

Technical and Bibliographic Notes / Notes techniques et bibliographiques

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

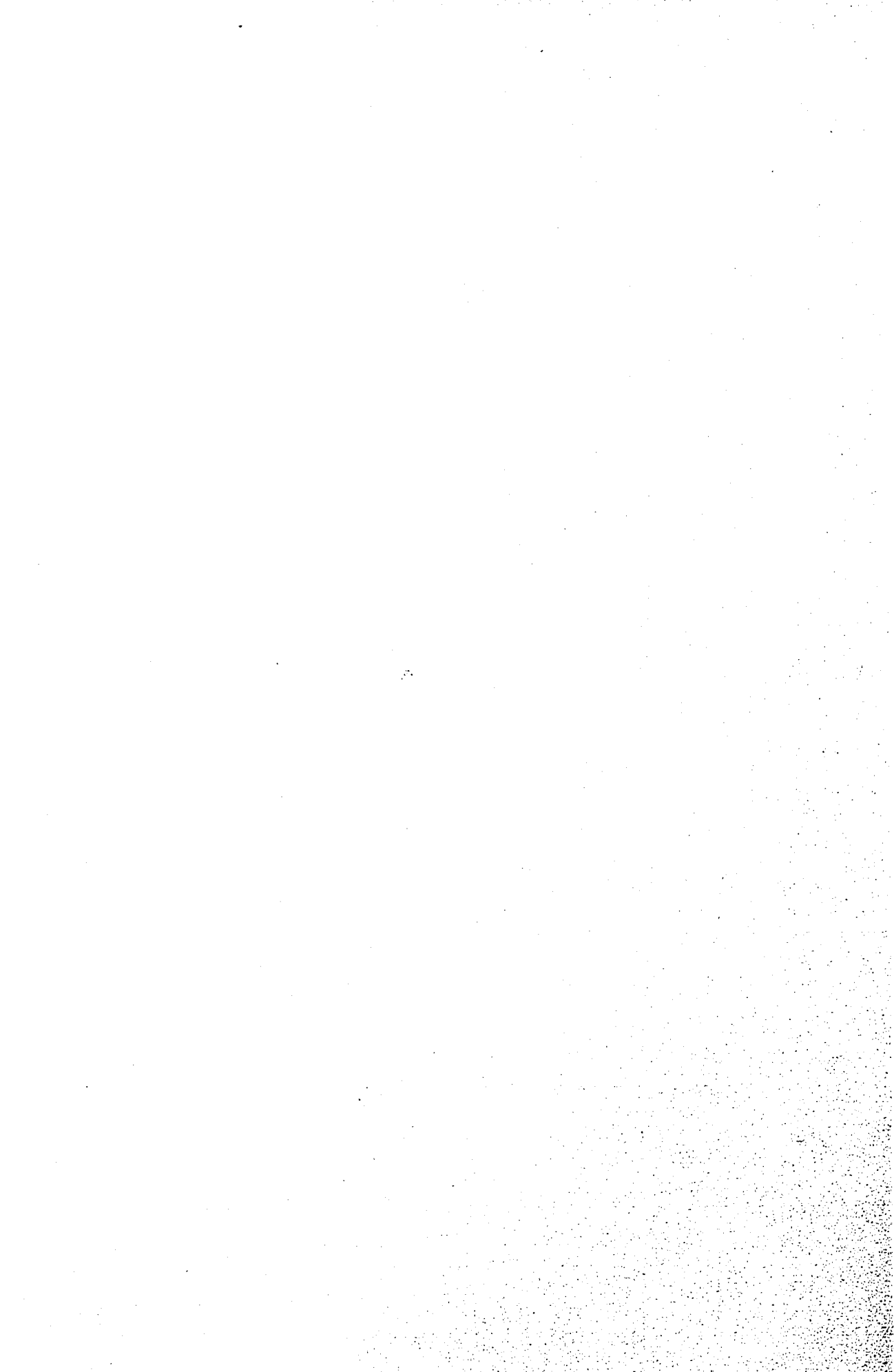
- Coloured covers / Couverture de couleur
- Covers damaged / Couverture endommagée
- Covers restored and/or laminated / Couverture restaurée et/ou pelliculée
- Cover title missing / Le titre de couverture manque
- Coloured maps / Cartes géographiques en couleur
- Coloured ink (i.e. other than blue or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

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

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

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

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



EMIGRATION.

COPIES OF EXTRACTS OF DESPATCHES
relative to EMIGRATION to the NORTH
AMERICAN COLONIES (in continuation of
Parliamentary Paper, No. 126, Session 2
of 1857).

(*Lord Stanley.*)

Ordered, by The House of Commons, to be Printed,
26 March 1858.

165.

Under 8 oz.



EMIGRATION.

RETURN to an Address of the Honourable The House of Commons,
dated 19 March 1858;—*for*,

“COPIES or EXTRACTS of DESPATCHES relative to EMIGRATION to the
NORTH AMERICAN COLONIES (in continuation of Parliamentary Paper,
No. 125, of Session 2, 1857).”

Colonial Office, }
25 March 1858. }

CARNARVON.

(Lord Stanley.)

Ordered, by The House of Commons, to be Printed,
26 March 1858.

SCHEDULE.

CANADA.

DESPATCHES FROM LIEUT.-GENERAL SIR W. EYRE AND GOVERNOR-GENERAL SIR E. HEAD, BART.

Number in Series.	Date and Number.	SUBJECT.	Page.
1	1857: 30 June (No. 3) - -	EMIGRANTS SENT OUT BY THE WELLINGTON EMIGRATION FUND. Acknowledging Mr. Labouchere's Despatch of the 11th June, and stating that Instructions had been given for affording every Information and Assistance to these Emigrants - - - - -	3
2	1858: 27 January (No. 12) -	ANNUAL REPORT OF THE CHIEF AGENT FOR IMMIGRATION FOR THE YEAR 1857 - - - - - Number of Emigrants landed and Number of Vessels employed - - - - - Comparative Statement of the Number of Arrivals for 1856 and 1857 - - - - - Disasters at Sea: Cases of the Ships "Martin Luther" and "St. Clair" - - - - - Burning of the Steamer "Montreal," with great Loss of Life - - - - - Cases of Infringement of the Passenger Act - - - - - Expenditure of the Emigration Department - - - - - Amount realized by the Emigrant Tax - - - - - Review of the past Season's Emigration - - - - - Prospects for 1858 - - - - - Report of Mr. Hawke, Chief Agent for Upper Canada - - - - - Tabular Returns - - - - - Extract of Notes appended to the Periodical Reports - - - - -	3 3 4 4 6 6 8 11 12 13 14 16 22

DESPATCH FROM THE RIGHT HON. H. LABOUCHERE, M. P.

3	1857: 11 June (No. 83) -	LETTER FROM THE WELLINGTON EMIGRATION SOCIETY, enclosing List of the Emigrants selected and despatched in the Ship "Envelope."—Requesting that Instruction may be given for affording every Information and facility to these Emigrants - - - - -	28
---	-----------------------------	---	----

NEWFOUNDLAND.

DESPATCH FROM GOVERNOR SIR A BANNERMAN.

4	1857: 8 December (No. 95) -	ENCOURAGEMENT OF EMIGRATION TO NEWFOUNDLAND, enclosing Minute of the Council, praying for some Relaxation of the Provisions of the Passengers Act for this purpose, and stating that the want of Labour and High Price of Wages is much felt - - - - -	30
---	--------------------------------	--	----

DESPATCH FROM THE RIGHT HON. H. LABOUCHERE, M. P.

5	1858: 28 January (No. 5) -	Acknowledging the preceding Despatch, and stating, for the reasons given, that the Relaxations applied for could not be conceded with safety to the Emigration, and that there is no sufficient ground to justify the Interference of Her Majesty's Government in any other way - - - - -	32
---	-------------------------------	---	----

NEW BRUNSWICK.

6	1858: 18 January - - -	ANNUAL REPORT OF MR. PERLEY, Emigration Officer for New Brunswick, for the Year 1857 - - - - -	33
---	---------------------------	--	----

COPIES or EXTRACTS of DESPATCHES relative to EMIGRATION to the
NORTH AMERICAN COLONIES

CANADA.

Despatches from Lieut.-General Sir W. Eyre and
Governor-General Sir E. Head, Bart.

— No. 1. —

(No. 3.)

COPY of DESPATCH from Lieutenant-General Sir *W. Eyre* to the
Right Honourable *H. Labouchere*.

Sorel, 30 June 1857.

CANADA.

No. 1.

Lieut.-General
Sir W. Eyre, to
the Right Hon. H.
Labouchere, M. P.
30 June 1857.
* Page 28.

Sir,

(Received 27 July 1857.)

WITH reference to your despatch of 11th June 1857, No. 83,* addressed to Sir Edmund Head, I have the honour to inform you that a communication having been previously received on the same subject from his Grace the Duke of Wellington, the emigration officers had been already instructed to afford every information and assistance to the persons sent out by the Committee of the Wellington Emigration Fund.

In order still further to aid them on their arrival in this country, I have placed a copy of your despatch in the hands of the Honourable P. M. Van-konyhust, who will do all in his power to further the benevolent objects of the association, and assist a class of emigrants so well adapted for this country.

I have, &c.

(signed) *Wm. Eyre*,

Lieut.-General Administering the Government.

— No. 2. —

(No. 12.)

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

Government House, Toronto, 27 January 1858.

No. 2.

Governor-General
Sir E. Head, Bart.,
to the Right Hon.
H. Labouchere,
M. P.
27 January 1858.

Sir,

(Received 16 February 1858.)

I HAVE the honour to transmit herewith the Annual Report of the Chief Agent for Emigration for the year 1857, together with an Appendix.

I have, &c.

(signed) *Edmund Head*.

Enclosure in No. 2.

IMMIGRATION REPORT, 1857.

Encl. in No. 2.

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

Office of Her Majesty's Chief Agent for
the Superintendence of Emigration to Canada,
Quebec, 31 December 1857.

Sir,

I HAVE the honour to submit to your Excellency, for the information of Her Majesty's Government, my Annual Report on the Immigration to the Province during the year 1857.

Table No. 1 of the Appendix furnishes the usual returns of the season's immigration, Table No. 1.

CANADA.

immigration, from which it will appear that the number of persons embarked from Europe for this port during the season was as follows :

	CABIN.	STEERAGE.	
Adults: males - - - - -	892	12,443	
Adults: females - - - - -	576	8,857	
Children: males - - - - -	177	3,928	
Children: females - - - - -	157	3,676	
Children under one year - - - - -	38	1,547	
	1,840	30,451	
Births on passage - - - - -			32,291 44
TOTAL - - - - -			32,335
Deaths on passage - - - - -		206	
Deaths in Quarantine - - - - -		32	238
Number Landed - - - - -			32,097

From this Table it will further be seen that the number of vessels engaged in the conveyance of emigrants from Europe was 231, having a tonnage capacity of 143,963 tons, and navigated by 5,436 seamen. 213 of these vessels were of the ordinary class of sailing ships, and these had an average passage of 44 days. The remainder were steam-ships, which made an average passage of 12 days.

Of the 213 sailing ships in this return, 180 were from ports in the United Kingdom; 93 of these came within the regulations of the Passenger Act, and 87 were exempt. The former brought out 19,997, and the latter 789 passengers. The foreign immigration employed 51 ships, seven of which were British, and 44 foreign.

Of the whole immigration of the season there arrived by the—

	CABIN.	STEERAGE.
18 steam ships - - - - -	1,549	3,245
213 sailing vessels - - - - -	291	27,012
	1,840	30,257

The immigration has been very free from disease, the average mortality among the passengers from the United Kingdom having been no more than 1-3d of 1 per cent., chiefly confined to children. The foreign passengers have suffered more; but among them the average mortality, between embarkation in Europe and landing in Quebec, has been less than 1 and 8ths per cent., children included. The mortality at sea has been confined to sailing vessels, not a single death having been reported on board any of the steamers.

The following is a comparative statement of the arrivals from each country for the years 1856 and 1857 :

	1856.	1857.
From England - - - - -	10,353	15,471
„ Ireland - - - - -	1,688	2,016
„ Scotland - - - - -	2,794	3,218
„ Germany - - - - -	4,537	4,961
„ Norway and Sweden - - - - -	2,806	6,407
„ Lower Provinces - - - - -	261	24
	22,439	32,097

showing the increase in 1857 of 9,658 souls, equal to 43 per cent.

And

And distinguishing the nationality or origin of the immigrants of the two seasons, they will appear as follows; viz.:

CANADA.

	1856.	1857.
English - - - - -	5,555	11,098
Irish - - - - -	4,357	4,466
Scotch - - - - -	3,872	4,924
Germans - - - - -	4,745	4,872
Norwegians and Swedes - - - - -	2,806	6,470
Belgians - - - - -	843	216
Canadians - - - - -	261	51
	22,439	32,097

The increase is principally on the English and Norwegians.

Of the former the increase is 5,543 persons, and of the latter 3,664. From Scotland the increase is 1,052, and from Ireland 109; from Germany, 127; while on the number from Belgium and the Lower Provinces there is a decrease of 837 persons.

Table No. 2 of the Appendix presents a return of the ships and passengers from each port and country during 1857; with the mortality from each port respectively; also showing a comparative statement of the immigration from each port and country for the seasons 1855 and 1856.

Table No. 2.

The deaths among 15,544 persons who sailed from English ports were 73, or equal to 0.47 per cent. From Ireland, among 2,018 persons, but two deaths occurred. From Scotland, out of 3,224, but six deaths occurred. Among the Germans the deaths were 57 out of 5,018 persons, equal to 1.13 per cent.

The greatest mortality occurred among the Norwegians, being 100 on an emigration of 6,507 souls, or equal to 1.53 per cent.

Table No. 3 presents a general hospital return, showing the number of patients admitted for medical relief, with the results: at the Quarantine Station between the 1st May and its close on the 31st October; at the Marine and Emigrant hospital in this city, and at the General Hospital, Montreal, between the 1st May and 31st December.

Table No. 3.

From this return it will be seen that the total number of cases treated in these several institutions was 537, and the deaths 40.

Table No. 4 furnishes a return of the adult male immigration, distinguishing trades and callings.

Table No. 4.

The total males embarked was 12,443, who were classed as follows; viz.:

Farmers and agricultural labourers - - - - -	3,518
Mechanics - - - - -	2,185
Merchants, clerks, &c. - - - - -	327
Servants - - - - -	134
Labourers - - - - -	6,279
	12,443

Table No. 5 presents a comparative statement of the number of emigrants landed at this port since the year 1829 to the present time, a period of 29 years, numbering in the aggregate 901,005 souls, affording an average of 31,070 per annum.

Table No. 5.

Table No. 6 furnishes a return of persons who have been aided in their emigration to this country by private individuals, charitable societies, or under the sanction of the Poor Law Commission.

Table No. 6.

The total number assisted was 1,740, and the amount paid among them on arrival here was 885 l. 10 s. 8 d., of which sum 816 l. 15 s. 8 d. was paid through this office, and 68 l. 15 s. by agents.

CANADA.

The Wellington Emigration Society sent out from England 1,062 persons, who received a sum of 10s. each adult on landing here, in addition to a free passage to Western Canada: 33 lads were from the London Reformatory School, and 62 persons were sent out by their parishes. From Ireland there were 379 persons; viz., 13 males, 293 females, and 73 children, all from poor law unions; they received from 10s. to 25s. sterling each on landing here.

Those from the Continent number 49 men, 51 women, and 94 children. 81 persons received money on landing here, amounting to 72s. 15s., and 133 received a free passage only.

Shipwreck.

I have to report but two cases of disaster at sea occurring to emigrant vessels bound to this port during the past season; viz., the ship "Martin Luther," which sailed from Liverpool on the 9th of April, with 499 passengers, after having been a few days at sea, was dismasted in the Channel, and carried into Plymouth, where she refitted, and sailed again on the 28th of May. The second case was that of the ship "St. Clair," which sailed from Tralee on the 11th of June with 227 passengers, and, having sprung a leak, was abandoned at sea. Her passengers were rescued by the "Ariel," of Bristol, and taken into Cork, where they were provided with a passage by the "Maria," and arrived here on the 3d of September, in good health. It is satisfactory to find, that in both these cases, although the passengers were exposed to much suffering and hardship, there was no loss of life.

Steamer "Montreal."

Although the disasters at sea have fortunately been attended with no loss of life, I regret to have to refer to a most extensive disaster which occurred on the River St. Lawrence, within a few miles of this city.

The steamer "Montreal," which formed one of a line between Quebec and Montreal, left her wharf here on the afternoon of the 26th of June, with from 300 to 400 souls on board. She took fire shortly after, and was totally consumed, after having been run aground on a shoal some distance from the shore.

The loss of life never can be correctly ascertained, but 254 bodies in the whole were recovered.

The passengers by this ill-fated vessel were composed chiefly of the emigrants by the ship "Jno. Mackenzie," from Glasgow, which vessel had arrived the previous evening with 338 souls. Of this number, 69 left the next morning by railway, and 11 remained in this city; 258 are consequently supposed to have embarked on board the "Montreal," of which number but 67 are ascertained to have been saved, leaving 191 persons missing. Those saved suffered the entire loss of such of their baggage and property as was not carried on their persons.

There has been much humane attention directed to the survivors of this catastrophe, and assistance has been presented by the cities of Quebec, Montreal and Toronto, as well as by other places. The St. Andrew's Society of Montreal have taken a most active and efficient course for the relief of the Scotch emigrants, and have been zealously seconded by the sister society of Quebec. These institutions have offered a warm sympathy for the surviving dismembered families, by contributing largely towards making good their losses of property, and by enabling such as desired it to return to their relations, or to proceed to their original destination.

The circumstances of this disaster underwent at the time a searching inquest, which resulted in a verdict of "manslaughter" against the captain, owner, pilot and mate of the vessel.

The owner has evaded arrest, but the master is now in gaol, and the pilot and mate are under bail, all awaiting their trial.

Passenger Act.

In the course of the season complaints were made by the passengers of five vessels for infringement of the regulations of the Passenger Act. In three cases in which I found it necessary to institute legal proceedings, convictions were obtained; and in two other cases compensation was made to the satisfaction of the passengers.

The first case was against Captain Craig, of the steamer "United Service," from London, for short issue of water. The vessel having proceeded to Montreal, the information, with the necessary instructions, were transmitted to the agent in that city, and, on the complaint being heard, the master was fined in a penalty of 50 *l.* currency, with costs.

The second case was against Captain Olive, of the ship "E. A. Bright," from Liverpool, under three clauses of the Act, viz., 1st. By issuing an insufficient allowance of meat and flour during the voyage. 2d. By issuing an insufficient supply of water. 3d. By neglecting to keep the abstracts of the Passenger Act and Order in Council posted up, as required by law.

The sitting magistrates condemned the captain in the penalty of 5*l.* sterling and costs for each of the two first offences, and 40*s.* and costs for the last.

The third case was against Captain Corner, of the ship "McDonnell," from London, for not having issued a proper and sufficient supply of water and provisions during the voyage. The complaint for the non-issue of water was fully proved, and the master was fined 1*l.* sterling per day during the period of 34 days in which the full allowance of water was withheld. The complaint respecting the deficiency in provisions not being proved, was withdrawn.

The following complaints were settled without the necessity of a reference to the magistrates:—

Some few articles in the dietary scale of the ship "Ion," from London, had fallen short, owing to the length of passage, 68 days, but the master at once allowed the value of the articles deficient, amounting to 2*s.* 6*d.* for each passenger, with which they were all satisfied.

The last case was by the passengers of the ship "Melbourne," from Liverpool. This vessel cleared outwards with only 24 steerage passengers, and accordingly did not appear to come under the Act: but a family of four persons having entered as cabin passengers, and, although they paid cabin fare, having been provisioned and accommodated only as steerage passengers, the master was made to perceive that all the regulations of the Act might be enforced against him. In order to prevent the case being brought before the magistrates, the matter was settled by a money payment to the satisfaction of the complainants.

Complaints for breach of contract were also made by the passengers, 24 in number, per "Esmeralda," from Liverpool. As this vessel did not come within the operation of the Passenger Act, I was unable to afford them any assistance in obtaining redress.

The petition of the passengers, setting forth their grievances, was transmitted by their request to the Government Emigration Board in London.

The numerous testimonials and complimentary addresses presented to masters of passenger ships on their arrival here, show that the treatment experienced by emigrants on their voyage to this port is generally satisfactory to them.

The only case of personal ill treatment which came under my notice was made by the passengers of the "E. A. Bright," against the subordinate officers of that ship, and proceedings were about being taken by several of the passengers against the chief mate and boatswain, for assaults under various circumstances during the voyage. None of the accused were, however, forthcoming, nor could any of them be found during the stay of the prosecutors in this city. They had been made aware of the passengers' intention to prosecute them, and, dreading the punishment which they must have been sensible awaited them, they evaded a trial.

Serious complaints of this kind are, I am happy to say, of rare occurrence on board emigrant ships to this port. The masters of the regular traders are generally kind, humane men, and, being interested in obtaining and preserving a good name for their ships, provide with every care for the comfort of their passengers. Casual ships are not always so well commanded, although it is seldom that any charge can be urged beyond that of want of experience in the carriage of passengers.

A very large proportion of the British as well as the foreign emigrants proceeding to the western parts of the province continue to take the route of New York. I regret to say that numerous complaints are made of the treatment experienced by passengers on this route, not only while on the voyage across the Atlantic, but also when arrived at New York, and on the journey inland. The vessels employed in the New York passenger trade are more frequently transient ships, with masters less experienced in the business than those of the regular traders to this port, and I feel warranted in saying less respectable in their characters. So many cases of infamous conduct towards their steerage passengers, and particularly the females, have become public, that the Canadian emigration will be largely diverted from this line hereafter. The Com-

CANADA.

missioners of Immigration of New York I am aware do all in their power to check the impositions practised upon emigrants who land there, and since the establishment of the depôt at Castle Garden for the reception and temporary accommodation of the steerage passengers arriving, they are saved from many of the evils to which they were formerly subject. Still, the extent and character of the population of the city of New York of the lower class make it impracticable that a full protection should be afforded. The stranger is yet imposed upon by overcharges, detained as long as he has money to expend, misdirected on his way, and often plundered by force of his only means.

The American press is loud in denouncing the frauds practised upon those who are so pressingly invited to adopt the United States route, and their own interest leads the respectable part of the community to desire their prevention; but the too general absence of suspicion in the victims offers a temptation apparently not to be resisted, and the mal-practices seem rather to extend. The countrymen of the emigrants are often employed to inveigle them, sharing, doubtless, in the plunder obtained; and English, Irish, and Germans are largely made use of by all the pretended forwarding companies and agents, who impose by means of worthless railway and steamboat tickets.

The regulations of both the railways and the steamboats of the United States are less strict in regard to luggage than is the case in Europe. Emigrants' property is exposed to loss from the confusion permitted, and if lost or stolen, is seldom recovered.

Emigrants, and more particularly families and single females, are cautioned against the risks they must run in adopting the New York route. If their destination is Canada, or, indeed, any of the Northern or Western States, they are strongly advised to come out by way of Quebec in the summer, and by way of Portland in the winter. The passage at either season is no longer, while it is on the whole less expensive; and the inland route by the St. Lawrence and the Lakes, or by railway, is more direct and a good deal cheaper. There is no detention, and any attempt at imposition, if made known, can hardly fail of being promptly punished by the authorities.

Emigrants are advised, in all cases where circumstances will permit, to secure their passage by steamers in preference to sailing vessels; and if time, health, and comfort are fully considered, the steamship will prove the cheapest in the end. The establishment of a regular weekly line of mail steamers from Liverpool to this port, which will come into operation in the ensuing spring, will afford intending emigrants full opportunity of securing a speedy, safe, and regular conveyance.

The service performed by this line during the past season has given general satisfaction, from its regularity and despatch. The first vessel arrived here on 4th May, and the last left this port on 14th November, making 14 trips.

They brought out 1,466 cabin, and 2,631 steerage passengers, making an average passage of less than 11 days.

On their return trips, 13 in number, they carried 958 cabin, and 1,609 steerage passengers, making an average passage of 10 days 20 hours, giving the total passengers carried out and home by this line 2,424 cabin, and 4,240 steerage.

The total expenditure of the Emigration Department of the Province, including the cost of quarantine establishment at Grosse Isle, amounts to 11,939*l.* 15*s.* 4*d.*

The cost of the Quarantine Establishment amounted	£.	s.	d.
to the sum of - - - - -	2,603	6	1
And the steamboat service for the same, cost - -	1,200	-	-
Total - -	£. 3,803	6	1

The expenditure for the direct relief of emigrants, in transport and provisions, together with the salaries and other expenses, are - - - - -	8,136	9	3
	£. 11,939	15	4

The several heads of the expenditure on account of the Quarantine establishment during the season of 1857, above referred to, were as follows, viz.:

	£.	s.	d.
Pay of officers and staff	2,092	10	6
Hospital supplies	164	3	10
Hospital furniture	29	15	-
Cartages	70	6	10
Washing	23	-	3
Drugs	12	8	1
Boats for use of station	54	17	6
Sundries	21	7	-
Printing, stationery, &c.	39	17	-
Advance to wintering party	95	-	-
Total	2,603	6	1

This sum, when compared with the expenditure of 1856, shows a small increase of 188*l.* 3*s.* 7*d.*

The expense of the Quarantine Establishment was equal to 2*s.* 4*d.* per head on each emigrant embarked from Europe.

The Expenditure of the Emigration Department to 31st December, has been as follows, viz.:

Quebec:			
	£.	s.	d.
Transport (inland)	2,535	16	11
Provisions	29	6	3
Sundries, funeral expenses, &c.	172	16	6
Agency charges	94	18	2
Salaries	394	9	-
Total	3,227	6	10
Montreal:			
Transport	379	16	9
Provisions	26	18	4
Sundries	40	14	2
Agency charges	53	8	2
Salaries	408	5	-
Total	1,108	12	11
Ottawa:			
Transport	45	8	7
Provisions	2	18	3
Agency charges	74	9	-
Salaries	225	12	7
Total	347	16	7
Toronto and Kingston:			
Transport	851	11	7
Provisions	93	5	6
Agency charges	169	10	-
Salaries	925	18	11
Total	2,040	6	11
Hamilton:			
Transport	772	13	2
Provisions	91	6	6
Agency charges	98	8	3
Salaries	450	-	-
Total	1,412	7	11
Total for all Agencies	8,136	9	3

From this statement it will be seen, that the total direct relief extended to destitute immigrants at the several Agencies throughout the province was,

	£.	s.	d.
In Transport	4,785	6	5
Provisions	243	4	10
Funeral and other expenses attending the lost per steamer "Montreal"	213	10	8
Office charges and sundries	490	14	5
Salaries	2,403	12	11
Total	8,136	9	3

CANADA.

The number of persons assisted at the Quebec Agency was 4,180, viz. :—

Males	-	-	-	-	995
Females	-	-	-	-	1,632
Children	-	-	-	-	1,553

4,180 equal to 3,232 adults.

There were forwarded to

Montreal	-	-	-	-	1,040
Eastern Townships	-	-	-	-	69
Ottawa	-	-	-	-	40½
Western Canada	-	-	-	-	1,744
Western States	-	-	-	-	260
Ports on Lake Erie	-	-	-	-	27
New York	-	-	-	-	52
					3,232

At an average cost of 15 s. 6 ½ d. each adult.

Of the above number, 1,519 were foreigners, viz. :

Male adults	-	-	-	-	433
Females	-	-	-	-	443
Children	-	-	-	-	643

These were constituted of 915 Norwegians, and 614 Germans.

The Montreal Agent reports the number assisted there as equal to 917 adults, at an average cost of 12 s. 6 d. per adult. These consisted of,

Male adults	-	-	-	-	304
Females	-	-	-	-	436
Children	-	-	-	-	495
					1,235

They were forwarded, viz. :

To Western Canada	-	-	-	766
Ottawa District	-	-	-	285
United States	-	-	-	184

Of which number 223 were foreigners, viz., 126 Germans, and 97 Norwegians. Males, 54; females, 64; children, 105.

The number of persons relieved at the several agencies in Western Canada are not stated in the returns which have reached me.

The expenditure for 1857 at the several agencies of this department, when compared with those of 1856, shows an increase of 3,329 l. 7 s. 5 d. This has been incurred chiefly under the head of transport and provisions. In Lower Canada the increased expenditure, amounting to 1,414 l., is in proportion only to the increased number of emigrants arrived. In Upper Canada, both at Toronto and Hamilton, this proportion has been exceeded; the extra expenditure at these two places being 1,916 l., while, in proportion to the larger number of the emigration, it should have been nearly 1,000 l. less. The demands for assistance made on these two agencies were very numerous during all the latter part of the season, consequently on the superabundant labour accumulated there; and the duty of dispersing those unable to obtain employment, became extremely burthensome. The establishment of an agency at the city of Ottawa has also involved some additional expenditure. But this, owing to the extended field opened for emigrants in that section, is likely to exercise an important and beneficial influence in future, and be the means of attracting a large portion of our future emigration to the Government lands recently opened for sale in all the neighbouring districts.

NORTH AMERICAN EMIGRATION.

The emigrant tax realised in course of the past season was as follows; viz.,

At Quebec:		£.	s.	d.	£.	s.	d.	Emigrant Tax.
22,567 adults	- at 5s.	5,641	15	-				
7,883 1 to 14 years	- „ 3s. 9d.	1,478	1	3				
7 -	- „ 7s. 6d.	2	12	6				
36 stowaways	- „ 47s. 6d.	85	10	-				
								7,207 18 9
Montreal:								
124 adults	- at 5s.	31	-	-				
51 1 to 14 years	- „ 3s. 9d.	9	11	3				
								40 11 3
<u>30,668</u>					£.	7,248	10	-

Being equal to an average of 4 s. 8 d. on each emigrant from Europe above the age of one year. The total expenditure on the emigration, including the cost of the maintenance of the quarantine establishment, amounted to 7 s. 9 d. per head; but excluding the expense of the Grosse Isle Establishment, and taking the direct expenditure on the relief and assistance of the destitute among the immigration of the year, the average outlay per head is 5 s. 3 d.

At page 14, I add copy of the annual report received from Mr. Hawke, the chief agent for Western Canada, on the result of the season's immigration to the section of the province under his more immediate charge. Mr. Hawke's Report.

From this report it will appear, that the total arrivals of immigrants in Canada during the year was 71,220: viz., 32,097 by the route of the St. Lawrence, and 39,123 by the route of the United States; and of the whole number, 37,034 proceeded to the Western States, and 34,186 have remained as settlers in Canada.

The attempt to ascertain the final place of settlement of the immigration, is always attended with difficulty, and a precise result cannot be produced by any extent of inquiry. I submit, however, the following Table, which I have drawn up from the best resources at my command, and which may be considered to be a near approximation to the truth.

ARRIVALS:		
Number of immigrants landed at Quebec, inclusive of cabin passengers	-	30,257
Number received from Portland, per railway return; viz.,		
From Europe	-	1,087
From United States	-	1,784
		2,871
At Toronto and Hamilton, from ports on Lake Ontario, as stated by Mr. Hawke	-	3,180
At Hamilton, by route of Niagara Suspension Bridge, as stated by Mr. Dixon, emigrant agent at that place	-	35,943
		<u>72,251</u>
DISTRIBUTION:		
Proceeded to Western States from Hamilton, by Mr. Dixon's Report	-	37,034
From Eastern Canada, from return	-	685
Returned to United Kingdom by steam and sailing vessels from Quebec, according to Customs return, 1,356, one-half of whom are estimated to have been immigrants of the season	-	678
Number lost by the burning of the steamer "Montreal"	-	191
		<u>38,586</u>
		<u>33,668</u>

CANADA.

Of this number, Mr. Hawke estimates that there settled in Western Canada, 31,423; Eastern Canada, 2,240.

I do not venture to offer an estimate of the property which is brought into the province by the annual immigration, because systematic inquiry on this point is not made, and because I find that from a large class of the immigration, it is difficult to obtain reliable answers, even when the question is put incidentally.

The amount drawn on their arrival here, by the Norwegian passengers of the season, chiefly through bills of exchange on New York, I ascertain to have been 140,000 dollars; equal to 23 dollars per head.

The Commissioners of Emigration at New York, in their report for 1856, state the average amount of money brought to that place by the European immigrants bound to Canada, at over 76 dollars.

With some persons, undoubtedly, there will be always a disposition to overstate their means: but the mass of the emigration are too apprehensive of sharpers to allow the amount of money on their persons to transpire, and I believe all estimates on this head to be understated.

Review of Seasons.

On a review of the immigration of the past season, I may be permitted to remark, that the country has received an accession to her population by the introduction of a large body of healthy immigrants, many of whom have brought a considerable amount of wealth and intelligence with them; and although some, doubtless, may have experienced disappointment because their progress has not been such as they had been led to expect, the fault has been attributable to themselves rather than to any want of means on the part of the country to provide for them.

The general condition and prospects of those who had been fitted by their education and previous habits for removal to such a country as Canada, are not unsatisfactory. Labourers, and more especially agriculturists, have been in general demand throughout the spring and summer; and in many parts of the province the supply was so far from meeting the demand, that the farmers were subjected to much inconvenience, and even loss, from want of hands. Females were universally inquired for, and all such readily found employment at fair wages. But during both the past season and that of 1856, we have received a large number of skilled mechanics, such as machinists, locomotive builders, tool-makers, and others practising the higher branches of mechanics, who have found it difficult to obtain employment: the demand for this description of labour is at all times limited, and new comers are at great disadvantage in finding places for themselves. The agent at Hamilton reports, that some of this class who reached his district have gone to the United States, while a few who had means have returned to England, dissatisfied and disappointed.

But the classes to whom this country offers the least encouragement, are those who have no business or calling. Persons who have been brought up as merchants, bankers, or lawyers' clerks, unaccustomed to labour, or persons whose sedentary employment has affected their constitution and strength, or who have been confined to a single branch of a manufacture until they are incapacitated from taking other labour. No persons of these descriptions ought to be induced to emigrate, unless some previous preparation has been made for them, or unless they come out to friends who are in a position to provide for them until suitable employment can be found.

In the return of the past season, there are no less than 327 persons among the steerage passengers styled merchants, and clerks, for whom there is really no employment. The country has an over-supply of this class, of native growth, while many among the self-styled mechanics and tradesmen, are equally without the capacity for any branch of labour that this country at this time offers.

Having mentioned the description of emigrants who are unfitted for this country, it remains only to repeat that, although persons having capital, with judgment

judgment and experience to guide its employment, must possess great advantages in Canada, still there is ample encouragement for the hardy and industrious, even without large resources at their command.

Farm labourers are the most generally sought for, and fair wages are always open for their acceptance. But no man who possesses health and strength, with a determination to take up such offers of employment as may be made to him, can fail to earn a good livelihood; nor, if he exercises his intelligence, within a short period greatly to improve his condition and that of his family. Lands are open for purchase or occupation on terms that bring them within easy reach; and the labouring man who is saving, cannot be long in any employment without laying up sufficient store to enable him to become a settler and proprietor of a lot of land which in a few years may be made a valuable farm.

I regret that the condition of the province at the present time does not promise so fairly for the unskilled labouring emigrant of the next season as it has done for many past years. The commercial difficulties which commenced in the United States, and subsequently extended to this province, have exercised a very depressing influence upon all classes; and the field of employment on which so large a portion of our annual immigration depends, has been necessarily contracted; some large works in operation have been suspended; and many that were in contemplation have been deferred. A severe check also has been given to private enterprise. The ensuing winter, it is feared, may be one of suffering among the newly arrived of our labouring class. In the country districts, from the abundance and moderate price of provisions, there can be no want; but in many of the larger towns, the municipal authorities are already called upon to alleviate the distress by providing employment for those most in need.

In a country like Canada, however, possessing so great natural resources in her valuable forests, and extensive tracts of fertile land, awaiting only the application of labour to render them available, the existing state of things cannot long continue. All superabundant labour must be absorbed, and room made for the arrival of fresh supplies. By the spring, I anticipate that business will have resumed its usual course, and that the country generally will have been restored to its progressive condition; so that, even if none of our extensive public works should be immediately re-entered upon, there will be a general activity among the farmers and settlers, whose ample stores will enable them to undertake further improvement of their lands by means of the labour now to be had on terms within their reach. Wages will be lower than for some years back; mechanics and artizans, unless in a few branches of work, will still find a strong competition for employment; and unskilled labour must be distributed throughout the provinces in order to be provided for; agriculturists, however, and all who can assist efficiently in the farm work of the country, with plough, hoe, or axe, will not fail to meet employment at fair wages.

At page 22 in the Appendix, I submit copy of the notes appended to the periodical reports made to your Excellency during the past season, in which I have had occasion to notice the condition and more immediate prospects of the emigrants as they arrived.

Submitting this Report to your Excellency's favourable consideration,

I have, &c.

(signed) *A. C. Buchanan,*
Chief Agent.

CANADA.

Sub-Enclosure in Enclosure No. 2.

COPY of REPORT of Mr. *Hawke*, Chief Emigrant Agent for Upper Canada.Government Emigration Office, Toronto,
21 December 1857.

Sir,

It appears from the returns made to this office, that the total number of emigrants who have entered Canada during the year 1857, amounts to 71,220, viz. :

Landed at Quebec according to your report - - -	32,097
From various ports on Lake Ontario, chiefly Oswego and Rochester - - - - -	3,180
By the Niagara Falls Suspension Bridge, as per returns made by T. C. Dixon, emigrant agent at Hamilton - -	35,943
Making a Total of - - -	<u>71,220</u>

Out of the emigrants who landed at Quebec, it appears that the number who proceeded direct to the Western States was 10,840, and the number who came by the suspension bridge, and proceeded to the same destination, amounted to 26,194, making the total number who proceeded to the United States 37,034 leaving 34,186 to be accounted for. These, as nearly as I can ascertain, have been distributed as follows :

Settled between the Ottawa and Toronto - - -	7,840
And in the cities, towns, and counties of Upper Canada, west of Toronto - - - - -	23,583
	<u>31,423</u>

making the total number of actual settlers in 1857, 31,423; as to the remainder (2,763), some have probably settled in Lower Canada, and many no doubt, returned home, having been disappointed in procuring the kind of employment they had been accustomed to.

Of the 37,034 who proceeded to the United States, the returns here and at Hamilton show that 26,823 were Germans and Norwegians; 2,858 English; 3,894 Irish, and 1,506 Scotch. The nationality of the remainder cannot be ascertained.

Settled in Upper Canada.

The monthly returns kept here and at Hamilton, show the following results :

From England, by the St. Lawrence - - - -	7,363
Ireland - - - ditto - - - -	3,507
Scotland - - - ditto - - - -	2,908
Germans and other foreigners by, the St. Lawrence - - -	1,987
From Ireland, by American ports on Lake Ontario - - -	1,535
England and Scotland - - - -	1,645
Germany, by Suspension Bridge - - - -	1,976
England - - - ditto - - - -	3,992
Scotland - - - ditto - - - -	1,674
Ireland - - - ditto - - - -	2,048
Americans - - - ditto - - - -	29
	<u>28,664</u>

Settlers whose nationality could not be ascertained - - - 2,759

Total Number of Settlers - - - 31,423

More

More than one-half of the settlers belonged to the labouring class; about one-fourth to the agricultural, farmers, and farm servants, and the remainder to mechanical branches, and persons calling themselves shopmen, clerks, warehousemen, &c. There were also a considerable number belonging to a class who would do better in almost any part of the world than in North America—persons who have been comfortably brought up, who could “do nothing in particular,” but who “were willing to do anything;” many such have left for parts unknown, some still hang loose upon society, and others have written to their relations for assistance to return to the United Kingdom: but as far as I can judge, not one-tenth of the number have found any kind of employment by which they can earn a livelihood. Canada has an over supply of this class, of native growth.

The sanitary condition of the emigrants has been very good, and the season remarkably healthy. As to the result of the year's emigration, I fully concur in the opinions expressed by Mr. Dixon. In his report, of the 16th instant, he says:—“Numbers of persons, possessed of information and skill in the higher branches of mechanism, have been induced to emigrate, for the purpose of benefiting the condition of themselves and families, without ever considering whether their various callings were in existence in this country, or, if they were, whether there was sufficient scope for healthy competition; the consequence has been, that a number of strictly skilled mechanics, bookkeepers, clerks, subordinates in the different professions, and such like, have found their way to this part of Canada, and being grievously disappointed in their expectations, the necessitous among them have been induced to turn their attention to labour and agriculture in order to obtain bread, and no doubt in time they will reap a satisfactory result. Others, with sufficient means, have left to return to their native land. On the other hand, the real agriculturist, and labourers with a knowledge of agriculture, have all succeeded well; and even yet there is a limited demand for English and Scotch farmers.

“The result of the whole year's emigration in this part of the province has been successful, with the above exceptions, and certainly furnishes ground for its repetition next year, provided those persons unfitted for the country be properly advised of the privations and suffering to which they subject themselves by leaving a certainty for an uncertainty.”

As to the demand for labour, I can only repeat what I have already said in answer to that question in the “Colonization Circular,” on the 17th instant: viz.—“That the prospects for 1858 are not encouraging; an unusual pressure in monetary matters has been felt in every part of British America as well as throughout the United States. The banks in the latter country have been obliged to suspend specie payments; immense numbers of mechanics and labourers have been dismissed, and distress has been greater than was ever before witnessed; many of these have sought employment in this province. Canada has not suffered to an equal extent; none of our banks have been obliged to suspend, and labourers, with few exceptions, have found work, at slightly reduced wages. Mechanics have suffered most, and I cannot invite many of that class to come out next season. Farm servants, and especially females, may depend on immediate work, at good wages. Farmers with working families, who have small capitals, can always settle themselves to advantage, and if prudent and industrious, are sure to better their condition.”

I am, &c.

(signed) *A. B. Hawke,*

Chief Emigrant Agent for Upper Canada.

To A. C. Buchanan, Esq.
H. M. Chief Agent for Emigrants,
Quebec.

APPENDIX to EMIGRATION REPORT 1857.

CANADA.

No. 1.

RETURN of the Number of Emigrants Embarked, with the Number of Births and Deaths during the Voyage and in Quarantine, the Total Number landed at Quebec, distinguishing Males from Females and Adults from Children, with the Number of Souls from each Country; also the Number of Vessels, Tonnage, and Seamen Employed, and the Average Length of Passage, during the Season of 1857.

WHENCE.	Number of Vessels.	Average Days on Passage.	Tonnage.	Number of Seamen.	NUMBER EMBARKED.						BIRTHS.				DEATHS ON THE PASSAGE							
					Cabin Passengers.		Adults.		Children, 1 to 14 Years.		Total Steerage.		M.	F.	Total Souls on Board.		Adults.		Children, 1 to 14 Years.		Infants.	TOTAL
					M.	F.	M.	F.	M.	F.	M.	F.			M.	F.	M.	F.	M.	F.		
England { Sail-ships, 105 { Steamers, 10 -	121	{ 40 } 13	80,003	3,447	1,047	0,104	3,760	1,015	1,561	732	13,882	8	7	15,644	0	0	17	0	31	00		
Ireland - - - - -	28	{ 43 } 42	13,831	403	1	845	776	177	100	66	2,014	1	2	2,018	1	-	-	1	-	2		
Scotland { Sail-ships, 20 - { Steamers, 2 -	31	{ 13 } 13	18,012	714	188	1,280	903	347	347	140	3,035	-	1	3,224	1	1	3	1	-	0		
Germany - - - - -	20	{ 44 } 44	8,400	312	4	1,771	1,525	744	674	285	4,900	3	12	5,018	4	3	15	0	22	63		
Norway and Sweden - - -	31	{ 41 } 41	13,511	470	-	2,334	1,803	1,004	932	334	6,407	4	0	6,607	1	2	25	25	20	70		
New Brunswick, Nova Scotia, &c.	4	{ 17 } 17	978	38	-	10	10	2	2	-	24	-	-	24	-	-	-	-	-	-		
TOTAL - - - - -	235	-	144,041	5,474	1,840	12,443	8,857	3,028	3,076	1,647	30,451	10	28	32,336	13	9	60	45	70	200		

WHENCE.	DEATHS IN QUARANTINE.				TOTAL DEATHS.	TOTAL LANDED IN THE COLONY.				Total Steerage.	Cabin Passengers.	GRAND TOTAL Landed in the Colony.		
	Adults.		Children, 1 to 14 Years.			Total.	Adults.		Children, 1 to 14 Years.					
	M.	F.	M.	F.			M.	F.	M.				F.	
England - - - - -	1	-	2	3	73	7,015	4,263	1,775	1,077	8,700	5,040	13,824	1,047	16,471
Ireland - - - - -	-	-	-	-	2	845	776	177	160	1,022	935	2,015	1	2,016
Scotland - - - - -	-	-	-	-	0	1,340	901	381	374	1,730	1,335	3,030	188	3,218
Germany - - - - -	1	-	1	1	57	1,708	1,553	728	665	2,406	2,188	4,067	4	4,071
Norway and Sweden - - -	2	4	3	7	100	2,331	1,837	976	900	3,307	2,787	6,407	-	6,407
New Brunswick, Nova Scotia, &c.	-	-	-	-	-	10	10	2	2	12	13	24	-	24
TOTAL - - - - -	4	4	6	11	238	13,318	9,450	4,080	3,777	17,357	13,107	30,257	1,840	32,097

Emigration Department, Quebec, }
December 1857.

A. C. Buchanan,
Chief Agent.

No. 2.

ABSTRACT STATEMENT of the Number of Emigrants Embarked, Births on the Passage, with the Number Died at Sea and at Quarantine, and Total Landed in the Colony; distinguishing the Countries and Ports whence they Sailed, during the Season of 1857.

ENGLAND AND WALES.

PORTS WHENCE SAILED.	Number of Vessels.	Passengers.			TOTAL.	Deaths.		Landed in the Colony.		
		Steerage.	Cabin.	Births.		At Sea.	Quarantine.	1857.	1856.	1855.
Aberystwith	-	-	-	-	-	-	-	-	-	4
Bideford	3	22	-	-	22	-	-	22	-	33
Bristol	10	320	19	-	339	2	-	337	41	36
Cardiff	1	3	-	-	3	-	-	3	13	-
Carlisle	1	4	-	-	4	-	-	4	-	49
Falmouth	-	-	-	-	-	-	-	-	32	-
Exeter	1	8	-	-	8	-	-	8	-	-
Fowey	1	70	-	-	70	-	-	70	-	131
Grangemouth	-	-	-	-	-	-	-	-	4	-
Hull	4	325	2	2	329	2	-	327	344	557
Harrington	-	-	-	-	-	-	-	-	3	-
Liverpool	50	8,703	1,492	6	10,201	30	5	10,166	7,262	3,812
London	20	1,559	86	3	1,648	8	-	1,640	395	267
Maryport	2	9	-	-	9	-	-	9	12	-
Milford	-	-	-	-	-	-	-	-	6	6
Newcastle	1	1	-	-	1	-	-	1	1	-
Newport	1	6	-	-	6	-	-	6	-	-
Padstow	2	16	-	-	16	-	-	16	13	-
Penzance	1	5	-	-	5	-	-	5	-	-
Plymouth	15	2,722	48	4	2,774	24	2	2,748	1,673	1,750
Poole	1	15	-	-	15	-	-	15	24	19
Portsmouth	1	10	-	-	10	-	-	10	371	13
Shields	-	-	-	-	-	-	-	-	-	17
Swansea	1	8	-	-	8	-	-	8	-	-
Torquay	1	23	-	-	23	-	-	23	-	-
Truro	2	36	-	-	36	-	-	36	159	50
Weymouth	1	11	-	-	11	-	-	11	-	-
Workington	1	6	-	-	6	-	-	6	-	10
TOTAL	121	13,882	1,647	15	15,544	66	7	15,471	10,351	6,754

I R E L A N D.

Belfast	3	503	-	2	505	-	-	505	-	130
Cork	2	144	-	-	144	1	-	143	64	189
Donegal	-	-	-	-	-	-	-	-	6	4
Dublin	-	-	-	-	-	-	-	-	11	-
Galway	-	-	-	-	-	-	-	-	15	-
Limerick	7	72	1	-	73	-	-	73	109	1,050
Londonderry	4	257	-	-	257	-	-	257	188	285
Newry	-	-	-	-	-	-	-	-	12	29
New Ross	5	622	-	1	623	-	-	623	671	1,156
Skibbereen	-	-	-	-	-	-	-	-	-	10
Sligo	-	-	-	-	-	-	-	-	-	198
Tralee	1	218	-	-	218	-	-	218	435	724
Waterford	4	185	-	-	185	1	-	184	177	206
Westport	-	-	-	-	-	-	-	-	-	125
Youghal	2	13	-	-	13	-	-	13	-	-
TOTAL	28	2,014	1	3	2,018	2	-	2,016	1,688	4,106

CANADA.

SCOTLAND.

PORTS WHENCE SAILED.	Number of Vessels.	Passengers.			TOTAL	Deaths.		Landed in the Colony.		
		Steerage.	Cabin.	Births.		At Sea.	Quarantine.	1857.	1856.	1855.
Aberdeen - - -	7	877	37	-	914	1	-	913	846	1,414
Annan - - -	1	5	-	-	5	-	-	5	-	8
Dumfries - - -	-	-	-	-	-	-	-	-	9	13
Dundee - - -	-	-	-	-	-	-	-	-	-	19
Glasgow - - -	16	1,615	130	1	1,746	4	-	1,742	1,262	2,499
Greenock - - -	3	263	2	-	265	-	-	265	332	268
Leith - - -	-	-	-	-	-	-	-	-	4	10
Lewis (Isle) - - -	-	-	-	-	-	-	-	-	-	331
Montrose - - -	3	269	19	-	288	1	-	287	341	281
Stromness - - -	-	-	-	-	-	-	-	-	-	16
Troon - - -	1	6	-	-	6	-	-	6	-	-
TOTAL - - -	31	2,035	188	1	3,224	6	-	3,218	2,794	4,859

GERMANY, &c.

Antwerp - - -	3	787	4	3	794	8	1	785	927	438
Bremen - - -	2	3	-	-	3	-	-	3	441	1,584
Hamburg - - -	15	4,209	-	12	4,221	45	3	4,173	3,169	1,575
TOTAL - - -	20	4,999	4	15	5,018	53	4	4,961	4,537	3,597

NORWAY AND SWEDEN.

Bergen - - -	10	2,464	-	4	2,468	14	6	2,448	1,193	229
Christiania - - -	4	961	-	3	964	29	8	927	347	380
Drammen - - -	4	930	-	-	930	27	1	902	207	214
Drontheim - - -	1	193	-	-	193	1	-	192	-	-
Krageroe - - -	1	41	-	-	41	-	-	41	-	17
Porsgrund - - -	3	386	-	-	386	-	1	385	247	239
Stavanger - - -	4	917	-	1	918	1	3	914	568	188
Sandifjord - - -	-	-	-	-	-	-	-	-	224	-
Tonsberg - - -	2	322	-	1	323	7	2	314	-	-
Gothenburg - - -	2	283	-	1	284	-	-	284	-	-
TOTAL - - -	31	6,497	-	10	6,507	79	21	6,407	2,806	1,267

LOWER PORTS.

Lower Ports - - -	4	24	-	-	24	-	-	24	261	691
-------------------	---	----	---	---	----	---	---	----	-----	-----

RECAPITULATION.

PORTS WHENCE SAILED.	Number of Vessels.	Passengers.			TOTAL.	Deaths.		Landed in the Colony.		
		Steerage.	Cabin.	Decks.		At Sea.	Quarantine.	1857.	1856.	1855.
ENGLAND - -	121	13,882	1,647	15	15,544	66	7	15,471	10,353	6,754
IRELAND - -	28	2,014	1	3	2,018	2	-	2,016	1,688	4,106
SCOTLAND - -	31	3,035	188	1	3,224	6	-	3,218	2,794	4,859
GERMANY, &c. -	20	4,999	4	15	5,018	53	4	4,961	4,537	3,597
NORWAY and SWEDEN	31	6,497	-	10	6,507	79	21	6,407	2,806	1,267
LOWER PORTS -	4	24	-	-	24	-	-	24	261	691
TOTAL - - -	235	30,451	1,840	44	32,335	206	32	32,097	22,439	21,274

Government Emigration Office,
Quebec, December 1857.

A. C. Buchanan,
Chief Agent.

No. 3.

RETURN of the Number of Admissions into Hospital, Discharges, and Deaths of Emigrants,
during the Season of 1857.

	Admissions.	Discharges.	Deaths.	Remaining.
Grosse Isle Hospital	417	385	32	
Marine and Emigrant Hospital, Quebec	69	59	3	
General Hospital, Montreal	51	44	5	
TOTAL	537	488	40	9

Government Emigration Office,
Quebec, December 1857.

A. C. Buchanan,
Chief Agent.

CANADA.

No. 4.

TRADES and CALLINGS of EMIGRANTS, 1857.

Bakers - - - - -	19	Painters and Glaziers - - - - -	24
Butchers - - - - -	35	Paper-makers - - - - -	1
Braziers and Tinsmiths - - - - -	20	Plasterers - - - - -	1
Bookbinders and Printers - - - - -	22	Saddlers and Harness-makers - - - - -	15
Bricklayers and Masons - - - - -	119	Sawyers - - - - -	21
Cabinet-makers and Turners - - - - -	25	Shoemakers - - - - -	157
Cart and Wheelwrights - - - - -	44	Smiths - - - - -	201
Carpenters and Joiners - - - - -	478	Stone-cutters - - - - -	27
Coachmakers - - - - -	5	Tailors - - - - -	207
Coopers - - - - -	21	Watch and Clockmakers - - - - -	31
Carriers and Tanners - - - - -	11	Wool and Flax-dressers - - - - -	10
Engineers - - - - -	124	Weavers - - - - -	41
Gardeners - - - - -	32	Unenumerated - - - - -	184
Hatters - - - - -	6	House Servants - - - - -	134
Millers and Millwrights - - - - -	127	Farmers and Farm Servants - 3,518	
Miners - - - - -	156	Labourers - - - - - 6,279	9,797
Merchants and Clerks - - - - -	327		
Moulders and Foundrymen - - - - -	21		
		TOTAL - - - - -	12,443

Government Emigration Office, Quebec, }
December 1857.A. C. Buchanan,
Chief Agent.

No. 5.

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

WHENCE.	5 years, from 1829 to 1833.	5 years, from 1834 to 1838.	5 years, from 1839 to 1843.	5 years, from 1844 to 1848.	1849.	1850.	1851.	1852.	1853.	1854.	1855.	1856.	1857.	TOTAL.
England -	43,386	28,561	30,791	60,453	8,080	9,887	9,677	9,276	9,585	18,175	6,754	10,353	15,471	261,349
Ireland -	102,266	54,904	74,081	112,192	23,126	17,976	22,381	15,083	14,417	16,168	4,106	1,688	2,016	462,204
Scotland -	20,143	11,001	16,311	12,767	4,984	2,879	7,042	5,477	4,745	6,446	4,859	2,794	3,218	102,726
Continent of } Europe - }	15	485	-	9,728	436	849	870	7,256	7,456	11,537	4,864	7,343	11,368	62,207
Lower Ports	1,889	1,346	1,777	1,219	968	701	1,106	1,184	496	857	691	261	24	12,519
	167,699	96,357	123,860	196,359	38,494	32,292	41,076	39,176	36,699	53,183	21,274	22,439	32,007	901,005

Government Emigration Office, Quebec, }
December 1857.A. C. Buchanan,
Chief Agent.

No. 6.

RETURN of the Number of Persons who received Assistance to Emigrate from the United Kingdom and the Continent of Europe, with the Amount paid them on Landing, 1857.

DATE.	SHIP.	Whence.					By whom Sent out.	Paid by		REMARKS.			
								£.	s. d.				
26 May	Arran	Liverpool	16	16	-	-	London Ragged School	16	10				
28 "	Ocean Bride	ditto	72	-	43	29	Wexford Union	45	-	6			
28 "	Creole	Londonderry	5	-	1	4	Strabane Union	2	10	-			
29 "	Eliza	Plymouth	8	1	1	6	The Parish	-	-	-			
29 "	Montezuma	London	7	7	-	-	London Ragged School	-	-	-			
16 June	Oregon	Liverpool	4	2	2	-	Sligo Union	4	-	-			
9 July	Chicago	ditto	63	3	59	1	Clonmel Union	63	-	-			
16 "	Wexford	ditto	7	7	-	-	London Ragged School	7	6	-			
17 "	Envelope	London	72	39	13	20	Wellington Fund, Woolwich Dockyard.	-	-	-			
17 "	Ditto	ditto	14	3	6	5	Poor Law Contract	-	-	11			
18 "	Mid Lothian	ditto	76	23	23	30	Wellington Fund, Woolwich Artizans.	30	5	-			
30 "	Henry Cook	Liverpool	281	92	60	129	Wellington Fund, Woolwich Artizans.	102	5	-			
31 "	J. S. Parsens	ditto	105	-	96	9	Waterford Union	125	5	-			
31 "	Ditto	ditto	31	1	30	-	Edenderry Union	31	-	-			
12 August	Jno. Owens	London	381	141	79	161	Wellington Fund, Woolwich Docks.	151	15	-			
12 "	Ditto	ditto	3	-	-	3	Poor Law Contract	-	-	1 10			
5 Sept.	E. A. Bright	Liverpool	48	5	34	9	Ennisorthy Union	46	10	-			
5 "	Ditto	ditto	4	-	4	-	Kenmare Union	4	-	-			
14 "	Ion	London	238	73	70	95	Wellington Fund, Artizans	92	10	-			
14 "	Ditto	ditto	40	5	8	27	Poor Law Contract	-	-	26 10			
14 "	Arran	ditto	10	10	-	-	London Ragged School	6	4	2			
10 "	Ocean Bride	Liverpool	38	4	24	10	Ennisorthy Union	32	15	-			
19 "	Ditto	ditto	5	-	1	4	Wexford Union	4	-	-			
20 "	Creole	Londonderry	4	-	1	3	Strabane Union	2	-	-			
5 Oct.	Hibernia	London	14	14	-	-	Wellington Fund, Artizans	7	-	-			
			1,546	446	555	545			778	15	8	39	-

CONTINENT.

DATE.	SHIP.	Whence.						Doll. c.	Doll. c.	REMARKS.	
6 May	Eliza Mary	Antwerp	10	3	3	4	Government of Wurtemberg	-	36	Paid in Antwerp.	
6 "	Ditto	ditto	13	5	4	4	Do	-	-		
12 "	Copernicus	Hamburg	4	1	1	2	Landlord in Mecklenburg	-	48	Free passage only.	
12 "	Ditto	ditto	4	2	2	-	Do	-	-		
3 June	Europa	ditto	4	1	1	2	Parish in Weimar	-	15		
3 "	Ditto	ditto	4	1	1	2	Parish in Prussia	-	-	ditto.	
8 "	Robt. Parker	Antwerp	56	9	14	33	Government of Wurtemberg	172	-		
8 "	Ditto	ditto	12	2	3	7	Do	-	-	Paid at Antwerp.	
1 July	Christiania	Gothenburg	56	17	15	24	Parish in Sweden	-	-		
9 "	Franklin	Hamburg	4	-	1	3	Parish in Prussia	-	-		
3 Sept.	Mortr. Levingston	Antwerp	7	2	2	3	Government of Wurtemberg	-	20		
3 "	Ditto	ditto	4	2	2	-	Luzerne in Switzerland	-	-		
7 Oct.	Dantzig	Gothenburg	16	4	2	10	Parish in Sweden	-	-		
			194	49	51	94			172	119	

RECAPITULATION.

From	ENGLAND.		IRELAND.		CONTINENT.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.
		£. s. d.		£. s. d.		Doll. c.
Wellington Emigration Fund	1,062	383 15 -	-	-	-	-
Parish Funds	90	69 - 2	379	360 - 6	102	243 -
Private Funds	-	-	-	-	4	48 -
Free Passage only	15	-	-	-	86	-
	1,167	452 15 2	379	360 - 6	194	291 -

Government Emigration Office,
Quebec, December 1857.

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 1857.

RETURN No. 1.—From the 22d of May to the 2d of June.

Six thousand nine hundred and sixty-seven emigrants landed at this port from the 22d May to the 2d June, being an increase of 6,671 on the season over the number arrived to corresponding period 1856.

They arrived in good health; deaths on the passage 38, chiefly children, from the effects of measles, with the exception of those on board the ship "Gipsy Queen," from Plymouth, 14 deaths having occurred from scarlatina, two adults and 12 children.

The majority of the emigrants are from England, and the natives of that country, as may be seen by reference to this return, are very considerably in excess of those from any other country.

The male adults are classed in the ships' lists, as follows :

Farmers	-	-	-	-	-	-	-	-	940
Labourers	-	-	-	-	-	-	-	-	1,525
Mechanics	-	-	-	-	-	-	-	-	538
Servants	-	-	-	-	-	-	-	-	7
Cabin	-	-	-	-	-	-	-	-	49
									<hr/>
									3,059
									<hr/>

The ships have arrived clean and in good order; the passengers all report most favourably of the treatment they received during the passage; the only complaint which has been made was by the passengers, 24 in number, per the "Esmeralda," from Liverpool, which vessel, owing to the small number of passengers, did not come within the provisions of the Act; the particulars of their complaint, as stated by them in writing, has been transmitted to Her Majesty's Commissioners of Emigration, London.

One thousand nine hundred and forty-four emigrants arrived in eight vessels from Plymouth, a fine healthy body of West of England farmers and agricultural labourers, many of whom appear to possess good means; a large proportion have emigrated to join friends in the Newcastle, Home, Gore, Brock and London districts, and a few to the Western States.

Those by the "Montezuma," from London, are chiefly mechanics and labourers seeking employment. There were a number of young men who had acted in the capacity of clerks or store porters, who aspire to a position above that of ordinary labourers; to persons of this class Canada offers but little inducement at present; and unless they are prepared to undertake manual labour, they will, I fear, find some difficulty in earning their support.

The emigrants from Hull and Bristol are generally respectable farmers proceeding to friends in different sections of Western Canada.

Of the Scotch, 476 are from the port of Aberdeen, and 319 from Glasgow; they consist of respectable farmers, farm labourers, and mechanics; a large proportion have emigrated to join friends in the Home, Gore, London, and Huron districts.

The Irish emigration direct number but 443 persons from New Ross and Waterford, but 541 in addition came via Liverpool; these are mostly poor families coming out to join their relations; about one-half proceeded to the United States.

The Germans, 727 in number, have nearly all gone to the United States, except about 200, who have proceeded to the German Settlement in Western Canada.

The Norwegians, 1,173 in number, have all gone to Illinois and Wisconsin.

A considerable number of the emigration of this season from the ports of Plymouth, Liverpool and Glasgow, have come out under the through ticket system, arranged last winter by the Grand Trunk and Mail Packet steamers; it, so far, appears to answer well. The emigrants have been received and carried forward to their destination with safety and despatch, and at fair and reasonable charges. I annex copy of the printed notice issued from this office for the information and guidance of emigrants, with a statement of the routes and rates of inland transport from this port.

The number of persons assisted from the several ships in this Return are as follows :

FROM THE PORT OF:	ADULTS.	CHILDREN.	UNDER THREE YEARS.
Liverpool - - - - -	171	72	18
Plymouth - - - - -	115	85	37
London - - - - -	9	5	2
Glasgow - - - - -	5	3	—
Aberdeen - - - - -	8	5	—
New Ross and Waterford - - - - -	38	28	4
Londonderry - - - - -	28	20	—
Germany - - - - -	60	28	14
Norway - - - - -	48	29	18
	482	275	93

Number, 850 souls, equal to 619½ adults.

RETURN No. 2.—From the 2d to the 13th June.

THE emigrants arrived at this port from the 2d to 13th June, have all landed in good health, two-thirds of whom are foreigners, and one-third natives of the United Kingdom; those from the United Kingdom have chiefly emigrated to friends, and fully three-fourths will remain as permanent settlers in Canada.

The Germans arrived, number 1,971 souls, about 400 stated their intention of settling in Canada, among whom are some families possessing considerable means; a number of Prussians have proceeded to the Ottawa section of the country, with the intention of working for a short time, and then settling on the free grants.

A number of poor were sent out by the ship "Robert Parker," from Antwerp; they were from Wurtemberg, and received 10 guilders each on landing here, to enable them to proceed where suitable employment could be obtained; they were directed up the Ottawa, and to the bay of Quinte, where they have all succeeded in procuring work; the remainder proceeded to the Western States.

The Norwegians arrived, number 1,733, all of whom have proceeded to the Western States.

The Irish were generally very poor, and a large number, consisting of females and children, had to be assisted to enable them to proceed.

The total assistance granted from the several vessels in this Return, amount to 693 souls; viz.—

- From England 68, equal to 8½ per cent. on the new arrivals.
- Ireland 215, equal to 34 per cent. " "
- Germany 197, equal to 10 per cent. " "
- Norway 213, equal to 12½ per cent. " "

RETURN No. 3.—From the 13th to 20th June.

THE emigrants of the past week have all landed in good health; they are chiefly Norwegians, and, with the exception of a few young men, who, being without means, were sent into the eastern townships for employment, have all proceeded to Wisconsin.

A number of the Germans have been induced to remain in Canada; many of whom have proceeded up the Ottawa River, where they readily found employment, and have reported themselves pleased and satisfied with their situation.

The emigration from the United Kingdom are all from Liverpool, and are chiefly English; they have proceeded with few exceptions to Western Canada.

The number of persons assisted was 175; viz., 51 from England, 21 Germans, and 103 Norwegians; the nature of assistance rendered was in free passages to different sections of the province.

The demand for labour in the rural districts is good, and if those seeking employment will avoid the cities and proceed at once into the rural districts, they will find no difficulty in procuring work.

RETURN No. 4.—From the 20th to the 30th June.

THE emigrants arrived during the week ending the 30th June, number 2,319 souls, about two-thirds of whom are foreigners; all have appeared free from sickness.

Those from the United Kingdom consist of respectable farmers, mechanics, and agricultural labourers, fully four-fifths of them having emigrated with the object of joining their friends already in the country.

On the evening of the 26th occurred on the St. Lawrence, within 10 miles of Quebec, one of the most extensive disasters which has been known in Canada in connexion with the inland transportation of emigrants.

The large steamer "Montreal," plying regularly between Quebec and Montreal, and on this occasion having on board, as nearly as can be ascertained, 350 passengers, took fire soon after leaving this city, and was totally consumed.

The loss of life which has been ascertained up to this date amounts to 254, and it is possible that some have perished of whom no account has yet been taken. The exact number of persons on board the steamer at the time of her loss can never be ascertained, but it is supposed that, besides the crew of the vessel, there were on board upwards of 300 passengers.

The emigrants among these consisted of one family of Norwegians, seven souls, and 258 Scotch emigrants, very recently landed from on board the ship "John M'Kenzie," from Glasgow.

Of the Norwegians one only, a child, is among the saved, and of the 258 Scotch passengers only 67 are known to have escaped.

The "John M'Kenzie" sailed from Glasgow with 10 cabin and 330 steerage passengers. Two children died on the passage, making the number landed at Quebec 338.

Proceeded to Montreal by rail	-	-	-	-	-	-	69
Remained at Quebec, two cabin, nine steerage	-	-	-	-	-	-	11
							<u>80</u>
Embarked on board the "Montreal"	-	-	-	-	-	-	258
Saved	-	-	-	-	-	-	67
							<u>191</u>
Drowned or missing	-	-	-	-	-	-	

Those saved suffered the entire loss of their baggage and property not carried on their persons.

There has been much humane attention directed to the survivors of this catastrophe, and assistance has been presented by the cities of Quebec, Montreal, and Toronto, as well as by other places. The St. Andrew's Society of Montreal have taken a most active and efficient course for the relief of the Scotch emigrants, and have been zealously seconded by the sister society of Quebec; these institutions have offered a warm sympathy for the surviving dismembered families, and are contributing largely towards making good their losses of property.

A coroner's inquest has been instituted in the case; measures have been taken for the recovery and identification of the bodies of the drowned, as well as for the protection of their effects; and decent interment in the cemetery of Mount Hermon, near this city, is provided.

The Rev. Dr. Cook, minister of the Church of Scotland, interesting himself in the performance of the last offices to the dead.

The inquest remains occupied in inquiring into the causes of the disaster, and consequent fatality.

RETURN No. 5.—From 30th June to 11th July.

Two thousand nine hundred and seven emigrants arrived in this port in good health from the 1st to the 11th instant. The deaths during the passage were but 11 souls, chiefly young children.

Over two-thirds are from the United Kingdom. The male adults are classed as follows, mechanics, 194; farmers, 308; labourers, 617; servants, 17; and cabin passengers, 36.

Those from the United Kingdom have chiefly proceeded to different sections of Western Canada, some to join friends, and others in search of employment; a large proportion had arranged for their inland transport under the through ticket system established by the Grand Trunk Railway and Mail Line of Steamers.

The foreign emigrants number 996 souls. The Norwegians and Swedes all proceeded to the Western States. Of the Germans, about 150 remain in Canada, the remainder proceed to the Western States.

The demand for agricultural labour and female domestic servants is very good, and in some sections of the province considerable difficulty is experienced in obtaining the necessary supply of labour.

For mechanics the inquiry is not so great, and the country appears generally sufficiently well supplied with emigrants of this class.

The number of emigrants assisted from the several ships included in this return were 301, viz., 173 adults, 99 children, and 29 under three years.

They were, from England	-	-	-	-	-	-	112
„ Ireland	-	-	-	-	-	-	98
„ Germany	-	-	-	-	-	-	78
„ Norway	-	-	-	-	-	-	13

RETURN No. 6.—From the 11th to the 18th of July.

THE arrivals during the week ending this date were 1,347, chiefly English and Scotch; they all landed in good health.

The emigrants per “Martin Luther” chiefly emigrated to join their relations. They had been upwards of three months on board this vessel, in consequence of her having been dismasted in the English Channel shortly after she sailed from Liverpool. The people were healthy, but many were without means, having spent all their small stock of cash during their detention in Plymouth to refit; 105 required assistance on their landing here, to enable them to reach their friends.

The passengers per “Wexford,” from Liverpool, and “S. D. Ryerson,” from Glasgow, were respectable farmers, labourers, and mechanics; they all appeared to have friends before them. By the “Wexford” were seven lads from the Loudon Ragged School; they received 1*l.* sterling each, and all proceeded to Kingston, C. W., where they would find immediate employment.

By the “Envelope” and “Midlothian” were received the first portion of the Woolwich artisans sent out by the Wellington Emigration Society; they landed healthy. Those by the “Midlothian” received 10*s.* sterling each adult, which was paid to them on board the ship. They all had through tickets by the Grand Trunk Railway for Toronto; but as there was but little demand for their labour in that city, they were advised to proceed to the Ottawa, or to Belleville, Trenton, and Cobourg, where they would at once find steady employment.

RETURN No. 7.—From the 18th to the 31st July.

THE emigrants arrived between the 18th and 31st July number 1,612. They are from Liverpool, with the exception of 224 by one vessel from Hamburg.

On board the ship “Henry Cooke,” from Liverpool, were 277 passengers, Woolwich artisans, chiefly families sent out by the Wellington Emigration Association; they had been supplied with through tickets by railway to Toronto, and they received at this port, on landing, 10*s.* sterling each adult.

As there was at the time comparatively little demand for labour in the western section of the province, I furnished some of them with written recommendations for employment to some influential gentlemen residing at Trenton, and in the townships of Sydney and Seymour, in the county of Hastings; and I directed a large proportion of the others to the Government Emigration Agent at Ottawa, where labourers were much wanted, and where, consequently, these people were certain of finding immediate employment. Those who stopped at the Trenton Station, about 20 families, obtained employment at once on their arrival. The party destined for the Ottawa did not leave the Grand Trunk Line at Prescott according to the directions, but were carried on to Toronto; and I have reason to doubt whether they have been equally successful in finding places, and the means of support.

The system of securing their inland transport from Quebec to the western section of the province, which has been somewhat largely adopted this season by emigrants from the United Kingdom, has doubtless some advantages for those who have a fixed destination within the province, or proceed to North Western States. But to those whose course remains to be governed by circumstances, and particularly to those dependent on employment, it is objectionable. The field for labour is not always most promising in the same part of the country; indeed, if the entire emigration were led into any one district, it must be altogether overstocked with labour for the time.

It frequently occurs that the best openings for settlers as well as labourers are presented by the sections eastward of Toronto; and the emigrant who leaves his arrangement for transport to be completed at Quebec may often save a portion of the expense as far as Toronto, by adopting an intermediate stopping place.

CANADA.

There is open to him, further, the possibility of his obtaining transport at rates reduced by the competition of the season much below the regular fare, whether by steamer or by railway.

The "J. S. Parsons" brought out the large number of 792 passengers from Liverpool; among these were a party of 105 females from the Waterford, and 31 from the Edenderry Union; the former received 25s. sterling each adult on landing, and the latter 20s. sterling each. They were distributed as follows: 21 obtained situations in Quebec, 39 in Montreal, 64 at Ottawa city, and 12 left the province to join friends in the United States.

Those engaged in this city and Montreal were hired in the office at wages ranging from 12s. 6d. to 15s. per month, and all the 64 who were sent to Ottawa, Mr. McClellow writes, "were engaged in that vicinity immediately on arrival; and had there been 300 additional, I could have easily provided for them; they are in respectable places, at wages from 10s. to 15s. per month, with the understanding that an increase will take place on the expiration of the first month. The male labourers that have arrived here this season have been well provided for, and it is only to be regretted that a larger number had not reached this section of the country. The demand continues very good in the rural parts, and the farmers are greatly disappointed at not being able to get the amount of labour they require.

I annex abstract return of the arrivals at this port to 31st July, showing the total number from each country, as also the nativity of the emigrants, from which it will appear the English are far in excess of those from any other country, and that the Irish, who formerly so much exceeded those from all other countries, are now the lowest in number on the list.

Number arrived to 31st July—

NATIVES		
From England - - - - -	10,206	7,222
„ Ireland - - - - -	1,692	3,346
„ Scotland - - - - -	1,972	3,210
„ Germany, &c. - - - - -	4,565	4,609
„ Norway and Sweden - - - - -	6,034	6,082
„ New Brunswick - - - - -	16	16
	24,485	24,485

RETURN No. 8.—From the 31st July to the 15th August.

THE arrivals to the 15th instant have all landed in good health, three-fourths of whom are English and Scotch, they are classed as follows; 192 farmers, 382 labourers, and 178 mechanics.

On board the "John Owens" there were 381 persons, Woolwich artisans, sent out by the Wellington Emigration Society; they received 10s. sterling each adult on landing here, amounting to 151l. 15s. sterling, and each had been provided with an order for their inland passage as far as Toronto by the Grand Trunk Railway; they left this on the evening of the 13th instant; about 50 families were induced to settle in the Ottawa country, where they have all found employment; the remainder proceeded to their original destination, Toronto.

Numerous inquiries continue to be made for female servants and agricultural labourers, and all our emigrants of this class readily find employment at fair wages.

A number of poor families by the "St. James," "Agamemnon" and "Transatlantic," were assisted, to enable them to reach their friends in different parts of Western Canada; the total number relieved was 177; viz., 111 adults and 66 children.

RETURN No. 9.—From the 15th to the 31st August.

THE arrivals during the past fortnight have been but 754 souls, chiefly Scotch and English; they were all of the better class of emigrants, and consisted of farmers, agricultural labourers, and mechanics.

Some complaints were made by the steerage passengers by the steamer "United Service," for infringement of the regulations of the Passenger Act. The ship having proceeded to

to Montreal, I instructed the Emigrant Agent at that port to institute proceedings against Captain Craig; the chief cause of complaint was for issuing bad provisions, and for a short allowance of water; judgment was given by the presiding magistrates against the master, under the latter complaint, and he was fined 50*l.* currency, with costs. This vessel was 31 days on her passage, and having run short of coal, was obliged to put into Sydney for a supply.

Employment continues abundant throughout the province for agricultural labourers and female servants, and several hundred of the latter could at once be profitably employed at wages varying from 12*s.* 6*d.* to 20*s.*, according to capability.

The number assisted from the several ships included in this return was 18 souls; 11 adults and seven children.

RETURN No. 10.—From 31st of August to 19th September.

Two thousand eight hundred and thirty-seven emigrants landed at this port during the period embraced in this return, all in good health; notwithstanding the long passages of several of the sailing ships, the average of which was over 44 days.

Those from England, which comprise near two-thirds of the whole number, were composed of farmers, mechanics, and labourers, and, with the exception of the Woolwich emigrants by the ship "Ion," appear to have emigrated to friends, and proceeded at once to their several destinations.

Those by the "Ion" had all been provided with through tickets to Toronto, to which point they proceeded by rail; this vessel had a long passage of 68 days; some articles of dietary scale falling short, the master settled the difficulty to the satisfaction of the passengers by allowing them the value of the articles deficient, which amounted to 2*s.* 6*d.* each, which he paid them in cash; the Woolwich emigrants by this vessel, equal to 185 adults, were paid 10*s.* sterling each on leaving the ship.

Complaints were made by the passengers of the "E. A. Bright," Olive, master, from Liverpool, and the charges having been placed in the hands of the Solicitor-general, proceedings were instituted against the master for short issue of provisions; secondly, short supply of water, and thirdly, for neglecting to keep the abstract of the Passenger Act and Order in Council posted up according to law. The cases were heard before the sitting magistrates, and the master was convicted and fined 5*l.*, with costs, in each of the two first offences, and 2*l.*, with costs, for the last.

They also complained of ill-treatment and ruffianly conduct on the part of the officers of the ship, which, from the statements made, does not appear to have been checked by the master; the parties complained against all deserted the ship immediately on arrival, and by this means escaped punishment; their names are, James Bettie, first mate; Charles M'Nie, second mate; and Michael Kennan, boatswain.

Among the emigrants direct from Ireland were 138 persons by the "Maria," from Cork; these were a portion of the passengers who sailed from Tralee on the 11th of June in the ship "St. Clair," which vessel foundered at sea; her passengers, 227 in number, were fortunately all saved and carried into Cork, where upwards of 80 returned to their homes; the remainder were provided with a passage by the above ship; they arrived here very destitute, having lost nearly all their effects when wrecked; they were chiefly young able-bodied men and women coming out to their friends, and under the circumstances they were forwarded free to Montreal. This return will most probably close the arrival of foreign emigrants for the season. The Norwegians, 383, have all proceeded to the Western States; these people were generally poor, more so than any previously arrived this season, and upwards of 80 persons had to be forwarded from this; they consisted of helpless families proceeding to join their relations in Wisconsin.

The inquiry and demand for all classes of emigrant labour, except female servants, has considerably fallen off during the present month; the demand for harvest work has almost ceased, and Mr. Hawke reports that the number of emigrants are gradually increasing in Toronto, for whom no suitable employment can be found; this chiefly refers to mechanics, clerks, shopmen, and porters.

They may, however, readily obtain employment on the railroads at a dollar per day, if disposed.

RETURN No. 11.—From the 19th to the 30th September.

THE emigrants arrived by the several vessels in this return have chiefly emigrated to join their friends.

Among those by the "Ocean Bride" were a number of families coming out to join their husbands, many of whom had only arrived in the country by the spring ships; they were generally poor, and 137 persons were forwarded to their destination in Western Canada free, viz., 68 adults, and 69 children under 12 years.

Complaints were made by the passengers per the "Melbourne," from Liverpool, for breach of contract. This vessel when cleared did not come under the Act, but one family of four persons entered as cabin passengers, and although they paid full cabin fare to the

CANADA.

charterer, were only provisioned and accommodated as steerage passengers; they would consequently have brought the ship within the Act; there were also five stowaways found on board.

The master, however, settled with the passengers, by allowing them 2*l.* each, to prevent the case coming before the magistrates; the amount paid amounted to 48*l.*

RETURN No. 12.—From the 1st to the 10th October.

THE emigrants arrived during the past week have chiefly come out to join their friends.

Complaints were made by the passengers of the "M'Donald," Corner, master, from London, for breach of the Passenger Act, in not having issued a proper and sufficient supply of water and provisions during a part of the passage. The charges were heard before the sitting magistrates, and the complaint for the non-issue of water was fully proved, and the master was fined 1*l.* per day during the period of 34 days in which the full allowance of water was withheld.

The complaint respecting the provisions, not being proved, was withdrawn. The magistrates awarded one moiety of the penalty to be divided among the parties complaining (27 in number), which amounted to three dollars each.

The "Hibernia," from London, brought out the last party of Woolwich artisans, 17 in number. This vessel had a long passage of 66 days; and having put into a harbour in Newfoundland for supplies, three of the party remained there, having received offers of employment. The remainder, 14, landed here, and were paid 10*s.* sterling each.

The ship "Dantzic," from Gothenburg, brought out 80 passengers, Swedes. This vessel had 81 days' passage. They are farmers and agriculturists, and some of the families possess money. About 30 have expressed a desire to locate themselves on the Government free grants in Western Canada, and left this with that view.

The number of persons assisted from the several ships in this return were 76; 41 adults and 35 children. They were proceeding to Western Canada to friends.

The emigration of this season is now drawing to a close, all the sailing vessels expected having arrived.

As the mail steamers make two more trips, they may be expected to bring a few.

I annex a comparative statement of the arrivals of the season, to this date:—

WHENCE.	1856.	1857.	INCREASE.
ENGLAND - - - - -	9,149	15,016	5,867
IRELAND - - - - -	1,652	2,008	356
SCOTLAND - - - - -	2,760	3,171	411
GERMANY, &c. - - - - -	4,582	5,023	441
NORWAY, &c. - - - - -	2,845	6,496	3,651
LOWER PORTS - - - - -	147	24	—
	21,135	31,738	10,726

Despatch from the Secretary of State.

—No. 3.—

(No. 83.)

COPY of DESPATCH from the Right Honourable *H. Labouchere* to Governor Sir *E. Head*.

Sir,

Downing-street, 11 June 1857.

I ENCLOSE for your information the copy of a letter from the honorary secretary to the committee for managing a fund subscribed for promoting the emigration of certain classes of unemployed workmen in the metropolis.

A large amount has been contributed by noblemen and gentlemen in London in order to meet the temporary want of employment amongst artisans, chiefly of the building trades, by assisting them to emigrate to Canada. You will perceive in Mr. Standish Haly's letter the favourable account which the committee can give of the men whom they have selected and despatched in the ship "Envelope."

I have

No. 3.

Right Hon. H.
Labouchere, M. P.,
to Governor Sir
E. Head.
11 June 1857.

29 May 1857.

CANADA:

I have no doubt that you will wish to render every legitimate aid towards the objects of the assistance which has been liberally contributed by the subscribers to this fund, and I shall be obliged to you if you will instruct the emigration agent to give these men the most useful information and advice in his power, and to facilitate their reaching the places where their labour is likely to be best remunerated.

I have, &c.
(signed) H. Labouchere.

Enclosure in No. 3.

Wellington Emigration Fund, 4, St. Martin's-place,
29 May 1857.

Sir,

Encl. in No. 3.

At a meeting of the committee held here a few days since, Mr. Thomas Baring in the chair, I was directed to transmit to you the accompanying list of a party of emigrants selected from among the unemployed workmen in the metropolis, who have been forwarded to Quebec in the ship "Envelope," at the expense of this fund. In doing this the committee direct me to request that you will have the great kindness to move his Excellency Sir Edmund Head in favour of these people, in order that on their arrival in the colony they may receive the necessary advice and assistance in procuring employment.

The men have been principally engaged in the building business here; they have been carefully selected, have all received good characters from their late employers, and have their perfect bodily and mental health attested by a medical man. Not one is above 40 years of age, and they have never received parochial relief. They are all furnished with railway tickets from Quebec to Toronto, on the understanding that they may, after receiving good information, leave the train at any intermediate station at which there is a probability of their getting suitable work.

I am further to say, that the committee, while seeking to ameliorate the condition of the unemployed workmen here, have not been unmindful of the interests of Canada, as the account I have given of the selection of these men will show; and they trust that these emigrants may really prove useful to the colony.

I beg, &c.
(signed) J. Standish Haly,
Honorary Secretary.

The Right Hon. Henry Labouchere, M. P.

NEWFOUND-
LAND.

NEWFOUNDLAND.

Despatch from Governor Sir A. Bannerman.

No. 4.
Governor Sir A.
Bannerman to the
Right Hon. H.
Labouchere, M.P.
8 December 1857.

—No. 4.—

(No. 95.)

COPY of DESPATCH from Governor Sir A. Bannerman to the Right
Honourable H. Labouchere.

Government House, Newfoundland, 8 December 1857.

(Received 29 December 1857.—Answered, No. 5, 28 January 1858, page 32.)

Sir,

I HAVE the honour to forward to you the enclosed Minute of Council, praying for some relaxation of the provisions of the Passengers Act, 18 & 19 Vict. c. 119, which was passed, I believe, on the report of a Committee appointed at the instance of Mr. John O'Connell.

Enclosure.

2. It appears that since the year 1847 emigration from Ireland to Newfoundland has declined rapidly, and is now nearly extinct, the cause of which was want of employment, and the inhabitants writing to their friends that many of them were in a state of extreme destitution. This was perfectly correct, but from one or two successful fisheries things have taken a very different turn: the want of labour and high price of wages are now severely felt. The Board of Works here, and several respectable firms, have been obliged to authorise Messrs James and Robert Kent, of the city of Waterford, and Mr. John Shea, of the city of Cork, to procure a number of labourers for Newfoundland, but which they say cannot be effected unless Her Majesty's Government will allow some relaxations in the Passengers Act, which are pointed out in the enclosed Minute.

3. I am not aware whether this can be done, but I observe that by the 96th section of the Act, voyages from colonies, if less than three weeks, are not subject to the same restrictions as for longer voyages, and I may here say that the passage from Ireland to Newfoundland is often made in less than three weeks.

4. Fisheries are precarious, and two or three bad seasons might bring along with them the same want of labour, and its consequences, which took place some years ago. I may however, add that the discovery has recently been made of valuable minerals in this colony, opening a better prospect for labour than Newfoundland has yet experienced, and if the Passengers Act can be relaxed so as to give encouragement to the immigration of a few hundred labourers, I think the petition of the Council should, if possible, be acceded to.

I have, &c.
(signed) A. Bannerman,
Governor.

Enclosure in No. 4.

MINUTE of COUNCIL.—7th December 1857.

Present:—The Honourable Attorney-General, Colonial Secretary, President, Receiver-General, Surveyor-General, James J. Rogerson.

WHEREAS the supply of labour in this colony has been found inadequate to the demand for the prosecution of the Government works and the fisheries of the country, and the supply from the United Kingdom has been stopped by means of the stringent provisions of the Passengers Act, 1855, it is the opinion of the Council, that in order to meet the immediate wants of the Government and the commercial community for a sufficient number of labourers to carry on the public works and the fisheries, recourse must be had to emigration from the United Kingdom, otherwise trade, fisheries, and internal improvements will suffer material injury; and, therefore, that his Excellency the Governor be respectfully requested to bring this important subject under the notice of Her Majesty's Government, and to solicit such a relaxation of the terms of the Passenger Act, 1855, as may afford some inducement to shipowners to employ some of their vessels in conveying passengers from any part of the United Kingdom to this colony and its dependencies. Owing to the loss and inconvenience experienced by the Government and the trade during the last summer for the want of labourers, the Board of Works of this island and several commercial firms have been obliged to authorise Messrs. James and Robert Kent, of Waterford, and Mr. John Shea, of Cork, Ireland, to procure in that country a number of labourers for Newfoundland to enable them to execute their orders. It is absolutely necessary that the Passenger Act should be relaxed in favour of such vessels as they may employ in carrying passengers to this colony in the following particulars, viz: first, with reference to the limit of one passenger for every two tons of register tonnage; secondly, the obligation to carry life-boats, fire-engines, and to cut their decks for ventilation, as the emigration officer may think necessary; 3dly, the obligation to have a duly qualified surgeon on board when the number of passengers amounts to 100; 4thly, hospitals; 5thly, passengers' stewards, and such other provisions or Orders in Council as are not necessary or applicable to a northern voyage, or one so short as that from Ireland to Newfoundland, which is usually performed by sailing vessels, according to their sailing qualities, in periods varying from 15 to 30 days.

Encl. in No. 4.

While the Council trust that through the intervention of his Excellency a relaxation of the Act on the points above stated may be effected in favour of such vessels as may be laid on for passengers bound to this colony by the agents before named, they would not at all object to any general regulations adapted to the voyage, and calculated to secure the health and comfort of passengers, without unnecessarily interfering with a moderate supply of emigrants from the mother country to this truly British colony. The provisions of the present Act, although wisely intended for long voyages, have had the effect of diverting the stream of emigration from the smaller British and North American colonies to the United States and Canada, or more distant colonies, because the demand for emigrants being more restricted in the former, a smaller class of vessels was, before the passing of the Act of 1852, necessarily employed to carry the limited numbers they required; while it has been found, in Liverpool for instance, that since the passing of the present Act, a large ship can, with profit, take 500 passengers from that port to New York at 4*l.* each, but 60 or 70 at 6*l.* each to Newfoundland would not pay the cost of outfit and provisions for a vessel of medium size.

It is a subject of regret that the Local Government have not the means at their command to afford that pecuniary encouragement to emigration which the resources of the country and its requirements would appear to warrant. In the absence of such means, however, no proper measures should be left untried to induce emigrants to come to a country where labour is scarce, living is cheap, the climate salubrious, and the staple pursuits of the population, without reference to employment on Government works, afford handsome remuneration to the able and industrious man.

(Correct.)

J. Kent.

NEWFOUND-
LAND.

Despatch from the Secretary of State.

— No. 5. —

No. 5.

(No. 5.)

Right Hon. H.
Labouchere, M.P.,
to Governor Sir A.
Bannerman.
28 January 1858.

* Page 30.

COPY of a DESPATCH from the Right Honourable *H. Labouchere* to Governor
Sir A. Bannerman.

Sir,

Downing-street, 28 January 1858.

I HAVE to acknowledge your despatch, No. 95* of the 8th December, transmitting a Minute of Council, in which it is proposed that, with a view to encourage emigration to Newfoundland, the provisions of the Passenger Act should be relaxed in favour of vessels conveying emigrants to that island.

On this subject I have to observe that the requirements of the Passenger Act are necessarily framed with reference not to an average, but to a maximum voyage; and that though the voyage between Ireland and Newfoundland may be ordinarily performed in from 15 to 30 days, it undoubtedly extends very often to a much longer period; but even assuming that 30 days were the limit of the voyage, it would be no justification for curtailing the space to be allowed to the passengers for neglecting the ventilation, for giving up the life-boat, or the fire-engine, or for any of the other relaxations which are applied for; on the contrary, as the emigration to Newfoundland would be carried on in small vessels, and as the voyage is by no means free from danger, it seems to me that particular attention is necessary to the points specified above, to ensure the well-being of the passengers.

The question moreover arises, whether there is any reason why Her Majesty's Government should stimulate emigration to Newfoundland by exceptional arrangements. I annex a statement of the emigration to the island in the 16 years ending in December 1856. It will be seen that in the six years preceding 1847 the emigration averaged 516 a year, while in the nine years following it averaged only 197; but the variations in the numbers appear to show that the falling off is rightly attributed by you to a failure of the demand for labour, and not to an increase in the cost of passage arising from greater stringency in the law. You state that "from one or two successful fisheries" the island has now become prosperous; but you add afterwards that "fisheries are precarious, and two or three bad seasons might bring along with them the same want of labour and its consequences which took place some years ago." Under such circumstances it would not be desirable that Her Majesty's Government should interfere to give an unusual impulse to emigration to Newfoundland, since they would thereby make themselves to a certain extent responsible for the employment of those who might proceed thither.

On the whole, I am of opinion that the particular relaxations of the law applied for could not be conceded with safety to the emigration, and that there is no sufficient ground to justify the interference of Her Majesty's Government in any other way.

I have, &c.
(signed) *H. Labouchere*.

Enclosure in No. 5.

Encl. in No. 5.

STATEMENT of Emigration to *Newfoundland*, for the 16 Years ending December 1856.

Year.	No.	Year.	No.
1841	336	1849	87
1842	490	1850	345
1843	448	1851	241
1844	684	1852	209
1845	618	1853	173
1846	523	1854	95
1847	993	1855	94
1848	343	1856	215

NEW BRUNSWICK.

— No. 6. —

ANNUAL REPORT of the Emigration Officer for *New Brunswick.*

To His Excellency the Honourable *J. H. T. Manners Sutton*, Lieutenant-Governor, &c. &c. &c.

Government Emigration Office,
St. John, 18 January, 1858.

May it please your Excellency,

1. HEREWITH I have the honour to submit the annual abstract of immigration to this province for the year 1857, showing the whole number of immigrants from the United Kingdom during the year to be 551 souls. These landed at the port of St. John, and I am not advised of immigrants having landed at any other port in the province.

2. These immigrants were brought from the United Kingdom in 17 vessels, three only of which came under the provisions of the Passengers Act. They all landed in good health, and there were no deaths on the voyage. With few exceptions, all the immigrants of the year remained in the province.

3. Owing to the demand for labour during the past season on the two lines of railway now in course of construction in this province, there has been a large immigration into it from the United States and the neighbouring colonies, the amount of which it is impossible to ascertain exactly, but it cannot be much less than 3,000 souls. I am advised that the construction of these two lines of railway will be vigorously prosecuted during the coming season, and that in addition to the workmen now employed, from 1,200 to 1,500 able-bodied men (unskilled labourers) will find employment on the railway works for the next two years, at 1 dollar, equal to 4s. 2d. sterling, per day.

4. A number of mechanics of the description usually needed on railways will also be required, in proportion to the unskilled labour, and these mechanics will be sure of employment for two seasons, at fair wages.

5. A considerable number of farm servants, both male and female, will readily find employment throughout the province at good wages. Female servants are much needed both in town and country.

6. Nothing having been done during the past season towards opening up tracts of land for settlers, or giving other facilities for promoting the settlement of the country, that matter remains precisely as it stood at the close of last year. Whatever system may be adopted by the Executive, it is to be hoped that energetic action will be taken during the coming season to promote this most desirable object.

All which is most respectfully submitted by your Excellency's, &c. &c. &c.

(signed) *M. H. Perley*,
H. M. Emigration Officer.

NEW BRUNSWICK.

No. 6.

Annual Report of the Emigration Officer, New Brunswick.

Enclosure.

	Souls.
In 1855	- 1,405
1856	- 712
1857	- 551

NEW
BRUNSWICK.

Enclosure in No. 6.

ABSTRACT RETURN of IMMIGRATION to *New Brunswick* during the Year ending
31 December 1857.

Incl. in No. 6.

QUARTERS.	Number of Vessels arrived.	Number of Deaths on Board or in Quarantine.	Number of Births on Board or in Quarantine.	Adults.		Between 12 Years and 1 Year.		Under 1 Year.		TOTALS.		Whole Number of Souls.
				M.	F.	M.	F.	M.	F.	M.	F.	
Quarter ending—												
31 March - -	Nil.	-	-	-	-	-	-	-	-	-	-	-
30 June - -	5	-	-	108	87	29	26	7	7	144	120	264
30 September -	6	-	-	84	107	13	21	3	3	100	131	231
31 December -	6	-	-	25	22	2	7	-	-	27	29	56
TOTALS - -	17	-	-	217	216	44	54	10	10	271	280	551

RECAPITULATION.

	M.	F.
Adults - - - - -	217	216
Between 12 Years and 1 Year - - -	44	54
Under 1 Year - - - - -	10	10
TOTALS - - - - -	271	280

Whole number - - - - - 551 souls.

Government Emigration Office,
St. John, New Brunswick,
31 December 1857.

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

