

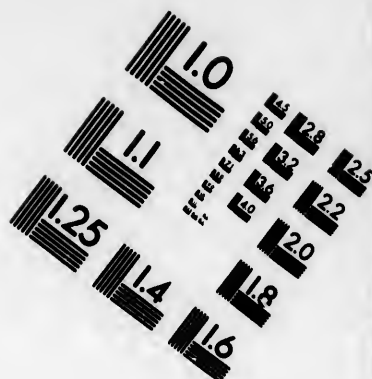
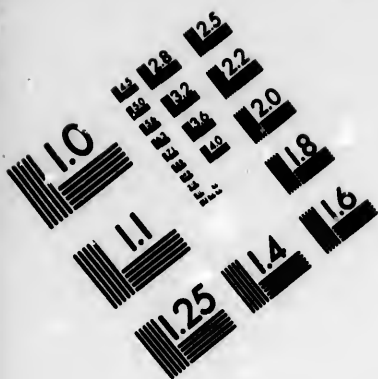
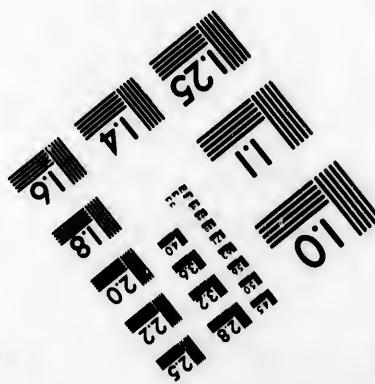
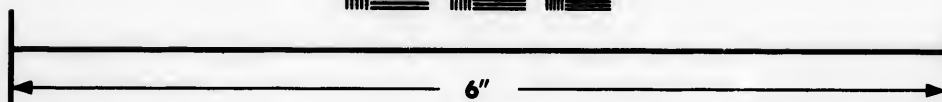
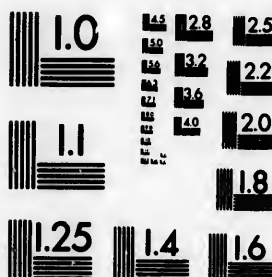


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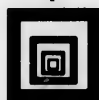


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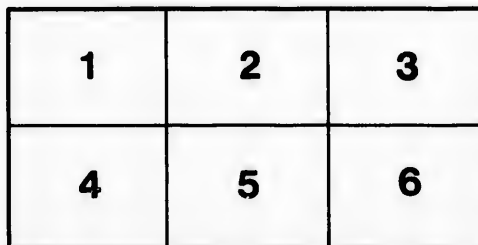
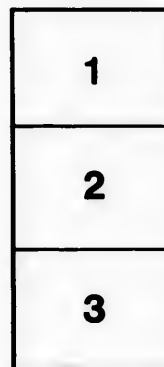
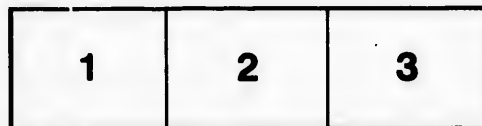
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CANADIAN COLONIZATION.

Immigration to this country is of great importance to its development and intimately connected with its prosperity. With a territory sufficiently ample for the exigency of an unusual influx, and a soil as fertile as that of a neighboring nation, it only requires to be better known to be equally attractive.

From being all but stationary the number of immigrants now begins to increase, the excess of the last over former years being about 20,000. If it is desirable to perpetuate this increase we must use the means necessary to that end.

Immigration at present may be viewed as consisting of two parts; of those who intend to settle in the Province, and of those who choose the route of the St. Lawrence as the shortest on their way to the far West. Consisting of the latter only the country is evidently a gainer by its continuance, but compared with the former, it is of secondary consideration.

As regards the St. Lawrence as a route to the West much useful information was obtained from Montréal forwarders by the first Minister of Agriculture and extensively circulated in Great Britain and Ireland in the summer of 1853. The replies of these are herewith inserted as taken from the Glasgow North British Daily Mail.

Query 1.—Will you favour me with a statement of the distances from

Quebec to Toronto?
— Buffalo?
— Detroit?
— Chicago?

Query 2.—What are the means of conveyance from Quebec to these ports?

Query 3.—What is the expense of transporting an emigrant from Quebec to these several places?

Query 4.—How much luggage is allowed to each emigrant free of charge?

Query 5.—What is the charge per cwt for extra luggage from Quebec to these several places?

Query 6.—Are the vessels covered, and of what capacity and speed?

Query 7.—How many days from Quebec to Detroit?

Query 8.—Can you inform me of the facts that contradistinguish the route from New-York to Chicago, and the route from Quebec to Chicago as to boats, transshipment, expense, and ordinary treatment of strangers?

Query 9.—Are you aware of any prejudice on the part of German and other foreigners on the subject of monarchical government, and especially relative to military and militia services?

Query 10.—What agency would you consider most efficient in spreading correct information, dispelling prejudice, and inducing emigration to this province?

REPLY TO QUERY 1.

The distance from Quebec to Montreal, 190 miles; from Montreal to Kingston, 190; from Kingston to Toronto, 160 miles; Toronto to Hamilton, 43, or, if parties are going to Buffalo, it is about 55 or 60 miles to Buffalo—making 550 miles, Quebec to Toronto, 595 miles; Quebec to Hamilton, 600 or thereabout; Quebec to Buffalo, 650; from Buffalo to Cleveland, about 200 miles, and thence to Detroit, 100 more—making 300 from Buffalo to Detroit or thereabout; from Detroit to Chicago, by railroad, is about 100 or 150 miles; but we are not aware of the exact distance; and by water, round through Lakes Huron and Michigan, it must be six hundred miles or more.

Query 2.—When emigrants arrive at Quebec, they should take the first good steamer to Montreal. The mail steamers leaving every night at about six o'clock, and arriving at Montreal next morning at same hour, are the best, and the price often as low, by competition, as 74d, and seldom higher than 2s. 6d. or 3s. 9d. It is not often that any charge is made for extra luggage. From Montreal upwards there are several lines, and it is for the emigrants on arrival to find out the best and cheapest. First, the mail line to Kingston, and from thence on the lake steamers to Toronto and Hamilton. Those going to Buffalo can take the steamers crossing the lake to Lewiston or Queenston, thence to Buffalo by rail. Second,—the American Passage Line to Ogdensburg, at which place the emigrant is transhipped into large and commodious lake steamers, that go to Oswego, Rochester, and Lewiston. Third—what was last year called the Through Line, large and commodious steamers, which go direct through to different ports on Lake Ontario. Last—the Lake freight and deck passage boats. These are large steamers, of about two to three hundred tons burthen, that go direct through to ports on Lake Ontario, and many of them to ports on Lakes Erie, Huron, and Michigan. These steamers are very comfortable; rather more so than the cabin passenger steamers, as their deck room is not taken up with cabin, and the emigrants have the whole deck to themselves, which is perfectly covered and secured from the weather. These vessels take passengers a good deal cheaper than the three first-mentioned lines.

Query 3.—We have given the rate from Quebec to Montreal as nearly as possible—a mere trifle when there is competition, and this is most of the time. Montreal is the great starting place, from which some four to six large steamers leave almost every day. The price to Buffalo ranges from three to five dollars, and to Toronto, Hamilton, and ports on Lake Ontario, one to three dollars, according to the number of boats leaving on any particular day, and the competition existing at the time. We are unable to give the usual fare from Buffalo upwards, but of course it is no more to the emigrant coming via Montreal, than to the one via New-York, and as this is the point at which all must arrive, whether by the one route or the other, we do not see that it is material.

Query 4.—One cwt. of 112 lbs. is always allowed to each emigrant free, and when there is competition a great deal more is not objected to. Steamboats are not very particular about extra luggage.

Query 5.—When a charge is made for extra luggage it is from one shilling, or twenty cents, to one and sixpence, or thirty cents, to places on Lake Ontario, and about one third more to Buffalo.

Query 6.—The steamers are all covered by the promenade deck extending from stern to stern, and boarded up on the sides so that passengers are completely protected from the weather. They are fine vessels

from one hundred and fifty to three hundred tons burthen, propelled by low pressure engines at the rate (after they are free of the canals) of from eight to twelve miles per hour, some of the cabin passenger boats making fourteen miles per hour.

Query 7.—The time from Montreal to Toronto, Hamilton, and Buffalo, is from three to four days, seldom over three.

Query 8.—It appears to us the route from Quebec and Montreal to Buffalo, the point where emigrants from New-York meet those by the river route, is far preferable. In the first place ships can afford to bring them to Quebec at a much less price than to New-York, as it is well known half the ships, after landing their passengers, come round to Quebec in ballast for cargo home. The emigrant is placed at Quebec on board fine large covered steamers, travelling fifteen miles per hour, and at Montreal the change is made into equally comfortable boats, and he proceeds up the St. Lawrence and the Lakes, waters pure and the air bracing, to his place of destination in the space of three or four days. There is a government Emigrant Agent at Quebec always ready to give information, and doing his best to get the emigrants on quickly, comfortably, and cheaply. At New-York we are told, and have seen by the newspapers, that they are subject to great imposition by designing and interested individuals. The route from New-York to Albany and Troy is by steamer, and at the latter place they are shifted into small canal boats drawn by horses through a narrow dirty canal near four hundred miles to Buffalo, exposed to the weather or confined below decks in a small place almost suffocating in hot weather. It is true the emigrant may proceed on arrival at New-York by rail to Buffalo; but this is very expensive, and we believe not often resorted to.

Query 9.—We are not aware of any.

Query 10.—We would recommend the publishing a book with a map of the St. Lawrence and Lakes giving a concise description of the route, and its advantages over that of the New-York one to Buffalo—the place where emigrants, by the respective routes, generally meet. It may be as well to point out the fact that there are often large and commodious steamers going directly through the Welland-Canal to Cleveland, Detroit, and other ports on Lake Erie, and emigrants can be taken without transshipment to their place of destination on Lake Erie, without touching at Buffalo; and when there is enough of them to load a steamer they may make a cheap bargain, and save nearly half the amount their passages will cost via Buffalo.

“ Bureau of Agriculture,
Quebec, February 23, 1853.

“ I do hereby certify that the foregoing are true copies of replies to queries received and filed in this Bureau; and to the best of my knowledge and belief, the information therein contained is correct and reliable.

“ MALCOLM CAMERON,
“ Minister of Agriculture, Canada.

But the settlement of the Public Lands of the Province is of greater present moment than the possession of a favorable highway. There is a power in that to produce effects and determine interests which is not to be found in this. It is proposed therefore to submit a plan by which it may be promoted.

The locality of an intending emigrant's choice is frequently determined by the advice of relatives who invite or discourage him from their own experience. If belonging to the labouring class an increase of wages beyond what he may have been accustomed to receive in the country of his birth, is often a sufficient reason. Many however being dissatisfied with the monarchical form of government under which they live and to which they unwarrantably attribute their station in life, think they see in a Republic a relief from their imaginary ills, Canada as a dependence of the British Crown is shunned by them for this simple reason, without stopping to inquire into the fertility of her soil, or the nature of her laws. But the emigrant may sometimes choose his future home from a mere facility of transport, which may be another cause against Canada and in favor of the United States. This is now in a great measure obviated by the establishment of a direct Transatlantic steam communication.

In the return to an Address with a detailed statement of the application of £60,000 appropriated in the sessions of 1852-53, for opening up the waste lands of the Province, there is much information in a condensed form. Free grants of 50 acres of land are to be made to actual settlers on certain lines of road in both sections of the Province. The location of these necessarily comprises the appointment of judicious and experienced agents to whom the Crown Land Agents and others could act as auxiliaries in directing the immigrants by giving them the advice so eagerly sought by the inexperienced stranger. The voluntary services of residents of Quebec, Montreal, and Ottawa would materially aid in promoting the object in view by pointing out routes and distances. To reach the Ottawa, and Opeongo and other roads in that section, the immigrant could be told how far he should proceed by steamer up the Ottawa, and after debarking, the route by land. The colonization of this extensive and fertile country would thus be greatly facilitated and a sure foundation laid for extension to the North, a direction seemingly less inviting than that to the West.

The Eastern Townships present another field for settlement upon the advantages of which it is scarcely necessary to enlarge. Among others may be mentioned the completion of Railway communication between Quebec and Montreal. Every facility is thus given to the location of its roads, and its speedy colonization. It may be regarded as more peculiarly adapted to the settlement of Belgian or French immigrants and might be partially appropriated for that purpose. Small maps illustrating roads and routes would be of essential service to intending settlers.

It is needless then to attempt to prove that we have all that is essential to the absorption of a large immigration, it only remains for us to direct it to our shores by diverting it from its more favored routes.

Considering the efforts that have been made by Australia to secure the flower of British emigration, and those by interested parties in the United States, it may be worthy of consideration whether it might not be advantageous to appoint an agent to reside in Europe for a number of years, whose duty it would be to diffuse information on this country, practical in its character, and useful to the intending emigrant. There are many persons ready to emigrate who refrain from lack of knowledge, and others to whom the difficulties on arrival present the most serious obstacle, the scruples of whom may be in a degree overcome by the plan suggested. The necessary expenditure forms no valid objection to the project. As a counterbalance there are the increased land money or duty payable by the ship and more particularly the increase of revenue from the sale of the public lands. A portion of the charges might be covered by other arrangements.

The success of the plan proposed depends in a great degree upon the adoption of measures to facilitate its prosecution.

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