the island, and I am informed, that the water is good and abundant.

The principal inconveniences are the nature of the landing and the want of a cooking house and washhouse; but the position of the island certainly offers considerable advantages for quarantine purposes.

I fear from what I learnt to-day, that the greater part of the tents lent by the Ordnance last year for the use of the emigrants will be but little when returned to store, and it will be a matter of consideration for Her Majesty's Government, whether, under the peculiar circumstances of the case, any payment should be exacted to make good the damage.

I think it right to mention this fact, as some application will probably be made hereafter with reference to these tents.

The Right Hon. Earl Grey,
&c. &c. &c.

(Signed)

I have, &c.,
EDMUND HEAD.

No. 2.

(No. 74.)

No. 2.

COPY of a DESPATCH from Lieut.-Governor Sir E. HEAD, Bart., to
Earl GREY.

Government House, Fredericton, July 31, 1848.

(Received August 16, 1848.)

MY LORD,

I HAVE the honour to enclose the following papers relating to emigration.

1. Two letters dated July 19 and July 26, respectively, from Mr. Perley, with reference to the schooner "Concord," and ship return for the same.

2. Letter dated July 24, from Mr. Perley, with reference to the schooner "Agnes Jermyn," and ship return for the same.

Mr. Perley informs me that he has no notice of any more emigrant ships bound to St. John's this season.

The Right Hon. Earl Grey,
&c. &c. &c.

(Signed)

I have, &c.,
EDMUND HEAD.

Encl. 1 in No. 2.

Enclosure 1 in No. 2.

Government Emigration Office, St. John's,
July 19, 1848.

SIR,

I HAVE to report the arrival of the schooner "Concord," from Limerick, 109 tons burthen, with 76 passengers, and enclose a ship return.

The passengers were all in good health, and there was no detention at quarantine. Some of them intend proceeding to the United States, and others to Western Canada.

The lower deck of the "Concord," owing to her small size, was placed on temporary beams, resting on the ballast, and was so fitted up under the inspection of the emigration officer at Limerick.

The Act of Parliament is express, that the lower deck or platform for the passengers, shall be placed on beams, forming part of the permanent structure of the vessel, under the penalty

* Page 50, Papers on North American Emigration, presented to both Houses by command, June, 1848.

† Page 48, same Paper.

of 50*l.* sterling. A relaxation of this very salutary provision has been permitted at Irish ports, and a very small and unfit class of vessels (like the "Concord") have thereby crept into the passenger trade.

As this vessel has sailed under official sanction, I doubt if a penalty would be enforced, should a prosecution be instituted, but I beg that a remonstrance may be made against such proceeding in future.

The passengers complained loudly that bad provisions were furnished them on the voyage. On inspection, I found one bag of biscuit, bad in part, but all the rest very good; the oatmeal was excellent. There was no complaint as to water, but the other statements were so very contradictory, that I advised the passengers to bring a suit against the master for bad provisions, which they have done by summary proceeding. This may possibly elicit the truth, for the denials were so prompt and direct on both sides, that I could form no opinion.

The success of the passengers by the "Hornet," in obtaining compensation, has induced a belief that all passengers may get the like, by making sufficient clamour. Great caution is therefore necessary to prevent ship masters being harassed by unjust claims.

Should the passengers by the "Concord" establish a case against the master, the question will then arise, whether he should be prosecuted for the penalty, under the Passengers' Act.

I have, &c.,

(Signed)

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

The Hon. John R. Partelow,
Provincial Secretary.

Enclosure 2 in No. 2.

Encl. 2 in No. 2.

Government Emigration Office, St. John's,
July 26, 1848.

SIR,

ADVERTING to my letter of the 19th instant, relative to the schooner "Concord," from Limerick, I have now the honour to report, that 25 of the male passengers by that vessel summoned the master for provisions of bad quality, and for an insufficient supply during the voyage.

The hearing of the first case occupied three days, and at the close, the magistrates awarded the complainant six shillings and eight pence, as compensation for a short supply of biscuit. The other complainants then offered to take five shillings for each adult passenger, which the master paid with costs, the whole amounting to fifteen pounds eleven shillings and two pence, (15*l.* 11*s.* 2*d.*)

The evidence was taken down at great length by the magistrates, and was very conflicting after hearing the testimony, my impression was, that angry feelings had arisen between the master and the passengers early in the voyage, which had occasioned the difficulty, and that there had been faults on both sides.

Under all the circumstances, and especially as the master has been sufficiently punished, I cannot recommend a prosecution for a penalty in this case.

I have, &c.,

(Signed)

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

The Hon. John R. Partelow,
Provincial Secretary.

Enclosure 3 in No. 2.

Encl. 3 in No. 2.

SHIP RETURN No. 23.

REPORT on the Immigrants by the schooner "Concord," Thomas Bowler, Master, which arrived at the Port of St. John, N. B., from Limerick, on the 18th of July, 1848.

Boarded and examined 19th July, 1848.

M. H. P.

	Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Totals.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Numbers embarked . . .	..	..	..	..	..	..	24	19	11	9	2	5	37	33
Deaths on the Voyage . . .	..	..	..	..	..	1								
Deaths on Quarantine . . .	None.													
Total Deaths . . . . .							..	..	..	..	..	..	1	..
Number of Births on the Voyage . . . . .							..	..	..	..	..	..	..	..
Total landed in the Colony							24	19	11	9	2	4	37	32

Stewage 69
 Cabin, 2 male adults, 1 female ditto } 7
 2 males under 14, 2 females ditto }
 Total 76 passengers.

BRITISH NORTH AMERICA.

Number of Agricultural Labourers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Number for whom Cost of Passage defrayed.		Number engaged for Government Works.	Number assisted on arrival out of Public Fund.	Total Amount paid.	REMARKS. N.B.—Under this head it is desirable to describe the Vessel, the quality of Food and Water, and the general condition of the Emigrants.
	M.	F.		By Parish.	By Private Funds.				
18	3	..	..	..	..	..	The "Concord" is too small a vessel to bring passengers across the Atlantic. These emigrants arrived in good health; as to provisions and water, see Special Report, No. 44.

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

Encl. 4 in No. 2. (No. 45.)

Enclosure 4 in No. 2.

Government Emigration Office, St. John,
July 24, 1848.

SIR,

I HAVE to report the arrival of the schooner "Agnes Jermyn," of 99 tons only, with 66 passengers, for which vessel a ship return is enclosed.

I have to take the same objection to the "Agnes Jermyn" as was taken in my letter of the 19th instant to the schooner "Concord," the lower deck being fitted in the like temporary manner.

The provisions on board the "Agnes Jermyn" were of the best quality, in explanation of which the master stated that the first quantity of biscuit put on board at Limerick for passengers' use was so bad and so wholly unfit for human food, that he threw it all overboard. The broker, learning his determination not to proceed to sea with bad provisions, then furnished the best.

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

The Hon. John R. Partelow,
Provincial Secretary.

The excess of a half passenger arose from two small children being concealed on board.

Encl. 3 in No. 2.

Enclosure 5 in No. 2.

SHIP RETURN No. 24.

REPORT on the Immigrants by the schooner "Agnes Jermyn," Andrew Hart, Master, which arrived at the Port of St. John, N. B., from Limerick, on the 23rd of July, 1848.
Boarded and examined 24th July, 1848.

M. H. P.

	Adults.		Children between 14 and 7.		Children under 7.		Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Totals.		
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	
Numbers embarked . . . . .	..	..	..	..	..	..	27	11	14	10	2	2	43	23
Deaths on the Voyage	None.														
Deaths in Quarantine	None.														
Total Deaths	None.														
Number of Births on the Voyage	None.														
Total landed in the Colony							27	11	14	10	2	2	43	23	
Total	66 passengers.														

Number of Agricultural Labourers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Number for whom Cost of Passage defrayed.		Number engaged for Government Works.	Number assisted on arrival out of Public Fund.	Total Amount Paid.	REMARKS. N.B.—Under this head it is desirable to describe the Vessel, the quality of Food and Water, and the general condition of the Emigrants.
	M.	F.		By Parish.	By Private Funds.				
15	3	..	..	..	..	..	The "Agnes Jermyn" is so small, that the passengers almost came in bulk. The provisions were good and abundant, and fortunately the passengers arrived in good health: they were cleanly.

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

(No. 76.)

No. 3.

BRITISH
NORTH AMERICA.
No. 3.

COPY of a DESPATCH from Lieutenant-Governor Sir E. HEAD, Bart.,
to Earl GREY.

Government House, Fredericton, Aug. 3, 1848.
(Received August 21, 1848.)

MY LORD,

I HAVE the honour to enclose a copy of a letter from Mr. Boyd, with reference to the present condition of the emigrants by the ship "Star," to which my Despatches of the 5th and 19th of June (Nos. 35 and 46*) and that of July 3rd (No. 52) related.

The Right Hon. Earl Grey,
&c. &c. &c.

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

Enclosure in No. 3.

St. Andrews, July 27, 1848.

Encl. in No. 3.

SIR,

I HAVE to report, for the information of his Excellency the Lieutenant-Governor, that I am at length enabled to attend to my duty, though still very weak.

My son has conducted the management of the emigrants, both sick and well, with much judgment, and his activity in ferreting out cases of imposition has exceeded my own.

We are getting rid of the emigrants very fast. The number now remaining is reduced to 28; there are 14 on the island, seven of whom are still sick; two or three children are not expected to live.

At O'Neill's Farm, or Railroad Hospital, there are also 14, nine of whom have typhus fever, one convalescing, and five complaining. The island is now visited but three times a-week, as the necessity is not so urgent, and thereby a saving is effected of one-half the weekly expense for booking and medical attendance.

There have been in all 22 deaths, two of whom were my hired attendants. This is a small number compared with so much sickness out of 374 persons landed on the island.

As my strength needs recruiting, I intend visiting Fredericton in the early part of next week, and shall be prepared with my account of expenditure. I am largely in advance for the support of the emigrants, and should wish that my accounts might be audited as soon as possible, and a warrant issued for the balance.

The Hon. John R. Partelow,
Provincial Secretary.

(Signed) I have, &c.,
JAMES BOYD, Emigration Officer.

(No. 77.)

No. 4.

No. 4.

COPY of a DESPATCH from Lieutenant-Governor Sir E. HEAD, Bart.,
to Earl GREY.

Government House, Fredericton, Aug. 15, 1848.
(Received August 31, 1848.)

MY LORD,

I HAVE the honour to enclose a copy of a further letter from Mr. Boyd, the Emigration Agent at St. Andrews, with reference to the passengers by the ship "Star."

I trust the sufferings from sickness of these emigrants are nearly terminated. Mr. Boyd himself had a narrow escape, but has now recovered from the fever.

The Right Hon. Earl Grey,
&c. &c. &c.

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

Enclosure in No. 4.

St. Andrews, New Brunswick, August 7, 1848.

Encl. in No. 4.

SIR,

I BEG to report for the information of his Excellency the Lieut.-Governor, that immediately on my return home I made arrangements for breaking up the establishment at Hospital Island; I repaired to the island on the following day with a vessel, and brought away the remainder of the people, 12 in number.

One of the party, Richard Jones, is left in so weak a state with swelled legs, that himself, wife, and a family of six children, are likely to be chargeable for some time. A few shillings to the others will close the affairs of the island. I have had the three buildings thoroughly scrubbed and whitewashed, and the windows secured by boarding them up.

There are still at O'Neill's farm 11 sick persons and five recovering. I think I shall get finally rid of the sick within a month.

The Hon. John R. Partelow,
Provincial Secretary.

I have, &c.,
(Signed) JAMES BOYD,
Emigration Officer.

* Pages 12 and 15 of Papers on North American Emigration, presented to both Houses of Parliament by command, July, 1848.

BRITISH
NORTH AMERICA.
No. 5.

(No. 86.)

No. 5.

COPY of a DESPATCH from Lieut.-Governor Sir E. HEAD, Bart., to
Earl GREY.

Government House, Fredericton, Sept. 13, 1848.
(Received October 3, 1848.)

Answered No. 95,
Jan. 10, page 79.

MY LORD,

I HAVE the honour to enclose the following papers relating to emigration:—

1. Copy of letter from Mr. Perley relating to the "Lady Lilford," together with ship return.

2. Copy of letter from Mr. Perley relating to the barques "British Queen" and "Londonderry," together with ship returns.

3. Copy of letter from Mr. Perley relating to the schooner "Æneas," together with ship return.

I would particularly call attention to Mr. Perley's remarks on the subject of the provisions on board the "Lady Lilford," and on the general inferiority of the stores shipped at the port of Limerick. The defects in the build of the "Æneas," and the want of water on the voyage, are also serious matters of consideration

I have, &c.,
The Right Hon. Earl Grey, (Signed) EDMUND HEAD.
&c. &c. &c.

Encl 1 in No. 5.

Enclosure 1 in No. 5.

Government Emigration Office, St. John,
August 28, 1848.

Return No. 27.

SIR,

I HAVE to report the arrival of the brig "Lady Lilford," from Limerick, with 91 passengers, for which vessel a ship return is enclosed.

There was a sufficiency of water in the "Lady Lilford," but the meal and flour were of very inferior quality, as also such of the biscuit as could be eaten.

The master states that each bag of biscuit was opened by the emigration officer at Limerick, who examined it and deemed it sufficiently good. After putting to sea it was discovered that in each bag there was a small quantity of tolerable biscuit on the top, and that all the rest was mouldy, rotten, and wholly unfit for use. The master managed to satisfy the passengers, but both he and the emigration officer at Limerick, as to the biscuit, appear to have been duped by the passage broker (Gleeson of Limerick), who shipped the passengers and put on board the provisions. The master further states that he did not consider the provisions put on board sufficiently good, and made the objection at Limerick, but as the emigration officer decided otherwise he was obliged to take them.

I am bound to state that the provisions which have come this year in the vessels from Limerick was far worse than those from any other port in Ireland, inferior to any I have ever seen in other passenger vessels, and which would not be suffered to pass elsewhere.

The emigration officer at Limerick should be advised of this, and directed to insist on provisions being provided of better quality in every respect.

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

SHIP RETURN No. 27.

REPORT on the Immigrants by the brig "Lady Lilford," Charles Higham, Master, which arrived at the Port of St. John, N. B., from Limerick, on the 27th of August, 1848.

Boarded and examined 28th August, 1848.

M. H. P.

	Adults.		Children between 14 and 7.		Children under 7.		Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Totals.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Numbers embarked . . .	..	..	..	..	..	..	29	26	16	14	3	2	48	42
Deaths on the Voyage . . .	None.													
Deaths in Quarantine . . .	None.													
Total Deaths	None.													
Number of Births on the Voyage	None.													
Total landed in the Colony	29	26	16	14	3	2	48	42						
Steerage	90													
Cabin, 1 male:	1													
Total	91 passengers.													

Number of Agricultural Labourers.	Number of Domestic Servants.		Number of Mechanics and Trades-people.	Number for whom Cost of Passage defrayed.		Number engaged for Government Works.	Number assisted on arrival out of Public Fund.	Total Amount Paid.	REMARKS.
	M.	F.		By Parish.	By Private Funds.				
16	5	..	..	..	..	..	N.B.—Under this head it is desirable to describe the Vessel, the quality of Food and Water, and the general condition of the Emigrants. The "Lady Lilford" is a stout brig, with a flush deck. The Emigrants were in good health, but far from a cleanly condition. As to provisions, see Special Report, No. 48.

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

Enclosure 2 in No. 5.

Encl. 2 in No. 5.

Government Emigration Office, St. John's,
August 28, 1848.

SIR,

I HAVE to report the arrival of the barques "British Queen" and "Londonderry," both from Londonderry with passengers, and enclose a ship return for each.

Returns No. 25 and No. 26.

A large proportion of the passengers by these vessels will leave in the steamers for Boston.

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

The Hon. John R. Partelow,
Provincial Secretary.

SHIP RETURN No. 25.

REPORT on the Immigrants by the Barque "British Queen," Thomas R. Bell, Master, which arrived at the Port of St. John's, N. B., from Londonderry, on the 27th August, 1848.
Boarded and examined 28th August, 1848.

M. H. P.

	Adults.		Children between 14 and 7.		Children under 7.		Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Totals.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Numbers embarked . . . . .	..	..	..	..	..	..	10	13	2	7	..	..	12	20
Deaths on the Voyage	None.													
Deaths in Quarantine	None.													
Total Deaths	None.													
Number of Births on the Voyage	None.													
Total landed in the Colony	10	13	2	7	..	..	12	20						

Steerage 32
Cabin, 1 male, 1 female adult }
3 males, 1 female under 14 } . . . 6
Total 38 passengers.

Number of Agricultural Labourers.	Number of Domestic Servants.		Number of Mechanics and Trades-people.	Number for whom Cost of Passage defrayed.		Number engaged for Government Works.	Number assisted on arrival out of Public Fund.	Total Amount paid.	REMARKS.
	M.	F.		By Parish.	By private Funds.				
4	N.B.—Under this head it is desirable to describe the Vessel, the quality of Food and Water, and the general condition of the Emigrants. The "British Queen" is a substantial barque, fitted up for the passenger trade. The water and provisions were good; the emigrants clean and healthy on arrival.

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

SHIP RETURN No 26.

BRITISH
NORTH AMERICA.

REPORT on the Immigrants by the barque "Londonderry," George Boyle, Master, which arrived at the Port of St. John's, N. B., from Londonderry, on the 27th August, 1848.

Boarded and examined 28th August, 1848.

M. H. P.

	Adults.		Children between 14 and 7.		Children under 7.		Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Totals.		
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	
Numbers embarked . . .	..	..	..	..	..	..	44	52	22	23	1	2	67	77	
Deaths on the Voyage . . .	None.														
Deaths in Quarantine . . .	None.														
Total Deaths	None.														
Number of Births on the Voyage	None.														
Total landed in the Colony							44	52	22	23	1	2	67	77	

Total 144 passengers.

Number of Agricultural Labourers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Number for whom Cost of Passage defrayed.		Number Engaged for Government Works.	Number Assisted on Arrival out of Public Fund.	Total Amount Paid.	REMARKS.
	M.	F.		By Parish.	By Private Funds.				
24	8	6	..	..	..	..	N.B.—Under this head it is desirable to describe the Vessel, the quality of Food and Water, and the general condition of the Emigrants. The "Londonderry" is a good vessel, long and favourably known in the passenger trade. The water and provisions were unexceptionable; the passengers landed in good health and most cleanly condition.

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

Encl. 3 in No. 5.

Enclosure 3 in No. 5.

Government Emigration Office, St. John's,
August 31, 1848.

SIR,

I HAVE to report the arrival of the schooner "Æneas," 98 tons, from Berehaven (port Skibbereen), with 67 passengers, and enclose a ship return.

The "Æneas" has temporary beams only for a lower deck, and these beams rest upon the ballast. A very small space was left for water, and the vessel had to touch twice for further supplies of that indispensable article.

Owing to the rig of this little vessel the wind from the foresail was forced down the main hatchway, and passing out again at the after-hatch ventilated the vessel thoroughly. To this, in a great degree, the good health of the passengers may be attributed.

It is really very wrong to permit vessels of this size, without sufficient stowage for water and baggage, to embark passengers for a voyage across the Atlantic, and more especially as they may be prevented in consequence of their not having permanent beams. It is to be hoped that the relaxation of the Act in favour of these small vessels will not be suffered another season.

The "Æneas" closed the regular emigration for this season. The officers at Londonderry and Limerick state that no more will sail from these ports, and the officer at Cork writes from Chatham (near London) that he is absent on leave having no duty to perform at his port.

I have, &c.,

(Signed)

M. H. PERLEY,
H. M. Emigration Officer.The Hon. John R. Partelow,
Provincial Secretary.

SHIP RETURN No. 28.

BRITISH NORTH AMERICA.

REPORT on the Immigrants by the schooner "Æneas," David Cushman, Master, which arrived at the Port of St. John's, N. B., from Berehaven, on the 30th August, 1848. Boarded and examined 31st August, 1848.

M. H. P.

	Adults.		Children between 14 and 7.		Children under 7.		Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Totals.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Numbers embarked . . .	..	..	..	..	..	..	11	26	9	15	4	3	24	44
Deaths on the Voyage . . .	None.													
Deaths in Quarantine . . .	None.													
Total Deaths							None.							
Number of Births on the Voyage							None.							
Landed at Halifax							1	..	..	..	..	..	1	..
Total landed in the Colony							10	26	9	15	4	3	23	44

Total 67 passengers.

Number of Agricultural Labourers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Number for whom Cost of Passage defrayed.		Number engaged for Government Works.	Number assisted on arrival out of Public Fund.	Total Amount Paid.	REMARKS.
	M.	F.		By Parish.	By Private Funds.				
..	N.B.—Under this head it is desirable to describe the Vessel, the quality of Food and Water, and the general condition of the Emigrants.
..	The "Æneas" is a small schooner, very unfit to carry passengers across the Atlantic. The provisions were good, and in sufficient quantity. The passengers arrived in very good health, clean and hearty. The vessel had to touch twice for water. See Report No. 49.

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

(No. 91.)

No. 6.

No. 6.

COPY of a DESPATCH from Lieut.-Governor Sir E. HEAD, Bart., to Earl GREY.

Government House, Fredericton, Oct. 14, 1848.
(Received November 13, 1848.)

MY LORD,

I HAVE the honour to enclose a copy of Mr. Perley's abstract return of the emigrants landed in this province in the course of the present season, together with a copy of a letter from Mr. Perley, with reference to the same subject.

Your Lordship will observe that what Mr. Perley states as to the numerous departures from this province of emigrants, and others for the United States. Whether the numbers given by him are correct, I do not know, as I am not yet informed of the data on which his calculation is based. There can, however, be very little doubt that the depression in trade generally, and in all business connected with lumbering, has caused a scarcity of work, which induces many persons to seek employment in the United States. The season of the year makes every attempt to meet this tendency by forming settlements, or by similar means impossible, whilst the present condition of the revenue of the province, is such as not to justify an outlay of money on the part of the Executive Government, without a specific vote of the Legislature.

I believe myself that a certain impression of extraordinary prosperity to be attained in the United States, occasionally prevails through this community, an impression which often proves delusive, but is peculiarly apt, of course, to spread in a time of commercial distress.

It will be my business, on the meeting of the Legislature, to lay before them

Answered Jan. 7,
1849, No. 93,
page 79.

BRITISH
NORTH AMERICA.

your Lordship's Despatch of the 10th of July (No. 43),* on the subject of emigration, and no effect shall be wanting on my part, to take such measures as may enable us to turn the emigration of next season to the best account. The necessary suspension of work on the roads, during the winter, makes it, under any circumstances, extremely difficult to ensure to emigrants without capital, employment sufficient to enable them to go on until the crop of the second year is applicable to their support.

The Right Hon. Earl Grey,
&c. &c. &c.

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

Encl. 1 in No. 6.

Enclosure 1 in No. 6.

(No. 50.)
SIR,

Government Emigration Office, St. John's,
October 10, 1848.

I HAVE the honour to enclose (in duplicate) the abstract return of immigration to New Brunswick, during the quarter ended 30th September, 1848.

To 1st Oct., 18-7. 15,269
To 1st Oct., 18-8. 4,020
Decrease. 11,249

The whole number of emigrants landed in the province the present season, up to 1st October instant, is 4020. Up to the same period last year, the number amounted to 15,269, which shows a decrease this year, of 11,249 souls.

There have been no emigrants at the quarantine station since the early part of August, nor any deaths there during the quarter.

It will be seen by the enclosed return, that only one death occurred on the voyage in this quarter, which was that of an infant born during the voyage.

No returns for the past quarter have been received from any of the outports, and I have reason to believe that no emigrants have arrived elsewhere than at St. John's, during that period.

Very nearly all the emigrants of the present season have already departed for the United States, there being no inducement for them to remain in this colony. I regret also to state, that since April last, at least 5000 persons, natives and residents, have likewise left New Brunswick for the United States, in consequence of the depression in business, and the absence of employment; and that the number of those who depart increase each week as the season advances. Among those who have thus left without the intention of returning, many have possessed means, and nearly all have taken a greater or less sum of money with them.

There is no expectation that any more emigrants will arrive in New Brunswick during the rest of this quarter.

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

The Hon. John R. Partelow,
Provincial Secretary.

ABSTRACT RETURN of IMMIGRATION to New Brunswick, during the Quarter ended 30th September, 1848.

Months composing the Quarter.	Number of Ships.	Number of Deaths on Board.	Number of Births on Board.	Adults.		Children between 14 Years and 1 Year.		Children under 1 Year.		Totals.		Whole Num- of Souls.	Recapitulation.		
				M.	F.	M.	F.	M.	F.	M.	F.		M.	F.	
July . . .	6	1	2	154	131	65	55	8	12	227	198	425	Adults	259	241
August . .	3	..	..	85	92	43	45	4	4	132	141	273	Between 14 years and 1 year . . .	115	108
September .	7	..	..	20	18	7	8	..	1	27	27	54	Under 1 year . .	12	17
Totals .	16	1	2	259	241	115	108	12	17	386	366	752	Totals . .	386	366
													Total—Seven hundred and fifty-two souls.		

Government Emigration Office, St. John's, New Brunswick,
October 3, 1848.

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

* Page 9 of Papers on North American Emigration, presented to both Houses of Parliament by command, July, 1848.

(No. 99.)

No. 7.

BRITISH
NORTH AMERICA.
No. 7.

COPY of a DESPATCH from Lieutenant-Governor Sir E. HEAD, Bart.,
to Earl GREY.

Government House, Fredericton, Oct. 26, 1848.
(Received November 13, 1848.)

MY LORD,

I HAVE the satisfaction to enclose, for your Lordship's information, a copy of a minute of my Executive Council, which was adopted this day; and I have to inform your Lordship that a detailed report on emigration will probably come under the consideration of the Council at their next meeting.

I have, &c.

The Right Hon. Earl Grey,
&c. &c. &c.

(Signed) EDMUND HEAD.

Enclosure in No. 7.

Encl. in No. 7.

READ the Despatch of Earl Grey (No. 43),* under date 10th July last.

Whereupon resolved—That the suggestion of his Lordship as to the expenditure of the proceeds of land sales in the district from which they are derived be adopted, and that the Committee heretofore appointed be instructed to prepare a Bill to carry out such suggestion, and also to prepare a report on the agricultural capabilities and other resources of the province, showing the most eligible situations for immediate settlement.

(No. 6.)

No. 8.

No. 3.

COPY of a DESPATCH from Lieutenant-Governor Sir E. HEAD, Bart.,
to Earl GREY.

Government House, Fredericton, Jan. 8, 1849.
(Received January 23, 1849.)

MY LORD,

I HAVE the honour to enclose, for your Lordship's information, a copy of the Abstract Return of Immigration at the port of Miramichi during the past year, which has been forwarded to me by Mr. Peters, the Acting Emigrant Agent at that port.

I have, &c.

The Right Hon. Earl Grey,
&c. &c. &c.

(Signed) EDMUND HEAD.

Enclosure in No. 8.

ABSTRACT RETURN of IMMIGRATION at the Port of Miramichi during the Year ending the 31st December, 1848.

Quarters.	Number of Vessels arrived.	Number of Passengers embarked.	Number of Deaths on board or in Quarantine.	Number of Births on board or in Quarantine.	Adults.		Children between 14 Years and 1 Year.		Children under 1 Year.		Totals.		Whole Number of Souls.	Recapitulation.			
					M.	F.	M.	F.	M.	F.	M.	F.		M.	F.		
Quarter ending—																	
March 31 . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	Adults	44	33
June 30 . . .	1	5	..	..	5	..	..	..	..	..	5	..	5	Between 14 years and 1 year	15	11
September 30 .	3	102	..	..	37	31	15	11	2	6	54	48	102	Under 1 year . . .	2	6
December 31 .	1	4	..	..	2	2	..	..	..	..	2	2	4			
	5	111	..	..	44	33	15	11	2	6	61	50	111	Whole number landed at the port of Miramichi }	111	

Miramichi, December 31, 1848.

(Signed)

THOS. H. PETERS, Deputy Treasurer,
Acting as Emigrant Agent for Miramichi.

* Page 9 of Papers on North American Emigration, presented to both Houses of Parliament by command, July, 1848.

COPY of a DESPATCH from Lieutenant-Governor Sir E. HEAD, Bart.,
to Earl GREY.

Government House, Fredericton, Jan. 16, 1849.

(Received February 5, 1849.)

MY LORD,

* Page 76.

ON receiving your Lordship's Despatch of November 1, 1848, No. 69,* I consulted the Provincial Secretary and other persons, and I then referred the papers relating to the emigrant expenses to the parties most likely to afford satisfactory information.

2. I greatly regret the trouble and delay which have been caused to your Lordship and to the Treasury by the imperfect state of the accounts, but assuming the Government of this province as I did, when the actual expenditure was on the point of closing, and the form of accounts was already settled, it has not been easy for me to present the matter to your Lordship in a more satisfactory shape.

* Page 77.

3. Sir Charles Trevelyan, in his letter of October 6, 1848,* observes, that the emigration of 1847 is strictly defined in the Canada accounts, by the closing of the navigation; and he further remarks on the charges incurred for emigrants in New Brunswick in distant parts of the province.

4. To this I would reply, that the last emigrant ship of 1847 arrived on the 2nd of November, and the first emigrant ship of 1848 on the 22nd of April, but on account of the passengers by these last vessels no expense was incurred. These facts seem to distinguish the emigration of 1847 from that of 1848 with sufficient clearness.

The ports, moreover, on the east coast of New Brunswick are all closed in the winter as much as those of Canada.

This remark, therefore, can only apply to St. John's, St. Andrew's, and St. Stephen's (with St. George's). I have caused the accounts, however, to be rigidly scrutinized, and the result has been, that two items one of 100*l.* and another of 150*l.* have been detected, which belonged, not to 1847, but to former years.

These have now been struck out, and I am assured that the remainder strictly and literally applies to nothing but the emigration of 1847.

5. With regard to the relief given in distant parts of the province, the only places enumerated in the accounts which are not ports of entry are Fredericton and certain places in King's County and Sunbury.

The amount in these two latter counties is very small, and they are both traversed by the river St. John, so that the persons relieved were, I presume, emigrants left by the river steamers on the way from St. John's to Fredericton. The persons relieved at Fredericton were, I am assured, emigrants in the strict sense of the word; that is to say, they were persons who having been landed at St. John's proceeded straight up the country, and if not sick when landed were attacked by fever and became destitute before settling or being hired by any one. Your Lordship will find this matter explained in the reports of Mr. Partelow and Mr. Wolhaupter annexed to this Despatch. I cannot, of course, speak on my own knowledge, with reference to circumstances which occurred before my arrival in the province.

6. If the Lords Commissioners of Her Majesty's Treasury should be of opinion that no expenses incurred after March 15th ought to have been charged, I know no mode by which the accounts, made up as they are, can now be corrected, and the only course would be for their Lordships to make such deduction for this time as to them may seem fit.

7. The papers forwarded with this Despatch are as follows:—

- i. Amended account of expenditure for emigration in 1847.
- ii. Report of Provincial Secretary, who was mayor of St John's in 1847.
- iii. Report of B. Wolhaupter, Esq., sheriff of the county of York.
- iv. Copy of auditors' report, showing how the accounts were audited.

8. I should be very glad to furnish information more complete and more satisfactory, but I fear that it would be difficult to obtain it at present. I will only add that the decision of Her Majesty's Government will, I trust, be arrived

at in sufficient time to enable me to inform the Legislature of the fact before its rising. BRITISH NORTH AMERICA.

The Right Hon. Earl Grey, I have, &c.,
&c. &c. &c. (Signed) EDMUND HEAD.

Enclosure I in No. 9.

EXPENDITURE by the PUBLIC AUTHORITIES in NEW BRUNSWICK for the Relief solely of Sick, Indigent, and Distressed Emigrants, strictly confined to those who arrived in the year 1847, and ending on the 1st of May, 1848, particularizing the Places and Ports at which such Expenditure has been made, with the Dates of the various Warrants and their respective Numbers, as drawn on the Provincial Treasury by the Executive Government.

Number of Warrant.	Date.		£.	s.	d.	£.	s.	d.
	1847	<i>St. John.</i>						
349	Jan. 9	Towards the erection of additional buildings, and for the reparation of those already built for the use of sick and distressed emigrants	200	0	0			
393	July 1	For the same purpose	250	0	0			
599	Dec. 18	Balance of completing the same	150	13	8			
344	June 18	For an additional hospital building in the vicinity of St. John, for sick emigrants	400	0	0			
528	Oct. 15	For expenses in erecting emigrant sheds	96	17	1			
530	Oct. 18	Towards repairing and putting in order the old poor house in the city, for the reception of orphan emigrants of 1847, and towards their support	300	0	0			
446	July 29	Reimbursing Commissioners for the support of destitute and sick emigrants	423	19	11			
589	Dec. 15	For completing the repairs, &c. for Orphan Asylum	100	0	0			
503	Sept. 9	Two warrants to Commissioners for reimbursement of support of sick and indigent emigrants	931	17	0			
504								
507	Sept. 14	Warrant in advance, same account	500	0	0			
545	Nov. 1	Two warrants balance expenditure, 1st October	1,679	10	4			
546								
562	Nov. 16	Warrant for reimbursement of expenditure	465	5	4			
618	Jan. 18	Warrant for reimbursement, same account, in supporting sick and destitute emigrants to 30th November	1,708	9	11			
37	Feb. 4	For reimbursement in supporting destitute orphans	290	6	11			
38	Feb. 4	Balance expenditure, Quarantine Station, Partridge Island	286	13	0			
296	May 12	Warrant to reimburse advances for sick and distressed emigrants, from 1st December, 1847, to 31st January, 1848	1,563	19	6			
376	June 19	To reimburse Commissioners for advance made in the support and relief of sick and distressed emigrants of 1847, from 31st January to 1st May, 1848	985	9	1			
377	June 19	Ditto for Orphan Asylum to 1st May, 1848	451	6	5			
300	May 13	Mayor of St. John to reimburse him for advances as particularized in Act 11 Vict. cap. 7	77	0	0			
282	May 11	Rev. James Quin, Catholic Missionary, same Act	50	0	0			
447	July 29	Warrant for one month's services of each, Drs. W. S. Harding and Collins, on Partridge Island	100	0	0			
526	Oct. 15	Ditto for services there of Drs. Murphy and Mitchell	90	0	0			
601	Dec. 22	Ditto for the services of Dr. W. S. Harding, as assistant to health officer on Partridge Island, in full	225	0	0			
286	May 12	Ditto for Dr. G. J. Harding's services as health officer on Partridge Island in 1847, as granted by Act 11 Vict. cap. 7	300	0	0			
297	May 12	Ditto to Dr. G. L. Murphy, assistant. See same Act	25	0	0			
297	May 12	Ditto to Dr. William Bayard, professional services and attendance on emigrants at the hospital in St. John in 1847. Same Act	300	0	0			
297	May 12	Ditto to Dr. Watmore, during the illness of Dr. Bayard with the malignant fever prevailing at the hospital	75	0	0			
297	May 12	Ditto to Dr. Paddock for services while both Drs. Bayard and Watmore lie ill with fever	75	0	0			
298	May 13	Ditto to William Craig and wife, for their services at the hospital in 1847, as superintendent and matron	150	0	0			
299	May 13	Ditto to W. O. Smith, Esq., as Commissioner in Chief, for his services as particularized in the grant to him, 11 Vict. cap. 7	300	0	0			
280	May 11	James Patmore, lumber supplied. See same Act	15	0	0			
278	May 11	Alexander Reed, compensation for damages. See same Act	50	0	0			
288	May 12	James M'Gowan and wife, extra allowance. See same Act	30	0	0			
		Drs. Bayard, Peters, and Livingston, Commissioners for examining and reporting upon the state of Partridge Island and the city hospitals in 1847. (No warrant has issued for this service, the account being rendered too late to be considered by the Legislature last session)	75	0	0			
		Total expended at St. John	12,701	8	2			

Expenditure by the Public Authorities in New Brunswick, &c.—*continued.*

Number of Warrant	Date.		£. s. d.	£. s. d.
		Brought forward		12,701 8 2
		<i>St. Andrews.</i>		
206	1847. Apr. 27	Towards repairing emigrant buildings	100 0 0	
463	Aug. 12	For reimbursement of moneys expended for the relief of sick and distressed emigrants	133 17 2	
495	Aug. 30	For the same purpose	14 5 10	
522	Oct. 9	For reimbursement of moneys expended, same account	132 6 11	
597	Dec. 18	For reimbursement of moneys expended, same account	82 11 11	
363	Nov. 16	To Dr. Frye, medical attendance	130 0 0	
598	Dec. 18	To Dr. Gove, medical attendance, same account	45 0 0	
612	1848. Jan. 6	To Dr. M'Stay, medical attendance, same account	114 15 6	
301	May 13	To James Boyd, Commissioner, per Act 11 Vict., cap. 7	50 0 0	
		Total expended in St. Andrews		802 17 4
		<i>St. Stephen's and St. George (Charlotte).</i>		
289	May 11	Warrant for sick and distressed emigrants, St. George, granted Act 11 Vict., cap. 7	109 0 10	
291	May 11	Warrant for same purpose, St. Stephen, same Act	27 17 5	136 18 3
		<i>Miramichi, Northumberland.</i>		
354	1847. Jan. 12	Towards reimbursing advances made for the support of sick and distressed emigrants	500 0 0	
485	Aug. 21	For the same purpose	300 0 0	
115	1848. Mar. 30	For balance of expenditure in 1847, same purpose, granted by Act 11 Vict., cap. 7	85 4 9	
292	May 12	For reimbursement of expenses at Chatham, same Act	14 11 5	1,699 16 2
		<i>Bathurst and Shippegan, Gloucester.</i>		
488	1847. Aug. 23	Warrant on account of and for relieving sick and distressed emigrants of 1847	100 0 0	
305	1848. May 13	Balance of expenditure, as granted 11 Vict., cap. 7	130 8 10	
297	May 12	Dr. Baldwin, professional services, as granted 11 Vict., cap. 7	49 0 0	
283	May 11	To reimburse expenses at Caraquet, as granted 11 Vict., cap. 7	29 1 2	308 10 0
		<i>Richibucto, Kent.</i>		
302	May 13	To reimburse expenses of a sick emigrant, 11 Vict., cap. 7		5 4 6
		<i>Dalhousie, Restigouche.</i>		
295	May 12	To pay for a temporary lazaretto, and for the relief of sick emigrants in 1847. See same Act		110 3 10
		<i>Fredericton, York.</i>		
529	1847. Oct. 18	Warrant advanced by the Government towards expenses incurred in the relief of sick and distressed emigrants, and for repairing emigrants' hospital in 1847 (refunded the Governor by Act 11 Vict., cap. 7)	600 0 0	
163	1848. Apr. 13	To reimburse balance of expenses incurred, granted by Act 11 Vict., cap. 7, to 1st March, 1848	1,048 8 11	
163	Apr. 13	To B. Wolhampton, Commissioner, same Act	80 0 0	
608	Dec. 15	To reimburse expenses incurred in relieving sick and distressed emigrants, from 1st March to 1st May	267 18 8	1,996 7 7
		<i>Westmoreland.</i>		
281	May 11	Warrant for sick emigrants, Moniton, 1847, granted by 11 Vic., cap. 7	32 12 5	
290	May 12	Warrant for sick emigrants, Shediac, 1847, granted by 11 Vic., cap. 7	5 9 9	
287	May 12	Dr. Murphy, professional services, Sackville, 1847, granted by 11 Vic., cap. 7	7 15 10	45 18 0
		<i>Kings.</i>		
284	May 11	Warrant for sick emigrants, Studholm, 1847, 11 Vict., cap. 7	6 17 6	
293	May 12	Warrant for sick emigrants, Hampton, 1847, 11 Vict., cap. 7	67 14 4	
294	May 12	Warrant for sick emigrants, Norton, 1847, 11 Vict., cap. 7	55 6 1	129 17 11
		<i>Sunbury.</i>		
279	May 11	Warrant for sick emigrants, Sheffield, 1847, 11 Vict., cap. 7	10 7 11	
303	May 13	Warrant for sick emigrants, Burton, 1847, 11 Vict., cap. 7	13 0 6	23 8 5
		Carried forward		17,960 10 2

Expenditure by the Public Authorities in New Brunswick, &c.—*continued.*

Number of Warrant.	Date.		£.	s.	d.	£.	s.	d.
		Brought forward				17,960	10	2
		<i>General.</i>						
246	1848. May 2	Emigration Officer's contingencies in 1847					35	11 2
		Total currency				17,996	1	4
		<i>Creditor.</i>						
		By the following collections made in 1847, under the Passenger and Emigration Act:—						
		At St. John's	£	2,936	16 8			
		Miramichi		105	17 6			
		St. Andrew's		142	16 9			
		St. Stephen's		6	15 0			
		Dalhousie		3	6 9			
		Bathurst		29	5 0			
		Richibucto		2	14 0			
	1847. Nov.	By amount received by the Mayor of St. John's from the master of the ship "Æolus," towards the support of passengers per that vessel landed this month, afflicted with sickness and entirely destitute, paid into the Provincial Treasury		3,227	11 8			
				250	0 0			
		Net amount expended beyond receipts					3,447	11 8
								14,518 9 8

Fredericton, January 2, 1849.

J. R. PARTELOW.

Enclosure 2 in No. 9.

Encl. 2 in No. 9.

MAY IT PLEASE YOUR EXCELLENCY,

Fredericton, January 2, 1849.

I HAVE the honour of submitting for your Excellency's consideration, a particular statement made up with great care, of the amount expended for the support and relief of sick, indigent, and distressed emigrants who arrived in this province in the year 1847, commencing from the time it became absolutely necessary for the public authorities to afford them assistance, and ending on the 1st May last, and showing that the large sum of 14,518*l.* 9*s.* 8*d.* currency, has been drawn for this purpose from the provincial chest, over and above the receipts from all sources.

Your Excellency will perceive that, with the exception of the expenses incurred at Fredericton, nearly the whole amount expended arose at the different ports of entry in the province, at which the collections under the Passengers' Act usually take place, and so far as relates to the Port of St. John, to which the great bulk of the emigration of 1847 was directed, I am enabled to state, from the position I then held as mayor of the city, that every economy possible was practised. The accompanying letter from Mr. Wolhaupter, who had charge of the establishment at Fredericton, will explain the peculiar circumstances which led to the outlay here, and I can add my testimony to the indefatigable attention of that gentleman, in providing, at the least possible cost, for the support of the hundreds of wretched, diseased, and famished beings, who swarmed to the steamers plying on the river between this place and St. John, with the hope of escaping from the contagion prevailing, and of bettering their condition. I also send, for your Excellency's information, an extract from the books of the Auditor-General, exhibiting the mode in which the accounts of expenditure were from time to time rigidly audited, and I beg to refer particularly to the Miramichi accounts, from which it will be observed, deductions to a considerable amount were made.

The accounts, it will be observed, are made up to the 1st May, 1848. Of the emigrants who arrived in 1847, upwards of 150 children are still left a burthen on the parish of St. John, independently of a large number of adults—sick, infirm, and indigent—who will also remain a permanent charge on that parish.

The whole of the 17,996*l.* 1*s.* 4*d.* has been paid by the treasurer by warrants as particularized both in dates and numbers, with the exception of 75*l.* claimed by Drs. Bayard, Peters, and Livingstone, as Commissioners for inspecting the hospitals at St. John and Partridge Island, for which a grant will pass at the ensuing session of the Legislature, the account having been rendered too late for consideration at the last one.

Two items in the account forwarded to Her Majesty's Government of 100*l.* and 150*l.*, are not included in the statement now submitted. The first appears under date of 9th June, 1847, "For office, Port Emigration Agent at St. John." The second, December 18, 1847, "For relieving destitute emigrants at St. John." These two charges I have discerned were chargeable upon the year previous. I omitted to mention, with reference to the expenditure at

BRITISH
NORTH AMERICA.

Fredericton, that such was the urgency of the case, the Executive Government drew upon the Treasury for 600*l.* in October, 1847, which was reimbursed at the last session of the Legislature.

Lieut.-Governor Sir E. W. Head,
&c. &c. &c.

I have, &c.,
(Signed) J. R. PARTELOW.

Encl. 3 in No. 9.

Enclosure 3 in No. 9.

SIR,

Fredericton, December 27, 1848.

YOUR note requesting information, regarding the expenditure for sick and distressed emigrants in 1847, has this moment come to hand, and in reply, beg to state, that in consequence of fever raging amongst the emigrants at St. John to an alarming extent, and large numbers of them arriving at Fredericton daily, I was instructed by the Governor and Council to make preparations for receiving the sick and distressed at a small building in the rear of the city, known as the cholera hospital, and to arrange with Dr. Toldervy to attend the same at a moderate salary, consequently common buildings and fences were erected, amounting to about 400*l.*, and said buildings were crowded with sick and distressed emigrants until the following spring, at the same time none were admitted that could possibly exist otherwise, and none admitted to remain after the doctor pronounced them fit to be discharged. And in order to show the malignancy of the disease, I would remark that, out of three nurses employed, Smith, Bennett, and O'Leary, the two latter died, and Smith was at the point of death on two different occasions; and Surgeon Andrews, of the 33rd Regiment, who occasionally assisted Dr. Toldervy with his duties at the hospital, likewise took the disease and died. Likewise many of the emigrants of 1847 were aged and infirm persons and cripples, who were not able to earn their own living under any circumstances, consequently many had to be fed outside of the buildings, in order to keep them from actual starvation, and many of them are burdens on the parish at the present time.

I would beg to add, that the city of Fredericton is peculiarly situated as to its locality, being situated at the head of the navigation for the steamers from St. John, and by which large numbers of emigrants are sent up by the Emigrant Agent at St. John, therefore large numbers are landed on the wharves, and without a shelter, and on one occasion, during the summer of 1847, I was called from Fredericton for a few days, and on my return found upwards of 40 emigrants had been placed in the County Court-house, by one of the magistrates, Asa Coy, esq., in consequence of their having been landed from the steamers without a shelter, and one of the children having died on the wharf.

I would also add, that every attention was paid to economy in the whole expenditure.

The Hon. John R. Partelow,
Provincial Secretary.

(Signed)

I am, &c.,
B. WOLHAUPTER, Commissioner.

Encl. 4 in No. 9.

Enclosure 4 in No. 9.

Audit Office, August 8, 1847.

REPORT No. 42, upon the Accounts of Expenditure at the Lazaretto, Middle Island, Miramichi, by the Committee of Sessions for the County of Northumberland, to the 20th day of July, 1847.

THIS is an account of expenses incurred by a Committee of Justices, appointed under order of the Sessions of Northumberland, in assisting a number of diseased and destitute emigrants, and sailors belonging to the ship "Loshtank," from Liverpool to Quebec, put into Miramichi in distress, with pestilence on board; also to the brig "Richard White," and to the ship "Bolivar," and of expenses connected with the said emigrants and sailors, in guarding the lazaretto and quarantine ground, in obtaining legal advice, and in constructing tents and sheds for the accommodation of the sick, &c.

The account may be classed as follows:—

Outlay for Buildings and Tents.

	£.	s.	d.	£.	s.	d.
1. Lumber and other materials	186	8	8			
2. Carpenters' work	77	19	6			
3. Provisions, groceries, and medicines . . . . .	..			264	8	2
4. Medical men, 170 <i>l.</i> 17 <i>s.</i> 6 <i>d.</i> ; nurses, 41 <i>l.</i> 15 <i>s.</i> . . . . .	..			462	7	5
5. Beds, bedding, Osnaburgs, cottons . . . . .	..			212	12	6
6. Household and cooking utensils, tools . . . . .	..			172	13	1½
7. Coffins . . . . .	..			26	2	3
8. Labourers, freight, boat-hire . . . . .	..			13	7	0
9. Police and guard	160	19	8	53	12	0
10. Row-boat and oars	22	17	6			
11. Fire-arms and ammunition	5	6	6			
12. Rent of Middle Island . . . . .	..			189	3	8
13. Attendance and advice of counsel . . . . .	..			35	0	0
Total of expenses . . . . .	..			1459	6	1½

Of the expenses incurred as above receipted, detailed accounts have been furnished for	558 1 3½	
Detailed accounts not receipted for	807 4 10	
No receipts or accounts, being for 84 <i>l.</i> to Dr. Thomson, "per order of Sessions," and 10 <i>l.</i> to two passengers for burying the dead, &c.	94 0 0	1459 6 1½
By the vouchers furnished, the Committee have actually paid out	..	558 1 3½
They have received by warrant on the Treasury, from appropriation made for emigrants	500 0 0	
From the Seamen's Fund expenses of sailors taken into the lazaretto	48 19 9	548 19 9
		9 1 6½
They have paid out this sum from other funds, and have incurred unliquidated liabilities to the amount of	..	901 4 10
Total over expenditure	..	910 6 4½

The accounts are accompanied by a list of the ships from which the emigrants who received aid were landed, and by minutes of the proceedings of the Justices of Northumberland in the matter; and it appears that the chief part of the expenditure was incurred in relieving the diseased passengers and crew of the ship "Loshtank," which left Liverpool with 462 passengers (equalling 359 statute adults), and put into Miramichi in distress, after having lost 146 of her passengers by disease, and having only four of her seamen able to assist in navigating the ship; relief was also extended to passengers by the brig "Richard White," which arrived with 55 emigrants on board, and to six or more sailors belonging to the ship "Bolivar," for whom provision appears to have been made from the Seamen's Fund, the sum of 48*l.* 19*s.* 9*d.*, being credited as received from that fund, but without any information as to the manner in which that amount was made up, or as to whether it included the entire charge for relief extended to seamen.

The expenditure was made under the directions of Messrs. J. F. Williston and Wm. Litson, as a Committee on behalf of the Justices of Northumberland, and no charge is made for their personal services; the names and ages of the passengers by the "Loshtank" are given; and the names of the passengers by the "Richard White," and the seamen by the "Bolivar," are not given.

The accounts are furnished in detail, certified by the Committee and correctly made up.

F. P. ROBINSON, Auditor-General.

Audit Office, January 9, 1848.

REPORT No. 13; being a Supplementary Report upon the Accounts of Expenditure for Sick and Destitute Emigrants at the Lazaretto at Middle Island, Miramichi, by the Committee of Sessions for the County of Northumberland, during the Year 1847.

THIS is an account of expenses incurred by a Committee of Justices appointed under an order of the sessions of Northumberland in assisting a number of destitute and diseased emigrants and sailors belonging to the ship "Loshtank," from Liverpool to Quebec, put into Miramichi in distress, with pestilence on board; also in assisting other destitute and diseased emigrants who arrived at Miramichi during the season of 1847, in forwarding some to their destination at Quebec and elsewhere, and paying for guarding the lazaretto and quarantine ground, in obtaining legal advice, and in constructing tents and sheds for the accommodation of the sick, &c., comprising the items included in Report No. 42, of the 10th of August, 1847, and such further expenses as were incurred from that period to the close of the year, as follows:—

	£. s. d.	£. s. d.
Accounts 1 to 86, inclusive, as included in Report No. 42		1,459 6 1½
Additions to accounts 1 to 86, being further advances made by some of the original parties		512 19 10½
Accounts No. 87 to 110 inclusive, further supplies furnished and expenses incurred to the close of the season		435 19 10
Total amount of accounts as rendered		2,408 5 10
Which may be classed in the following manner:—		
Lumber and other materials for buildings and tents	186 8 8	
Carpenter's work for buildings	77 19 6	
		264 8 2
Provisions, groceries, fuel, medicines		775 1 8½
Medical men	362 4 2	
Nurses and attendants	83 13 6	
		445 17 8
Beds, bedding, cottons, Osnaburgs		172 13 1½
Household and cooking utensils		26 11 9
Coffins		19 8 6
Labourers, freight, cartage, boat-hire, ferriages		95 5 6
Rent of Middle Island		45 0 0
Carried forward		1,834 6 5

BRITISH
NORTH AMERICA.

	Brought forward . . . . .	. . . . .	11,834 6 5
	Paid for passages of some emigrants to Quebec, and advances made to carry others to their respective destinations . . . . .	. . . . .	133 7 3
	Interest paid the Commercial Bank . . . . .	. . . . .	11 3 6
	Five per cent. commission charged by the Committee on £2283, for superintending, and receiving and paying money . . . . .	. . . . .	114 3 0
	Sheriff, police, and guard	267 1 8	
	Row-boat and oars (guard boat)	22 17 6	
	Fire-arms and ammunition	5 6 6	
	Legal advice and attendance of counsel	30 0 0	
			325 5 8
	Total		2,408 5 10
	Credit is given for—		
	This sum paid by the Captain of the "Loshtank," under a special agreement with the Justices of Northumberland, and conditional upon their sending to Quebec, when convalescent, such emigrants as should wish to go	£350 0 0	
	Less, poundage retained by the clerk of the peace	5 12 6	
			344 7
	Paid by the Commissioners of the Marine Hospital for seamen taken care of at the lazaretto	67 9 10	
	Paid by Captain Blois, boarding seamen and passengers in quarantine	47 3 1	
	Charge in error deducted	0 2 0	
	Proceeds of materials sold at auction at the close of the season, per detailed account No. 111	29 3 6	
			488 5 11
	Balance by the account as made up by the Commissioners		1,919 19 11
	From which account a Committee of Audit of the Justices of Northumberland have, with the approval of the Board of Magistrates, made the following deductions, viz:—		
	Five per cent. on dry goods, 10 per cent. on some defective lumber, over charges on wages, provisions, boat and oars, sails, &c.	170 15 2	
	On Doctor Thomson's bill, being a reduction from £3 10s. to £2 10s. per diem	91 0 0	
			261 15 2
	Which deduction will leave a balance of	£	1,658 4 9

The charges for police and guards, police-boat, fire-arms, and counsel fee, are not, the Auditor conceives, properly chargeable against the Emigrant Fund; but as the sum of 350*l.*, paid by the captain of the "Loshtank," under special agreement with the justices of Northumberland exceeds the objectionable charges, they have not been deducted; they will (after taking into account the deductions made by the Committee of Audit) amount to 242*l.*, independent of the charge of 133*l.* 7*s.* 3*d.* for conveying emigrants to their destination.

The Auditor, not having any law to guide him on the subject, will not undertake to pass an opinion upon the charge of 114*l.* 3*s.* for commission. Detailed accounts are furnished of the various items of expenditure; and the Committee appear, from the vouchers furnished, to have paid out all the funds which came into their hands, excepting what they retained on account of commission, 100*l.* Of the unpaid balance, 300*l.* is due to the Commercial Bank, being that sum advanced on the guarantee of the Sessions, and which bears interest.

Three sets of accounts were furnished, together with lists of passengers, minutes of Sessions, including the correspondence with the captain of the "Loshtank," and a report of the Committee of Audit, wherein they propose to withdraw from the credit side of the account the payment of 350*l.* by the captain of the "Loshtank;" and from the debit side the charges for counsel, for transport of emigrants, for agency, and for sheriff and constables, and make the balance of the account, 1685*l.* 18*s.* 10*d.*

F. P. ROBINSON, Auditor-General.

Audit Office, September 13, 1847.

REPORT No. 48.—Upon the Accounts of Expenditure incurred by the Commissioners of the Almshouse, St. John, for Sick and Destitute Emigrants, on Partridge Island, during the month of July, 1847.

THIS is the account of William O. Smith, one of the Commissioners, for moneys paid for supplies, boatmen, and conveyances, nurses, and attendants, &c., for the emigrants at Partridge Island, in July, 1847, amounting to 431*l.* 17*s.*

The account is correctly made up and vouched, and Mr. Smith certifies, under oath, that the account is just and true, and that the articles and services were procured at the lowest prices for cash payments.

F. P. ROBINSON, Auditor-General.

Audit Office, January 10, 1848,

REPORT No. 2.—Upon Accounts of Expenditure incurred, and Services performed in the Relief of Sick and Destitute Emigrants at St. John, in the year 1847.

No. 1 is an account of expenses incurred by the Commissioners of the almshouse, St. John, for accommodation, support, relief, &c. of sick and destitute emigrants, from the 1st day of October to the 30th day of November, 1847, viz. :—

	£.	s.	d.
Supporting 1288 emigrants an aggregate of 5052 $\frac{1}{2}$ weeks, at 4s. 2d.	1052	12	11
Further expenditure on the buildings	160	15	8
Clothing, bedding, stoves, and hospital furniture	197	6	5
Nurses and attendants	39	12	6
Transport and burial expenses	196	9	8
Total	£1646	17	2

The account is signed by Commissioners James Gallagher and William O. Smith, and sworn to by William Craig, keeper of the almshouse. The details are correctly summed up, ut no sub-accounts or receipts are furnished.

No. 2 is the account of Dr. Harley, for 70 days' medical attendance at the emigrant sheds, (St. John,) to the 30th November, 1847, at 10s. per diem, extended 35l. 10s., but amounts to only 35l.

Commissioner Henry Chubb certifies that the above service was faithfully performed.

No. 3 is the account of Patrick Colton, for 102 days' attendance on the emigrants, to December 1, 1847, at 5s. per diem, and for brooms, &c. furnished, amounting, in all, to 26l. 12s. 9d.

Commissioner Henry Chubb certifies that the above service was faithfully performed. The account is correctly made up.

F. P. ROBINSON, Auditor-General.

Audit Office, March 27, 1848.

REPORT No. 35.—Upon Accounts of Services performed, and Expenses incurred in the Relief of Sick and Destitute Emigrants, in the year 1847, and part of 1848.

No. 1. Benjamin Wolhaupter, Commissioner of Emigrants, Fredericton.

This is Mr. Wolhaupter's account of sums expended and liabilities incurred in the assistance of sick and destitute emigrants, from July, 1847, to March, 1848, which may be classed as follows :—

	£	s.	d.
For provisions, fuel, bedding, stoves, cooking utensils, clothing, and contingencies	698	17	7
Wines, liquors, groceries, Grosvenor's bill No. 48, certified by the doctor, as procured by his order, he considering it necessary	250	17	0
Buildings and enclosures	391	16	4
Wages of keepers, nurses, labour, and washing	99	13	4
Pecuniary assistance, including 10l. to the widow of a keeper, who died from fever contracted in the discharge of his duty, and passages paid	13	7	6
Medical attendant from the beginning of July, 1847, to the end of February, 1848	115	0	0
Apothecary's bill	42	4	8
Coffins and burial fees	36	15	6
Total	1648	11	11
He credits, warrant on the Treasury	600	0	0
And shows a balance of	£1048	11	11

Vouchers have been produced, showing the payment of 636l. 6s.; and detailed accounts Nos. 1 to 69 inclusive, and amounting to 1648l. 11s. 11d., accompanying the Commissioner's account. It is sworn to and correctly made up, and no charge is made by the Commissioner for his services.

F. P. ROBINSON, Auditor-General.

NEW BRUNSWICK.

**Despatches from the Right Hon. Earl Grey,
Secretary of State.**

BRITISH
NORTH AMERICA.

(No. 62.)

No. 1.

No. 1.

COPY of a DESPATCH from Earl GREY to Lieut.-Governor
Sir E. HEAD, Bart.

SIR,

Downing-street, October 1, 1848.

WITH reference to your Despatch, No. 53,* of the 3rd July last, I have the honour to transmit, for your information, the copy of a letter which I have received from the Lords Commissioners of the Treasury, enclosing a report from the Commissioners of Customs relating to the case of the emigrant vessel "Linden," to which you directed my attention in the Despatch to which I have referred.

September 18, 1848.

Lieut.-Governor Sir E. Head, Bart.,
&c. &c. &c.I have, &c.,
(Signed) GREY.

Encl. 1 in No. 1.

Enclosure in No. 1.

SIR,

Treasury Chambers, September 18, 1848.

WITH reference to your letter of the 3rd ultimo, I am commanded by the Lords Commissioners of Her Majesty's Treasury to transmit to you the enclosed copy of a report from the Commissioners of Customs, dated the 12th instant, relating to the case of the emigrant vessel "Linden," and I am to request that you will submit the same to Earl Grey for his Lordship's information.

H. Merivale, Esq.,
&c. &c.I am, &c.,
(Signed) C. E. TREVELYAN.

Encl. 2 in No. 1.

Enclosure 2 in No. 1.

MAY IT PLEASE YOUR LORDSHIPS,

YOUR Lordships having referred to us the annexed letter from Mr. Herman Merivale, one of the Under Secretaries of State for the Colonies, transmitting an extract from a report received from the Emigration Agent at St. John's, New Brunswick, relative to the emigrant vessel "Linden," with passengers from Galway,

We report—

That it appears by a statement from our principal officers at Galway, that the vessel in question cleared out at that port for St. John's on the 6th May last with passengers, and was detained for several days after being ready for sea, in consequence of not being provided with a duly-qualified surgeon, and that the ship agent, finding that the vessel could not be cleared, left the victualling bill and other documents partially filled up, with the intention of completing the same when a surgeon had been procured.

That when a surgeon was procured, the collector of this revenue being anxious, as he alleges, to afford every facility for the sailing of the vessel after her previous detention, omitted, in the hurry of business, to observe that the victualling bill had not been completed, for which omission he has expressed his regret.

It may be proper to observe, however, that, in his capacity as Emigration Officer, the collector had obtained from the tide-surveyor the usual certificate that the following provisions and water were on board, for the use of 192 passengers, viz. :—

5 tons 15 cwt. of bread, flour, and meal, of good and wholesome quality, and 10,000 gallons of fresh water.

We beg to add, that we have enjoined the collector to be more circumspect in future.

GEO. R. DAWSON.
T. G. LUSHINGTON,
H. RICHMOND,
W. DICKINSON.

Custom House, September 12, 1848.

No. 2.

(No. 69.)

No. 2.

COPY of a DESPATCH from Earl GREY to Lieut.-Governor
Sir E. HEAD, Bart.

SIR,

Downing-street, November 1, 1848.

I HAVE the honour to acknowledge the receipt of your Despatch, No. 84, of the 13th ultimo, on the subject of the present state of the finances of New Brunswick.

With reference to that part of your Despatch in which you request that no time may be lost in enabling you to receive such amount as may have been

* Page 12 of North American Emigration Papers, presented by command to both Houses of Parliament, August, 1848.

BRITISH
NORTH AMERICA.

Colonial Office,
August 9.

Treasury, Oct. 6.

Treasury, Oct. 27.

voted by Parliament for repaying to the Provincial Government the expenses incurred by them in respect of the emigration of 1847, I transmit, for your information, copies of a correspondence with the Board of Treasury, from which you will perceive that, while it is indispensable that Her Majesty's Government should be furnished with some plainer and more distinct account of these expenses than that which has already been supplied, the Lords Commissioners of the Treasury have agreed, at my request, to make an immediate advance on account. The Commissariat officer will therefore be instructed to pay to the Provincial Treasurer the sum of 7410*l.* currency, being half the amount at which the expenditure on immigrants into New Brunswick, beyond the proceeds of the Immigrant Tax, was estimated at this department upon the receipt of the accounts contained in your Despatch, No. 49, of the 19th of June last.

Lieut.-Governor Sir E. Head, Bart.,
&c. &c. &c.

I have, &c.,
(Signed) GREY.

Enclosure 1 in No. 2.

Encl. 1 in No. 2.

SIR,

Downing-street, August 9, 1848.

WITH reference to my letter of the 13th of April last, and to your reply of the 14th of April, upon the question of making an allowance to the provinces of Canada and New Brunswick, in consideration of a heavy outlay which they incurred for distressed emigrants last year, and subject to the condition that henceforward they were to look to no annual grant from this country for the relief of emigrants, I am directed by Earl Grey to transmit to you, for the information of the Lords Commissioners of the Treasury, the enclosed copy of a Despatch from the Governor of New Brunswick, accompanied by a statement of the sums which had been received and disbursed in that colony on account of immigrants, in each year from 1832 to 1847.

No. 49, June 19,
1848.

Printed in Series of
North American
Papers of July
1848, page 18.

Lord Grey has repeatedly applied for a distinct account of the sum which the province could claim, on the same grounds as were laid down for Canada, but has been unable to obtain anything more explicit than the present statement, upon which, therefore, he would now propose to form the best decision which these materials will admit.

According to them, the general balance of expenditure over receipts for all the past years would appear to be 16,467*l.*; but it appears to Lord Grey that the proper course in reference to the general views which were adopted on this subject would be to deduct from the expenditure of 1847 the receipts for that year, and to make a grant to the province of the balance, which, by this mode of proceeding, would be 14,820*l.*

Lord Grey would wish to submit to the Lords Commissioners of the Treasury the fairness of applying to New Brunswick the same principle on this subject which has been adopted for Canada; and he would propose, therefore, that such sum should be allotted to the former province as upon a review of the foregoing statement their Lordships may deem proper.

Sir C. E. Trevelyan,
&c. &c.

I have, &c.,
(Signed) B. HAWES.

Enclosure 2 in No. 2.

Encl. 2 in No. 2.

SIR,

Treasury Chambers, October 6, 1848.

HAVING laid before the Lords Commissioners of Her Majesty's Treasury your letter of the 9th August last, upon the question of making an allowance to the provinces of Canada and New Brunswick, in consideration of a heavy outlay which they incurred for distressed emigrants last year, I am directed by their Lordships to acquaint you that they concur in the views expressed by Earl Grey of the fairness of applying to New Brunswick a similar measure of relief from the pressure arising from the immigration into that province of sick and destitute persons from Ireland in 1847, as has been adopted for Canada; and, as his Lordship is aware, they have included in the grant obtained from Parliament for this object a provision for the repayment of such expenses as can be fairly claimed on this account by the former province.

I am to request, however, that you will suggest to Lord Grey the propriety of obtaining from the Lieutenant-Governor of New Brunswick a more specific statement of the expenditure strictly connected with the influx of sick and destitute emigrants into the province in 1847 than has yet been furnished, before any payment is made in aid of the local funds from the Parliamentary grant. In the case of Canada, the closing of the navigation established a limit by which the immigrants of 1847 were distinguished from those of the following season; and the account of expenditure connected with their relief, for the repayment of which provision has been made by Parliament, extended only to the 15th March, 1848. My Lords, however, observe, that the account enclosed in Sir E. Head's Despatch of the 6th July last, which accompanied your communication, embraces a period up to the 1st May, 1848, and appears also to include relief afforded in distant parts of the province, which could have no reference to

* Vide page 18, Papers on North American Emigration, presented by command, July, 1848.

BRITISH
NORTH AMERICA.

the sickly state in which the emigrants had reached New Brunswick. There can obviously be no claim on this country for the maintenance of healthy emigrants after their arrival at the place of their destination in the interior, or for any other charge than that which can be fairly attributable to the extraordinary pressure upon the province in 1847, from the character of the emigration of that year: and my Lords suggest that the Lieutenant-Governor should be called upon to furnish such an account as will clearly show what may be fairly claimed in this view of the subject; and that he should be apprised that, on the receipt of the same, my Lords will be prepared to consider what payment may be properly made to the province on account thereof.

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

(Signed)

I am, &c.,

C. E. TREVELYAN.

Encl. 3 in No. 2.

Enclosure 3 in No. 2.

SIR,

Treasury Chambers, October 27, 1848.

IN reply to your letter of the 16th instant, I am directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you, for the information of Earl Grey, that my Lords do not object to the payment to the province of New Brunswick to a portion of the sum provided by Parliament for reimbursing to the province the expenses incurred in 1847 for sick and destitute emigrants from Ireland, and will direct the officer in charge of the Commissariat at the station to pay to the provincial treasurer the sum of 7410*l.* currency, being half the amount at which the expenditure incurred in New Brunswick on this account was estimated in Mr. Merivale's letter of the 9th August last.

T. F. Elliot, Esq.,
&c. &c.

(Signed)

I am, &c.,

C. E. TREVELYAN.

No. 3.

(No. 76.)

No. 3.

COPY of a DESPATCH from Earl GREY to Lieut.-Governor
Sir E. HEAD, Bart.

SIR,

Downing-street, November 17, 1848.

WITH reference to your Despatch, No. 65,* of the 11th July last, enclosing a letter from Mr. Perley, relative to the bad quality of the provisions put on board the emigrant ship "Hornet;" I transmit, for your information, the accompanying copy of a report from the Colonial Land and Emigration Commissioners, and I trust that the caution which has been given to the emigration officer at Limerick will ensure greater care for the future in the examination of provisions.

Nov. 11, 1848.

Lieut.-Governor Sir E. Head, Bart.
&c. &c. &c.

I have, &c.,

(Signed)

GREY.

Encl. in No. 3.

Enclosure in No. 3.

SIR,

Colonial Land and Emigration Office,
November 11, 1848.

IN reference to your letter of the 11th August last, enclosing a Despatch from the Lieut.-Governor of New Brunswick, relative to the alleged bad quality of the provisions put on board the emigrant ship "Hornet," from Limerick, we have the honour to report, for Earl Grey's information, that the emigration officer at that port, to whom we referred the whole of the papers on the subject, has informed us that he examined the biscuit, flour, and meal, before the ship sailed, and was satisfied that they were wholesome, and that he can only account for their having been found bad by the supposition that they were subsequently spoiled by damp.

As three of the passengers deposed to the unwholesomeness of the first provisions that were issued on the fourth day after the ship left Limerick, we think that their bad quality cannot be explained in the manner suggested by Mr. Lynch, but that they must have been bad when put on board. We have therefore felt it our duty to inform Mr. Lynch that his explanation has not removed the unfavourable impression which the depositions in this case were calculated to excite, cautioning him at the same time to be more careful for the future in examining provisions.

With respect, however, to an observation of Mr. Perley that it was fortunate that the passengers had some provisions of their own, it is due to Mr. Lynch to add that he has explained that this was entirely owing to him, and that it would not have been the case had he not required all of them to have four or five stone of bread-stuff over and above the ship's provisions.

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

(Signed)

We have, &c.,

T. W. C. MURDOCH.
FREDERIC ROGERS.

* Page 16, "Papers on North American Emigration, presented to both Houses of Parliament by command, August, 1848.

(No. 93.)

No. 4.

BRITISH
NORTH AMERICA.
No. 4.

COPY of a DESPATCH from Earl GREY to Lieut.-Governor
Sir E. HEAD, Bart.

SIR,

Downing-street, January 7, 1849.

1. I HAVE the honour to acknowledge your Despatch, No. 91,* of the 14th October, accompanied by a report from the emigration agent at St. John, on the immigration into the province during the quarter ending 30th September last. Page 63.

2. I observe that the whole immigration during the quarter amounted to 752 souls; that the only one death on the voyage was of an infant born on board, and that there had been no emigrants at the Quarantine Station since the beginning of August. I also perceive that nearly all the immigrants of the present season, as well as 5000 natives or residents in the colony, are estimated by Mr. Perley to have departed for the United States, in consequence of the depressed state of business.

3. You are led by this statement to remark that "the necessary suspension of works on the roads during the winter makes it, under any circumstances, extremely difficult to ensure to emigrants without capital employment sufficient to enable them to go on until the crop of the second year is applicable to their support."

4. This consideration certainly would appear to show that there would be danger in stimulating the emigration of the labouring classes to the province, unless accompanied by such an influx of capital as would enable them to obtain a livelihood by working for wages, or without the aid of a large grant of public money to provide for their subsistence, and for furnishing them with dwellings, lands, and the means of cultivation.

I have, &c.,

Lieut.-Governor Sir E. Head, Bart.,
&c. &c. &c.

(Signed)

GREY.

(No. 95.)

No. 5.

No. 5.

COPY of a DESPATCH from Earl GREY to Lieut.-Governor
Sir E. HEAD, Bart.

SIR,

Downing-street, January 10, 1849.

WITH reference to your Despatch, No. 86, of the 13th* September last, in which you direct my attention to the remarks of Mr. Perley on the subject of the provisions on board the "Lady Lilford," and the general inferiority of the stores shipped at the port of Limerick, I transmit, for your information, the copy of a report from the Colonial Land and Emigration Commissioners, containing the result of their inquiries into Mr. Perley's statements. Page 60.

December 30.

Lieut.-Governor Sir E. Head, Bart.,
&c. &c. &c.

I have, &c.,

(Signed)

GREY.

Enclosure in No. 5.

Encl. in No. 5.

Colonial Land and Emigration Office,
December 30, 1848.

SIR,

In reference to Mr. Perley's remarks on the emigrant ship "Æneas" from Berehaven, to which attention was called in Sir Edmund Head's Despatch of the 13th September last, No. 86, we have the honour to state, for Earl Grey's information, that having referred Mr. Perley's statement to the Commissioners of Customs they have forwarded to us a report from their officer at Berehaven, from which it appears that he minutely examined the platform deck, and ascertained that it was securely fitted and the beams well bound. As evidence of the deck's security, he observes that 20 tons of meal were brought upon it from Cork to Berehaven, being at least four times the weight of the passengers and luggage. He also states that he examined the water-casks, and that they contained, to the best of his judgment, the quantity required by law.

2. We have in former reports explained that, provided the deck beams are securely fitted, the Act does not exclude the small class of vessels referred to by Mr. Perley. Whether they ought to be excluded is a different question. We observe that Mr. Perley, to whose opinion

BRITISH
NORTH AMERICA.

in a manner of this kind we attach no little weight, takes every opportunity of recommending their exclusion; but, on the other hand, he does not allege that there is any more sickness or mortality in them than in larger vessels. In the present instance there were no deaths, although the voyage reached to the unusual length of 67 days, and the passengers are stated to have "arrived in very good health, clean and hearty." And Sir William Colebrooke has remarked in his Despatch of the 6th July, 1847,* that the emigrants in that year had been observed to arrive in better health in the smaller than in the larger vessels. Under these circumstances, and considering moreover that the space for each passenger has recently been increased from 10 to 12 superficial feet, and that the general exclusion of vessels originally constructed without any beams for their lower deck would shut out from the passenger trade, along with perhaps some objectionable vessels, many eligible ships; it does not appear to us that there are sufficient grounds for an alteration in the law on the present point.

We have, &c.,
(Signed)

T. W. C. MURDOCH.
C. ALEXANDER WOOD.

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

* Page 64, Papers on North American Emigration, presented to both Houses of Parliament by command, December, 1847.

PRINCE EDWARD ISLAND.

Despatch from the Lieut.-Governor Sir D. Campbell.

BRITISH
NORTH AMERICA.

No. 1.

(No. 59.)

No. 1.

COPY of a DESPATCH from Lieut.-Governor Sir DONALD CAMPBELL, to
Earl GREY.

Government House, Prince Edward Island, Aug. 4, 1848.

MY LORD,

(Received August 21, 1848.)

I HAVE the honour to acknowledge the receipt of your Lordship's Despatch of the 30th June,* No. 30, conveying your Lordship's view with respect to 4th, 6th, and 18th sections of the Act,† for regulating the introduction of immigrants, passed in the last session of the Legislature of this island.

I regret that any part of the Act referred to should have failed to receive your Lordship's approval, as with the exception of the 6th section, requiring masters of vessels to make certain issues of food to the passengers throughout the voyage unless any enactment to the contrary shall have been made by the Imperial Parliament; it was the endeavour of the local Legislature to assimilate its provisions in all essential points to the Emigration Act passed by the Legislature of Canada, in accordance with the suggestions communicated in your Lordship's Despatch of the 2nd December last, No. 5,‡ and with that object, the 4th section requiring the master to publish correct lists of his passengers, and to give bond for all above a certain age who appear most indigent and infirm; as also the 18th section which makes the wrecks of emigrant vessels liable for any taxes, rates, and penalties, claimable under the Act, were introduced into the Bill.

I have taken the necessary steps to prevent any proceedings being instituted against the masters of vessels or others for any infringement of the 6th section of the Act, and proper discretion and forbearance shall be exercised to mitigate the consequences of the responsibility imposed upon masters of emigrant vessels by the 4th section.

As regards the 18th section I will bring it under the notice of the Council and Assembly in the next session of the Legislature with the view to its repeal.

I have, &c.,

(Signed)

DONALD CAMPBELL.

Lieut.-Governor.

The Right Hon. Earl Grey,
&c. &c. &c.

* See page 58, Papers on North American Emigration, presented to both Houses of Parliament, June, 1848.

† This Act will be found printed at page 53 of the North American Emigration Papers, June, 1848.

‡ Page 166, Papers on North American Emigration of December, 1847.

NOVA SCOTIA.

**Despatch from the Right Hon. Earl Grey,
Secretary of State.**

BRITISH
NORTH AMERICA.

No. 1.

(No. 133.)

No. 1.

COPY of a DESPATCH from Earl GREY to Licut.-Governor Sir JOHN HARVEY.

SIR,

Downing-street, December 1, 1848.

See page 22 of
Papers presented
by command to
both Houses of
Parliament, July,
1848.

193, April 6, 1848.

See page 27 of
Papers presented
by Command, April,
1848.

WITH reference to the Act on immigrant vessels of which I received the authentic copy amongst the laws enclosed in your Despatch, No. 51, of the 18th of August last, I have the honour to acquaint you, that to the main provisions of that measure, I see no objection, but as to the clause which makes the wrecks of ships liable for the maintenance and conveyance of their passengers to their destination, it is my duty to put you in possession of the enclosed copy of a Despatch to Lord Elgin, in which you will see the observations I had to make on a similar clause inserted in the Immigrant Act of that province. You will perceive, that equitable as appears the object of such an enactment, yet when a vessel is lost the wreck may become the property of other persons than her previous owners, and that it might interfere with fair claims on the part of insurers to render such wrecks liable to special local charges.

I have, &c.,

Sir John Harvey,
&c. &c

(Signed) GREY.