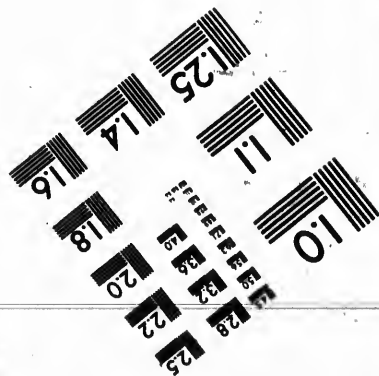
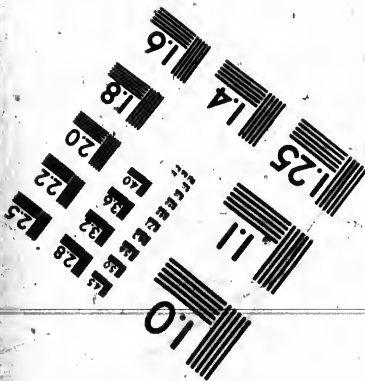
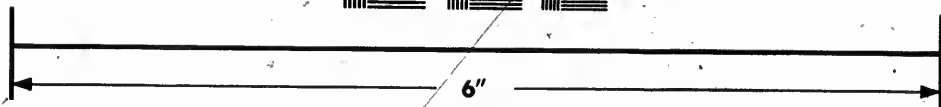
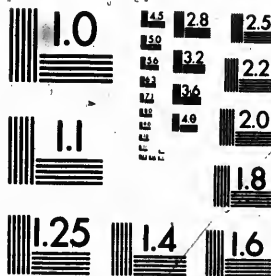


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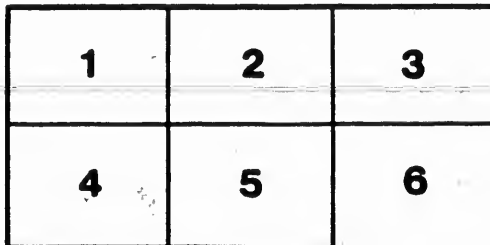
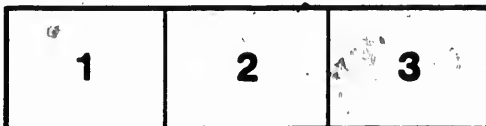
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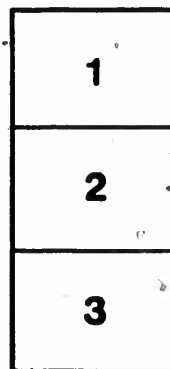
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# MONTREAL EMIGRANT SOCIETY.

## REPORT.

The Montreal Emigrant Society consider it due to themselves, to the public at large and to the emigrant population which has arrived in this country during the navigation season of 1832, to render an account of their proceedings as stewards of those funds arising from the Emigrant Tax Bill, which have been placed at their disposal.

The Society commenced their operations on the 12th May last, by the examination of the Tenders which had been received, in consequence of an advertisement to that effect, for the transport of Emigrants to different parts of Upper and Lower Canada, both by the line of the St. Lawrence and of the Ottawa Rivers.

The Society were anxious to give to the inhabitants of Upper Canada, as much benefit as possible of the Emigrant Tax Bill, in the only way in which it could be done, viz. by forwarding destitute Emigrants as far into that Province as their funds would permit. They therefore accepted Tenders for transport, by the line of the St. Lawrence as far as Niagara, the Head of Lake Ontario, York, and all the intermediate places to the Province line. But they regret to say they could not feel themselves justified in entering into any contract for transport by the line of the Ottawa, because, according to the tender received for that route, it was found that each Emigrant landed at Bytown would cost the Society two shillings more than each Emigrant landed at Niagara or York. And it was not till very late in the season that the owners of the craft on the Ottawa, agreed to transport Emigrants to Bytown at less than half their list tender, an abatement of which the Society immediately availed themselves, for the benefit of the very small portion of Emigrants whose views led them to seek a settlement on the Ottawa River.

The Society are well aware that much has been said and written, and that great exertions have been made to influence the different authorities of the country, in favour of the route by the Ottawa River and line of the Rideau Canal. But this Society were governed in their proceedings, in this respect by the facts already stated, and by the additional facts, that when the Society commenced their operations of the past season, and for some time after, the Rideau Canal was not open—and after it was open, the means of conveyance even to Bytown were, besides the high price, inadequate to the transport of one-half of the number of Emigrants seeking for passage to Upper Canada; and from Bytown upwards, they must be left at the mercy of the owners of a single craft, which could not carry many more than a common Durham-boat.

The Society are moreover of opinion that the same advantages enjoyed by the line of the St. Lawrence over that of the Ottawa and Rideau Canal in point of facility and cheapness of conveyance, must continue until the circumstances by which they are caused shall be changed. The Province of Upper Canada and the American States bordering on the St. Lawrence and its Lakes, annually grow large quantities of agricultural produce which is sent to Montreal, its only certain market, in craft of various dimensions according to the nature of the navigation—which produce greatly exceeds in bulk the goods which are sent from Montreal in return, consequently these craft find much more freight down than up—and consequently many of them return partly loaded or light. The Ottawa country, on the other hand, does not supply any produce to the Montreal market—the exports from that quarter consisting of timber which is always sent in rafts to Quebec. Indeed the lumber trade on the Ottawa, annually requires large supplies of provisions from Montreal. Consequently the freight from Montreal to Bytown and Hull, much exceeds the freight downwards. It must therefore be evident that so long as this state of things exists, and

until there be a sufficient quantity of trade by the Ottawa, to create an equal competition to that which exists on the St. Lawrence, this last route must continue to enjoy its present superiority in point of facility and cheapness of conveyance.

There are some other advantages to the emigrant in the line of the St. Lawrence, which the Society take this opportunity of stating. First, the difference in the distance to Kingston is sixty miles in favour of the St. Lawrence route, the emigrant with his aged, his infirm, his sick, his helpless children, and his luggage, can proceed for any port on either of the Lakes Ontario or Erie without suffering more than one transhipment, viz. at Prescott; whereas by the Ottawa and Rideau, he must suffer no less than five, viz. at Lachine, Carillon, Grenville, Bytown, and Kingston. Thirdly, when the emigrants arrive at Kingston by this last route, they run the risk of being detained there for several days for want of conveyance.—The Steamboats which merely touch at that port being often too full to take them—or too much hurried to receive them in any considerable number—whereas when they arrive at Prescott by the St. Lawrence, they find not only abundance of immediate conveyance by means of return craft, but such a competition as to enable them to proceed at almost their own price. Something might be said of the superior comfort to emigrants by the St. Lawrence, caused by the difference of passing through a well settled, and a thickly wooded and thinly inhabited country. But the comforts by the one route as far as Prescott, and by the other as far as Kingston, are so very small, that any advantage that may, in this respect, be found in the one rather than the other, cannot be of very great importance.

The Society met with no difficulty in conducting their operations until a few days after the breaking out of that pestilence which committed such dreadful ravages in this city; when the boatmen, employed by their contractor, and indeed by the whole body of forwarders, were seized with the universal panic, and every day brought fresh accounts of the abandonment of boats by their crews, along the whole line of the route from Lachine to Prescott. In this dreadful dilemma, the zeal, assiduity, and humanity of their contractor, Mr. Whiting, gave entire satisfaction to the Society. For, at a time when none of those forwarders who had property to an immense amount, for the safety of which they were responsible, placed in jeopardy by the abandonment of boats by their crews, could induce them to return to their duty, by entreaty, by offers of extra pay or by threats of punishment, Mr. Whiting found means, by an extra expenditure of more than £100, to forward in waggon the passengers by those of his boats which had been abandoned by their crews at various points on the line of communication with Prescott. The same cause which, at this period, stopped the further progress of boats on their route to Prescott, operated here, as a complete bar to the further proceedings of the Society, on the 20th June, to the 2d July. But when at this period the panic had so far subsided, that boatmen could be procured, though at high wages, the Society, considering that they were bound to share with their contractor the weight of this unexampled calamity, agreed to an increased price, amounting to nearly fifty per cent. above their contract, until such time as the fatal epidemic should have so far abated in its violence, that boatmen could be procured at ordinary prices. In consequence of this unforeseen but necessary expenditure, which amounted to £257 9 11, and in consequence of the loss sustained to the Emigrant fund, by the arrival at Quebec of 25,000 Emigrants who were not liable to the tax, a full proportion of whom were nevertheless forwarded by the Society, it was found that the receipts of the Society had fallen far short of their expenditure. They were, however, quickly relieved from this embarrassment, by the assistance of His Excellency the Governor in Chief, who promptly granted them an aid of £350—and by the subsequent generous contribution of £127 16 5, by the Citizen's Committee for Emigrant and Sanitary purposes, they were enabled to close their labours for the season, with the satisfactory reflection that all the destitute Emigrants who had sought for relief, had met with it at their hands.

The following statement exhibits the number of Emigrants relieved by the Society, as well as their receipts and expenditure from the 12th May, to the 5th Nov. 1832:—

STATEMENT.  
Return of the number of Poor and Destitute Emigrants forwarded and Relieved by the Montreal Emigrant Society, from the 23d May, 1832, to the 14 November, 1832, according to the Act of the Provincial Legislature, 24th July, 17c. 17.

Where sent.	Distance from Montreal.	Adults.	Under 7.	Infants.	Total.
<b>To Upper Canada—</b>					
Carleton Place	80	161	48	69	313
Prescott	140	2778	1077	1464	5919
Brookville	150	306	121	138	1011
Kingston	200	326	105	146	637
Cobourg	300	5	4	4	14
Port Hope	310	2	2	2	7
York	380	88	86	52	262
Niagara	493	4	2	3	11
By Town	429	70	28	40	131
<b>To Lower Canada—</b>					
Laprairie	9	184	87	82	313
Quebec	180	1	1	0	3
Chateauguay	13	13	2	10	31
Godmanchester	1	0	2	1	4
St. Andrew	45	5	2	8	13
Poist Fortone	50	9	3	7	20
Chatham	48	1	0	0	1
Three Rivers	50	4	1	4	10
William Henry	43	2	0	1	4
Carillon	50	56	19	32	110
Granby	50	10	8	6	25
Cascades	33	3	0	0	4
Lancaster	63	7	2	4	15
Pette Natium	30	2	2	0	6
Coteau du Lac	42	1	0	0	1
Stanstead	100	2	2	1	5
<b>Total number forwarded</b>		<b>1241</b>	<b>1502</b>	<b>2133</b>	<b>887</b>

Forwarded to Upper Canada	8171
in Lower Canada	592
<b>Total</b>	<b>8768</b>

Natives of England	2365
Ireland	6854
Scotland	856
Wales	169
<b>Total</b>	<b>10244</b>

Passages procured for	8763
Employment, Labourers	1197
Servants	284
<b>Total relieved</b>	<b>10244</b>

The total amount produced by the Statute of 21 Wil. IV. c. 17. is stated to be £6006 9 0 of which one-fourth is available to this Society. £1651 17 3

By an aid received from the Governor in Chief	350 0 0
By an aid from the Sanitary Committee	127 16 5
By Tickets sold at half-price	9 16 11
<b>Total</b>	<b>£2139 0 7</b>

Disbursements.	
For Passages	1800 6 6
Provisions	26 9 9
Printing, Stationery, Advertisements and returns required by law, &c.	50 0 0
Office Furniture, Repairs, Stoves, &c.	40 2 0
Office contingencies, Postages, &c. including fuel	15 0 0
Five Newspapers	5 0 0
Secretary's Salary	100 0 0
Superintendent's ditto	60 0 0
Rent of Office	80 0 0
<b>Total</b>	<b>£2126 18 45</b>

From this statement it will be apparent, that each emigrant forwarded by the Society has on the average cost for passage and provisions 4s. 3d. and including all expenses of office rent, Secretary, and Overseer's salary, stationery, printing, &c. the sum of 4s. 11d.—and when it is considered that many were sent as far as Niagara, York, Coloung and Kingston, that the Society paid for the transport of luggage, to the extent of an average of one hundred weight for each family, and furnished need of that assistance—and when the extra expenditure occasioned by a calamitous visitation of Providence is taken into account, the Society feel confident that they will be found to have been as faithful stewards of funds placed in their hands by Legislative enactment, as in the panic season they proved themselves to be in the application of monies procured by voluntary contributions.

JOHN TRAY, Chairman.  
JOHN C. GUNDLACK, R. Secretary.  
Montreal, Nov. 5, 1832.



