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W. M. W. W.  
Feb 27 March 1847  
EMIGRATION.

PAPERS

RELATIVE TO

EMIGRATION

TO

THE BRITISH PROVINCES IN  
NORTH AMERICA.

---

*Presented to both Houses of Parliament, by Command of Her Majesty,  
February, 1847.*

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LONDON:

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

1847.

## SCHEDULE.

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P A P E R S

RELATIVE TO

EMIGRATION TO THE BRITISH PROVINCES

IN

N O R T H A M E R I C A .

(No. 11.)

No. 1.

COPY of a DESPATCH from Earl GREY to the Earl of ELGIN.

Downing Street, 31st December, 1846.

MY LORD,

EMIGRATION.

No. 1.

IN consequence of the distress which unhappily prevails in Ireland and parts of Scotland, a very large emigration may be expected at the earliest moment when the season will admit of it. Her Majesty's Government, therefore, have deemed it incumbent upon them to deliberate on the measures best calculated to prevent either suffering amongst the emigrants, or any undue pressure upon the provincial resources.

In the emigration which takes place annually from this country to North America, including the United States, and which amounted last year to 90,341 persons, and has this year, during the first three quarters, amounted to 110,196,\* it would appear that a large proportion of the people consists of persons proceeding to join their friends, who in many cases have remitted the means of transit to those by whom they are followed. In these instances it may be expected that no difficulty will arise. The newly-arrived emigrants will disperse themselves throughout the various localities where their friends are already established, and where, from the manner in which they are sent for, it may be presumed that they will find the means of subsistence.

Another large proportion of each year's emigration consists of detached families, or small parties of persons having no particular destination, who spread themselves over the country in quest of employment, and many of whom adopt no permanent residence until after they have had sufficient time to save, out of the earnings of their labour, the means of purchasing for themselves a moderate extent of land. This also may be regarded, so far as it goes, as a wholesome course of proceeding. It enables the emigrant, when he is able to acquire land, to maintain himself till it can be rendered productive, and it affords him time to become acquainted with the nature and peculiarities of the country before undertaking any cultivation on his own account. In this point of view, the feeling which prompts large numbers of emigrants to travel about the country in pursuit of wages, and only at a comparatively later period to choose their permanent homes, may be considered as one extremely well suited to the peculiar nature of the country to which they have proceeded.

There is, however, another description of emigrants for whom also it is very desirable to ensure suitable facilities, but for whom at present no provision is made. By the accounts which reach Her Majesty's Government, it would appear that large parties of people, assisted by their landlords or by persons interested in their condition, would gladly emigrate in company from the same neighbourhood, if they could have a reasonable prospect of being settled together after their arrival; and there seems reason to suppose, that could measures be devised for securing this

\* The numbers were:—

	North American Colonies.	United States.	Total.
1845 . . . . .	31,803	58,538	90,341
First three quarters of 1846	42,404	67,792	110,196

EMIGRATION.

No. 1.

object, the clergyman would in many instances be found willing to accompany his flock. Proprietors also would feel much more confidence and satisfaction in contributing to a plan which would relieve their tenants from the necessity of separation after reaching the province. Without wishing, therefore, to interfere with the natural flow of ordinary emigration, which disperses itself over the province, without occasioning an overwhelming pressure in any one place, Her Majesty's Government have thought that they might confer much benefit on some portion of the persons who are desirous to emigrate, as well as upon the districts where they are to be settled, if they could devise the means of offering to parties proceeding from the same village or parish in this country, especially if accompanied by their clergyman or priest, the prospect of finding ready for them an opportunity of establishing themselves in a body.

Such being the general views which are entertained on the subject, I proceed to inform you in what manner it is proposed to carry them into effect; in doing so, I must, however, remark that it is not in my power to convey to you more than very general instructions upon the subject, leaving it to your judgment when on the spot, to supply the necessary details.

It will then in the first place, be requisite that the situations in which villages are to be formed should be carefully selected. In making this selection, it should be particularly considered what prospect there might be, that the locality would afford immediate employment for the people at wages, since if the immediate difficulties of a first settlement can be surmounted, there is little reason to fear the ultimate success of the emigrants in a country where there is so large an extent of fertile land available for the supply of their wants. In laying out the villages, each should consist of a sufficient number of log-houses constructed at a moderate cost, to accommodate at least 300 souls, and to every house should be allotted a small piece of land as a garden, sufficient to occupy the tenant's spare time, but insufficient solely to provide for his subsistence, or make it unnecessary that he should also work for wages.

In every village there should be a cottage of a somewhat better description for the accommodation of a clergyman or priest, and contiguous to it there should be a plain and inexpensive wooden building to serve both as a school and a church. It is, however, absolutely necessary in order to limit the expense to be incurred, that these buildings should be of the very cheapest and simplest kind, trusting that hereafter the settlers will be able to provide better accommodation. At the rate of five persons to a family, 60 log-houses would suffice for the reception of 300 people, but the size of the villages must of course vary and depend on local circumstances of which the officers presently to be named, should judge.

The most important question is, as to the mode in which the cost of preparing these villages for the reception of emigrants, should be defrayed. It is not intended that this should be undertaken immediately by the Government, since if it were so, a very large permanent sacrifice of public money, which I do not consider to be indispensable, must be anticipated. Experience sufficiently proves that it would be most unwise for the Government to undertake the first cost of forming settlements of this description, under the expectation that the money so laid out, would ultimately be repaid by the emigrants. No such attempt, though more than one has been made, has ever been successful, nor is this by any means surprising, considering how much patient and persevering industry is indispensable for the success of a settler, and what hardships and privations he must in the first instance encounter, it can be no matter of astonishment that the energy of an emigrant should be damped, and his exertions discouraged by the thought that for some years, the result of all his toils must be not to improve his own condition, but to pay off a part of an apparently hopeless debt to the Government, so that practically, such debts never are paid.

Hence it is most important that the settler should never be induced to commence life in a new country in debt and that if the preparation of such villages as I have described, for the reception of emigrants, is to be attempted by the advance of public money, in the expectation that it will be ultimately repaid, that advance ought to be made, not to the emigrants themselves, but to some other party. Nor does it appear impossible that such an arrangement might be made. Considering how greatly the value of land in North America is enhanced by settlement, there is reason to believe that an arrangement might be made with the proprietors of large estates of wild land, by which, in consideration of an advance from the Government of a part of the money required, they should take upon

themselves the task of preparing villages for the reception of emigrants. Proprietors making such agreements would of course look to obtaining from the emigrants the means of ultimately repaying the advances received from the public, and with the arrangements made between the parties for that purpose, the Government would have no right to interfere; but, without doing so, it would be proper to endeavour by advice to lead them to adopt such arrangements as would be most likely to promote the success of the measure. With this view it would, I think, be right to call the attention of the landowners to the considerations to which I have already adverted, as to the inexpediency of a settler's being induced to commence his new career under the burthen of debt, pointing out, at the same time, that this might be avoided by their becoming in the first instance not purchasers upon credit of the cottages in which they were placed, but tenants paying a moderate rent, which probably should not commence till the termination of the first winter after their arrival, and then be payable at short intervals, perhaps weekly or monthly. It would be expedient further to grant them the privilege of purchasing, whenever they had saved the means of doing so, not only their cottages, but also all ornaments of land attached to them, the price of which should be settled beforehand. I have no doubt that an arrangement of this sort would afford a far greater stimulus to industry, and that the desire to become a proprietor would be a far stronger motive with the emigrant to exertion than the mere wish to pay off a debt, if he were at once placed in possession of his cottage and land. Landowners might thus, I am persuaded, with good management, calculate upon receiving from the settlers the means of repaying the advances made to them by the Government; but it is not to be overlooked that this would form but a small part of the advantage to be obtained by them, their chief profit would arise from the increased value given to the adjoining wild lands from the formation of the proposed settlements. To carry these views into effect, I have to authorize you to make it known, both in Canada and in New Brunswick, that you are prepared to make advances out of British funds to proprietors, upon the security of their lands, on condition of their undertaking the construction of villages of the required description. The managing agents of any of the chartered companies would of course be entitled to be viewed for this purpose like any other proprietors.

It is proposed that officers of the army upon full pay, whether of the line or other branches of the service, and also officers of the Commissariat service, should be employed in carrying out this service. One of them should be sent into Gaspé, two to the Eastern Townships, and two into Western Canada. They will, while so employed, be allowed, in addition to their full pay, extra pay at the rate of £1 per day, and their actual expenses in travelling. This extra pay may be paid by the officer in charge of the Commissariat in each province, on abstracts approved by the Governor.

These officers must be furnished with instructions which your Lordship will best know how to adapt to local circumstances, founding them upon the general views already explained.

In no case should any officer be allowed to conclude an agreement with a proprietor for the formation of a village until the agreement has been submitted to and approved by your Lordship. Officers should especially be cautioned to ascertain that the proprietors seeking advances are in earnest in their intentions, and likely to be capable of carrying them out successfully. And I must here especially observe, that officers should never fail to bear in mind that one essential element of success is, that villages should only be erected in situations where either the proprietor himself has such capital and opportunities of employment, that he will be able from the first arrival of the people to afford them work which shall continue at least during the first winter; or else where public and other means of constant employment will be within easy reach of the village.

Before any advance of money is made, a certificate should be furnished by the Inspecting officer that work has been already executed to the extent of at least half the estimated cost of the village. Upon the production of such a certificate, one moiety of the estimated cost of the village may be advanced, and the remaining moiety when the village shall be reported to have been completed. The sum to be advanced for the construction of each village, including the church or chapel, and the residence of the clergyman, is not to exceed the rate on the whole of £5 a-head on each settler to be located, including women and children, and assuming, in the absence of more specific information, that each family will consist of five persons.

The sums to be advanced to landowners for this purpose are to be repaid in not

EMIGRATION. less than ten years, by equal annual instalments, and interest is to be charged at the rate of five per cent.

No. 1.

Another very important element of success is to ensure an adequate supply of food for the people throughout the first winter. The officer reporting upon a location should be required to state what provision the proprietor is himself willing to make ; and whether any danger of scarcity of food might be apprehended during the first winter from settling together at the same time such a body of persons as I have alluded to.

The number of villages which each officer should be at liberty to recommend ought to be communicated to him in his instructions. Your Lordship will be the best judge whether each should have discretion to propose the same number, or whether more would be fitting in the district of one officer than of another. I have only to desire that the total amount of money to be advanced is not to exceed £50,000, leaving it to your Lordship to determine in what manner that sum may most advantageously be applied. I trust that by the assistance of some of the great land companies, as well as of the owners of large tracts of wild land in the different districts of Canada and of New Brunswick, your Lordship will find no difficulty by means of advances to this amount, in preparing villages for the reception of a considerable number of emigrants ; but if I should be disappointed in this respect, it will deserve your consideration whether it might not be proper to apply to the provincial legislature for power to allow the purchase of considerable tracts of land, either by companies or by individuals, upon the condition that any money expended by them in preparing villages for the reception of emigrants should be considered as part of the purchase-money. In this manner a great inducement might be afforded to capitalists to embark in enterprises of this description, and the arrangement, though not altogether free from objection, would not be open to any which, in a great emergency, should be regarded insurmountable. To any attempt to meet immediate difficulties by departing from the principle of alienating lands only by sale, I have to instruct your Lordship to refuse your assent. I am persuaded that a rigid adherence to that principle is the very foundation of every good system of colonization.

When each officer has recommended those proposals which appear to him most advantageous for the expected immigrants, your Lordship will decide which proposals are to be accepted, and will then apprise the Emigration Agents at the ports of disembarkation, of the sites and particulars of the intended villages, as well as communicate them to me without delay, and I will place the Emigration Commissioners in possession of the information.

Such is a general outline of the measures which Her Majesty's Government think it will be desirable to adopt in Canada. They are well aware that the scheme will be far from adequate to provide for the whole number of people who may be expected to arrive in any season, nor have they the least wish to interfere with the ordinary means by which the mass of the emigration is usually spread over the country without serious difficulty or distress ; but they trust that in endeavouring to provide an acceptable resource for collective bodies of emigrants, they may at the same time increase the chance of a favourable issue to the other portions of the year's emigration.

Combined with these arrangements in Canada, there will be corresponding measures adopted in this country. When considerable parties of people are emigrating together, the Commissioners of Emigration will be empowered to undertake, if wished, to expend their funds for them in providing passages ; and they will also be authorised to furnish such parties with letters to the Emigrant Agents in Canada, describing the kind of village for which the people may be supposed to be best fitted. The precise manner, however, in which this part of the scheme can be worked will require some deliberation, and as it is less urgent in point of time, than the measures to be adopted in the province, it is unnecessary that I should enter further into detail on this subject. Much must arise in so new a scheme which cannot be foreseen or provided for beforehand ; but I feel entire confidence in the discretion with which you will supply any defects, or correct any inadvertencies, in this outline of the plan, which on the other hand, is I hope, explained with sufficient fulness to give you the necessary conception of its general scope and objects.

Right Hon. Earl of Elgin,  
&c. &c.

(Signed)

I have, &c.

GREY.

(No. 160.)

No 2.

EMIGRATION.

No. 2.

COPY of a DESPATCH from EARL CATHCART to EARL GREY.

Government House, Montreal,  
28th December, 1846.

MY LORD,

I SUBMIT herewith the Annual Reports of the Chief Emigration Agent, and of the Superintendent of the Quarantine Establishment for the year 1846. As it is desirable that these documents should be transmitted to your Lordship as soon after the close of the season as possible, and as I have only this day received Mr. Buchanan's Report, I must reserve until I am furnished with the duplicate copy, whatever remarks it may be necessary for me to lay before your Lordship; but it appears to me that these Reports will be found to supply very full and clear information on all the particulars connected with the Emigration to Canada during the past season.

I beg leave to observe that I have not yet received instructions to draw from the Commissariat chest the sums which in Mr. Gladstone's Despatch of the 31st of January last, No. 12, I was informed would be proposed to Parliament for the service of Emigration to Canada during the year terminating the 31st of March, 1847, and as the greater portion of the expenses of the year's emigration are incurred during the summer months, and the creditors are becoming anxious for the settlement of their accounts, I would request your Lordship to direct the payment of those sums into the hands of the Receiver-General of this province.

I have, &c.

The Right Hon. Earl Grey,  
&c.

CATHCART.

REPORT ON EMIGRATION.

Report.

Office of Her Majesty's Chief Agent for the Superintendance of Emigration in Canada.

MY LORD,

Quebec, 24th December, 1846.

I HAVE the honour to submit to Your Excellency, for the information of Her Majesty's Government, my Annual Report on the Emigration to this Province during the season of 1846.

I have, as in former years, compiled from the records of this Department, a number of tabular statements, intended to show more plainly the results of the emigration of the season, under different points of view. These, together with my weekly reports and other papers connected with the transactions of the Department, will be found in the Appendix. Paper No. 1 is the usual tabular statement of the arrivals during each week; distinguishing adults, males, and females, from children; as also the proportion who were ascertained to have received parochial or other assistance to aid their emigration. On reference to this return in the Appendix (page 16), it will be seen that the total number of emigrants who have landed at this port during the past season, is 32,753, six hundred of whom come within the class of cabin passengers. A comparison of this aggregate with the returns of 1845, shows an increase of 7,378—equal to 29 per cent.

Emigration males, females, children.

Total Emigration.

Paper No. 2 shows the total number of vessels which arrived with emigrants from each country, with an average of their passages, the number of cabin and steerage passengers embarked, the deaths during the voyage and in quarantine, and the number landed in the colony, distinguishing males from females, and adults from children.

Vessels from each country.

Paper No. 3 furnishes a list of the ports from whence these emigrants have sailed, with the particular number from each port and country. The numbers have been as follows:—

Ports from whence they came.

	Cabin.	Steerage.
From England .	273	8,890
„ Ireland .	207	20,842
„ Scotland .	120	1,525
„ Germany .	..	896
Total .	600	32,153



## EMIGRATION.

Report.  
Comparison with  
the Emigration of  
1845.

These numbers, on comparison with the emigration of 1845, show an increase on the steerage passengers, from England, of 4½ per cent., and from Ireland of 48 per cent., while the emigration from Scotland shows a decrease of 24 per cent.

	1845.	1846.	Increase.	Decrease.
England . .	8,511	8,890	379	..
Ireland . .	14,060	20,342	6,782	..
Scotland . .	2,011	1,525	..	486
Germany . .	..	896	896	..
Total . .	24,582	32,153	8,057	486

Port of Liverpool.

Of the emigration from England nearly two-thirds was from the port of Liverpool, the number being 5701, of which number, 5,344 were natives of Ireland, 175 were English, 107 Scotch, 61 Welsh, and 14 Germans, making the total amount of the Irish emigration of this season, 26,186, or equal to nearly five-sixths of the whole.

German Emigrants.

There has been an emigration this season direct from Germany, numbering 896 persons, the only arrivals direct from any foreign port, since the year 1836. A further party of Germans, numbering 144 persons, came from the port of Hull, to which they had proceeded, not being able to procure a vessel direct from Hamburg. These, added to some others from the port of Liverpool, will make the total number of foreigners who have landed at this port this season, 1084.

Emigration of 1846  
compared with  
former years.

The emigration of the past season is the largest since 1832, with the exception of 1842, when the number was 44,374. Paper No. 4 furnishes a statement of the total aggregate emigration to this important province since the year 1829 inclusive, a period of 18 years. The total number of emigrants landed here has been 466,178.

Total number  
arrived during the  
last 18 years.

Number of admis-  
sions and deaths in  
Hospital.

Paper No. 5 furnishes a return of the admissions, discharges, and deaths at the Quarantine Station, and at the Emigrant Hospital, in this city. The number of admissions at these two establishments, in the course of the season of 1846, has been 1325, viz., 454 men, 492 women, and 379 children. The deaths have been 105, viz., 31 men, 30 women, and 44 children. This return, I regret to say, shows a very great increase, both in admissions and deaths, over any former year. There has been also, in the course of this year, a very great increase in the mortality among the emigrants during their passage. According to the reports made to this office, the deaths at sea were 25 men, 43 women, 85 children, between 1 and 14 years; and 51 infants: total, 204; and to these are to be added the number of deaths in Quarantine Hospital referred to, 68, making the total of the deaths previous to the landing at this port, 272, which is an increase of near 100 per cent. over the year 1845.

Deaths during the  
passage.

Cause of increase  
of sickness and  
deaths.

This great increase in the proportionate sickness and mortality has been, no doubt, fully brought under the notice of your Excellency, by the Medical Superintendent of the Quarantine Establishment, in his Annual Report. In my weekly reports made from time to time during the season, I have had occasion to remark on the sickly state in which a number of vessels arrived. Disease, in many cases, has been plainly increased by the want of proper care and cleanliness among the passengers themselves.

Passenger vessels.

The number of passenger-vessels arrived during the past season has been 306, having a tonnage of 119,402 tons, and navigated by 4670 seamen. Of this number of vessels, 171 came within the regulations of the Passenger Act, there being from England, 45; from Ireland, 109; from Scotland, 10; and from Hamburg and Bremen, 7, having a tonnage of 68,570 tons; and their crews numbered 2670 men. The number of vessels which had their full complement of passengers on board was 54, viz., from England, 5, and from Ireland, 49; and 135, having less than 30 adult passengers, were exempt from the operation of the law.

Vessels sufficiently  
found.

These vessels have been generally sufficiently found in provisions and stores, so far as the law requires. But the passengers, in many cases, were dependant almost entirely on the allowance the law afforded them, their own private stock being, after a few days at sea, wholly consumed; from which it appears that but little attention is paid to the private supply which the emigrants may provide, so that the ship have the requisite quantity of bread stuffs-which the law requires on board. Since the passing of the existing Act, the masters of passenger-vessels, being bound to issue a certain supply throughout the voyage, are indifferent as

to the amount of private stock laid in; and when the desire to emigrate is strong, instances will occur in which the ship's issue alone is depended on. Under such circumstances, it is not surprising that there should have been a great deal of dissatisfaction caused this season, in consequence of the substitution of Indian corn meal for a portion of the provisions to be furnished by the ship. The emigrant, on engaging his passage, is informed that he will receive a pound of oatmeal, flour, or biscuit, each day during his passage, but on getting to sea, finds that one-half of this allowance is replaced by Indian corn meal, an article of food wholly new to him, and one which requires considerable care and attention in its preparation. He is naturally at once prejudiced against this article, and makes use of it in its unpalatable form, only when reduced to actual want. This description of food, although highly valuable under different circumstances, is not proper for issue throughout a long voyage, to people who have been wholly unaccustomed to its use, and who do not know how, indeed, to prepare it. Dr. Douglas has found that a great extent of sickness prevailed in the vessels in which the meal was used; and he confirms me in the impression, that it is desirable the permission accorded for the substitution of Indian corn meal, for the potatoes and oatmeal prescribed by the Act, should not be extended to another season.

EMIGRATION.  
Report.

Substitution of  
Indian Corn Meal.

Several cases of infringement of the provisions and regulations of the Imperial Passenger Act have been brought under my notice during the past season, and legal proceedings were instituted by me in six cases. In five of these cases I obtained convictions. The masters of the barque "Eleuthera," from Tralee, and brig "Hope," from Westport, for having an excess of passengers over their legal complement, were fined in a mitigated penalty of 5*l.* sterling each. The master of the barque "Triton," from Penzance, for not having the passenger-deck of his vessel properly constructed, was similarly fined 1*l.* 5*s.* sterling and costs. The master of the barque "Minna," from Sligo, was prosecuted for not issuing the regular allowance of water to his passengers; and the case being fully proved, he was fined the full penalty of 50*l.* sterling. The last case was against the master of the brig "Arab," from Bideford, for neglecting to make the issue of provisions during the passage; which being fully proved, he was fined in the sum of 12*l.* 10*s.* sterling. The proceedings which I had caused to be entered against the master of the "Sarah Milledge," from Galway, for having an excess of passengers over the legal number, failed in procuring a conviction, as stated to your Excellency in my Report of the 15th July last.

Passenger Act  
infringements.

Prosecutions.

With regard to the proceedings which I considered it my duty to adopt in the very aggravated case of the barque "Elizabeth and Sarah," from Killala, on board of which vessel so great a mortality and suffering occurred, I beg to refer to my reports to your Excellency of the 4th and 8th of August last. These reports will fully explain the circumstances under which I felt myself called upon to engage a steamer to proceed to the relief of the passengers on board this ship. My weekly report of the 22nd of August, which will be seen at page 30 of the Appendix, and the Report of Dr. Douglas, which accompanies it, will fully detail the condition in which the passengers and vessel arrived at Grosse Isle. Having in my final report of the 9th of September, entered fully into all the particulars of this case, and having also reported to the Colonial Land and Emigration Commissioners on the subject, it becomes unnecessary for me to re-enter into the details connected with it.

Ship "Elizabeth  
and Sarah."

From the information I was enabled to collect from the passengers and crew of this vessel on their discharge from the Quarantine Hospital, their distress and suffering may be attributed, in a great measure, to the neglect of the officer of customs at Killala, whose duty it was to have carefully inspected the accommodations, and the supply of water and provisions on board, previous to her sailing.

It is satisfactory to be able to state, that this case has no parallel among the emigrant vessels arriving at this port since the passing of the present beneficial law. It would, however, appear, that notwithstanding the care and attention with which the Act has been framed, the intervention of the legislature is yet required to render it complete. The law appears to be sufficiently stringent, but experience has shown the possibility of its evasion.

Passenger Act.

The Colonial Land and Emigration Commissioners have remedied several of the minor difficulties experienced in the early working of this law, and particularly one of some consequence in the measurement of the capacity of the ship. The uniformity of system established by the instructions in their printed memorandum

EMIGRATION.  
Report.

on the duties of the Government Emigration Agents, in carrying out the Passenger Act, has produced great relief to the department here.

Suggested amend-  
ments.

The Commissioners, from the terms of their last year's Report laid before Parliament, seem to contemplate some amendments to the Act, and will, I have no doubt, render its provisions in every way efficient. The suggestions which my experience would authorize me to offer, are confined to a few heads only. I conceive it worthy of consideration whether all vessels carrying emigrants should not be brought under the operation of clause 6. Under the Act, as at present worded, no vessel having less than 30 adult passengers, is subjected to any of its provisions. It is not to be supposed, that when this number of persons only are received on board a vessel of the usual burthen employed in the Quebec trade, any absolute privation or suffering can be experienced. But instances have come under my view, in which considerable inconvenience and injury has been caused to the passengers from the master of the vessel having neglected to issue a proper supply of water; and from emigrants, under the impression that the regulations for the issue of provisions by the ship, were to be observed in all cases, having omitted to provide a sufficient supply for themselves.

Quality of provi-  
sions.

I conceive there should be some standard established in regard to the quality of biscuit to be issued by the ship. My report of 1844 will be found to allude to this subject, as also to the desire expressed by all parties connected with the Irish passenger trade, that the quantity of biscuit should be reduced, and a corresponding increase made in the allowance of oatmeal; 2lbs. of the former, and 5 lbs. of the latter per week, in lieu of the present scale, would be, I conceive, a supply not more expensive to the ship, while it would prove, in most cases, much more available to the passenger.

Liability for penal-  
ties.

On the subject of liability for penalties inflicted under the Passenger Act, I have to remark, that while it is the master only who is held subject to the judgment, it is probable that its evasion will frequently occur. The master, and no other, is the guilty party in almost all cases of infringement of the law. But it seems desirable to provide, if possible, a recourse even against the ship, if from death or desertion, the master should avoid the consequences of his neglect or misconduct.

Cases of shipwreck.

I have this year to report the loss of three emigrant vessels proceeding to this port, fortunately, however, without serious loss of life. The brig "Brilliant," from Cork, with 162 passengers, was wrecked on the coast of Newfoundland on the 12th of May. The passengers, with the exception of two, were saved, and succeeded in reaching St. John's, and were forwarded by the authorities to this port, with the exception of 30, who proceeded to Halifax on their route to the United States. The barque "Hebe," from Liverpool, with 39 passengers, was wrecked on the Manicougan shoals on the 30th August. The passengers were all saved and brought to this port on the 12th September.

The barque "James and Mary Sinnott," from Tralee, was lost at sea in the severe gale of the 19th of September. Her passengers, 20 in number, were fortunately taken from the wreck by the ship "Lord Glenelg," and all landed safely at Richabucto, on the 24th October; 11 of them reached this port on the 12th November.

Persons aided to  
emigrate.

The number of emigrants who have been aided in their removal to this country, by their landlords, or parish authorities during the past season, shows a considerable decrease when compared with that of the year 1845. In paper No. 6 of the Appendix, (page 20,) I have set forth, as nearly as it can be ascertained, the number assisted from these sources. As no official return, or notification, is made from the authorities or parties who assist these people, I am dependant entirely for my information on personal inquiry of the individuals themselves, who very often return unsatisfactory replies. The number from each country was as follows, viz., from England, 245, seventy-nine of whom only appear to have come out under the superintendence of the Poor Law Commissioners, against 804, who were sent out last year. These persons were paid the usual landing money here, viz., 20s. sterling each adult, amounting to the sum of 63*l.* 10s. sterling. The remaining persons from England, 166, received assistance from their respective parishes to the extent of 104*l.*

Number from  
England.

From Ireland.

From Ireland the number assisted was 1013, being nearly equal to those of last year. These people were nearly all assisted by their landlords. Those from the Port of Limerick, 358, sent out by Colonel Wyndham and Mr. Spright, were generally well provided, and one party of 20 families, 51 persons, sent out by the

latter gentleman, received, on landing here, a sum equal to two guineas each, amounting to 9*l.* 10*s.* sterling.

Those from the Ports of Dublin, Waterford, and Liverpool, 421 in number, landed here in extreme poverty, with the exception of a small party sent out by Earl Fitzwilliam in the "Industry," who had been provided with a free passage and 30*s.* each, to assist them on their voyage and on arrival here. The others, so far as I could learn, had received only a free passage and provisions. With reference more particularly to these last, I would refer to my weekly report of the 30th June.

In the ship "Londonderry" there were 14 persons sent out by the Londonderry Union, who received the sum of 10*s.* each, amounting to 8*l.* 15*s.* sterling, which had been remitted to this office for their benefit after arrival.

In the "Belinda," from Belfast, there were a number of poor families sent out by the Coleraine, Armagh, and Magherafelt Unions, who received the sum of 10*s.* each from the master on landing here. Many of them, more particularly those from the Coleraine Union, were very helpless, consisting of sickly people and widows with families of helpless children. One or two of these families have been inmates of the hospital ever since their arrival here, and are now dependant on the charitable institutions in this city for their support.

Paper No. 7, furnishes a return of the trades and callings of the male adult emigration of the year, from which it will appear that upwards of one-half come under the denomination of unskilled labourers. Of the remainder four-fifths are classed as agricultural labourers and farmers. The number of mechanics and tradesmen are stated at 715, of which number 98 are miners from Wales, Cornwall, and Waterford. All these proceeded with their families for employment in the copper and lead mines in the Western States and on Lake Superior.

In Paper No. 8 of the Appendix, will be found a statement of the distribution of the emigrants of the year, compiled from the monthly reports received from the chief Agent in Canada West, and the local agents of the department. Of the total immigration by the route of the St. Lawrence, Mr. Hawke estimates that the large proportion of 24,655, have arrived in Canada West. The number who have arrived *via* the route of the United States, is stated at 2,864, which makes the total immigration into the western section of the province during the year upwards of 27,500 souls.

The difficulty of ascertaining with correctness the number of persons who have proceeded from Canada to the United States along our extensive frontier must be obvious. Mr. Hawke, after strict inquiry from the sources within his command, estimates the number who have left Canada West at about 2,000 persons less than the amount of the immigration we have received by that route.

I am aware of several parties of emigrants having arrived at this port with the fixed intention of proceeding to the Western States. Of the German immigrants about 800 have gone to that quarter, and several parties of Welsh immigrants have also left the province with the same destination in view.

From the information collected from the emigrants previously to their landing here, compared with such reports as I can obtain of the passengers proceeding to the United States by the various routes crossing the frontier of Canada East, I am led to estimate the number who have passed through the province at about 5,000, making the whole amount of the emigration from both parts of the province about 7,000.

The largest portion of this number have proceeded direct from Montreal, by the route of St. John's and Lake Champlain, having emigrated with that intention, and have been induced to choose the route of the St. Lawrence as being much cheaper than the passage direct from Great Britain to any of the United States' ports. I may here remark that during the greater part of this last season, owing to the competition among the steam-boat proprietors on the St. Lawrence to Montreal and on Lake Champlain, an emigrant might be conveyed from this port to Albany, the centre of the States of New York, for about six shillings sterling, or less than half the sum it would require to convey him to Kingston.

Notwithstanding the large number who have gone to the United States, the accession to the population of the province consequent on the year's emigration, I estimate at not less than 28,000 persons.

Among the immigrants who have come into the province by the route of the United States were a party of Germans, 500 in number, who arrived at Hamilton in the month of November. They were represented as having but limited means

## EMIGRATION.

Report.

From Belfast,  
Coleraine Union.Return of trades-  
men, &c.Distribution of the  
year's emigration.Estimate of the  
number who have  
left Canada West  
for the United  
States.Number *via*  
Montreal and Lake  
Champlain.Accession to the  
population.

Germans.

EMIGRATION.  
Report.

on arrival, but they were proceeding to their friends and countrymen in the townships of Waterloo and Wilmot, who are competent to afford them the most efficient aid in their establishment. This party, with the German emigrants who have arrived by the route of the St. Lawrence, of whom 200 have settled in the same section of the province, will prove a valuable addition to our population. They are generally hardy and industrious, and from their extreme thriftiness, usually make successful settlers. The townships in the Wellington district, established by the Pennsylvanians, of German origin, are amongst the finest and most thriving settlements in the province, and they have served as a nucleus around which a very extensive and now populous district has grown up.

Character of the  
Year's Emigration.

The character of the emigration to the province for the year 1846, is very similar to that of the two previous seasons. The proportion which the Irish emigration bears to the whole has considerably increased, and as in former years this class presents, in its appearance at least, the greatest deficiency of means. Mr. Hawke, in his report, which will be seen at Paper No. 10 of the Appendix, writes, "I am not aware that the number of indigent settlers this season has been much greater in proportion than usual, but there certainly was a large number of the Irish emigrants in a state of destitution as to clothes and bedding far exceeding anything I ever before witnessed."

So far as I have been able to judge there have been but few instances of wealthy emigrants from any part of the United Kingdom. A good many persons, both from England and Ireland, have possessed capital, varying from 100*l.* to 500*l.*, sufficient for their advantageous settlement in the country, and a fair proportion of the remainder have been furnished with sufficient to keep them from immediate want. Of the emigrants from Wales, several families possessed funds amounting to from 300*l.* to 400*l.*, and many of the German families from Hamburg also brought out considerable sums of money with them. These parties, however, have all gone to the western states. The great bulk of the Irish and a proportion of the English emigrants of the season have been exceedingly poor, indeed, dependent on immediate employment for their subsistence.

Expenditure.

The expenditure of this department in the direct relief and assistance of destitute immigrants, from the commencement of the season to its close, may be stated at 8542*l.* 3*s.* 8*d.* currency, under the following heads, viz:—transport, 7207*l.* 7*s.* 10*d.*; provisions, 782*l.* 19*s.* 7*d.*; medical aid, including the salaries of the emigrant physicians at Montreal and Kingston (170*l.*) 551*l.* 16*s.* 3*d.*; and contingencies, being the expenses incurred in sending a steamer to the relief of the emigrant ship "Elizabeth and Sarah," before alluded to, 265*l.* The charge for agencies in both provinces, amounts to 1742*l.* 10*s.* 11*d.*, which added to the above will make the total disbursements of the year amount to 10,549*l.* 14*s.* 7*d.*, currency.

Comparison with  
1845.

The gross expenditure of 1845, was 8812*l.* 12*s.* 6*d.*, being less than that of the present year by 1737*l.* 2*s.* 1*d.* On a comparison of the several heads of expenditure for the two years, the only material difference will be found under the head of transport, which on the inland routes shows an increase of 1661*l.* 19*s.* 9*d.* The expense for provisions is nearly the same, but there is an increase in the expenditure for medical relief of 123*l.* 1*s.* 2*d.*

The total increase in the expenditure is equal to about 20 per cent. over that of last year, and will be in a great measure accounted for by the increase in the emigration, equal to 29 per cent.

Rates of Transport.

The rates of transport on the several inland routes for the emigrants, forwarded by the department during the past season, have been scarcely more favourable than last year. But on some of the routes increased facilities of conveyance have been afforded. The class of vessels employed has been materially improved, and the time required to perform the passage very considerably reduced. This has been more particularly the case on the route between Montreal and Kingston. In former years the passage vessels for all emigrants proceeding to the western section of the province, were required to be conveyed upwards, *via* Bytown and the Rideau Canal; a passage which required from four to six days. During the past season, owing to the completion of the Beauharnois and St. Lawrence Canals, the shorter and more direct route has been opened. Large class steamers have been enabled to perform the distance regularly in from 28 to 30 hours, and without any increase in the charge for passage. At the same time a considerable saving is effected in the provisions required, and the comfort and convenience, more particularly of females and families, are greatly increased.

The rates at which Mr. Hawke was enabled to effect contracts with the steam-

boat proprietors on Lake Ontario for transport west of Kingston, were about 25 per cent. cheaper than last year. The rates in this section of the province were much the same as last year.

The following were the rates paid on the main route from Quebec to Hamilton, for indigent emigrants forwarded by the department, viz :—

EMIGRATION.  
Report.

	Contract with the Department.	To the Public.
	s. d.	s. d.
From Quebec to Montreal . . . . .	2 0	2 6
„ Montreal to Beauhar ois . . . . .	3 4	5 0
„ „ Lancaster . . . . .	5 10	8 9
„ „ Cornwall . . . . .	6 8	10 0
„ „ Williamsburg . . . . .	7 6	11 3
„ „ Matilda . . . . .	8 4	12 6
„ „ Prescott . . . . .	8 4	12 6
„ „ Brockville . . . . .	8 4	12 6
„ „ Kingston . . . . .	10 0	15 0
„ „ Bytown (Ottawa) . . . . .	7 6	10 0
„ „ On the line of the Rideau Canal or to Kingston . . . . .	10 0	12 6
On Lake Ontario :—		
„ Kingston to Coburg or Port Hope . . . . .	4 0	7 6
„ „ Bond Head to Darlington . . . . .	5 0	8 9
„ „ Windsor Bay or Toronto . . . . .	6 3	10 0
„ Toronto to Port Cudlet . . . . .	1 3	2 0
„ „ Oakville . . . . .	2 0	2 6
„ „ Wellington Square or Hamilton . . . . .	2 6	3 9
„ „ Niagara or Queenstown . . . . .	2 6	5 0

The actual cost to the Department of an adult passage, with an allowance of 1 cwt. of luggage, from Quebec to Hamilton, a distance of 571 miles, is 20s. 9d., = 16s. 4½d. sterling. The time required is 72 to 80 hours, a less time than was formerly required to go from Montreal to Kingston, by the Rideau canal route.

The same person paying his own passage would be subjected to a charge of 30s. or 24s. sterling.

In the course of the season there have been assisted by the provision of a free passage from this agency, chiefly to Montreal, 6,038 persons, equal to 4,497 adults, viz., 1,431 men, 2,062 women, 1,998 children from 3 to 12 years, and 547 under 3 years, of whom were natives of England, 311; of Ireland, 5,680; of Scotland, 16; and of Germany, 31. The number of free passages granted to Montreal, was 5,692; to Port St. Francis, 307; to New Brunswick, 39; at an outlay of 414l. 3s. 10d. To this is to be added the sum of 16l. 18s., for the inland transport of 82 persons forwarded from Port St. Francis, which makes the entire expenditure for transport 431l. 1s. 10d. There has been expended for provisions, 87l. 19s. 11d.; and for medical relief, 49l. 19s. 10d.; making the expenditure in the direct relief of the season's emigration at this agency, 569l. 1s. 7d.

Assistance in Trans-  
port at Quebec.

On a comparison of this expenditure with that of 1845, there is found an increase on the account for provisions and medical comforts, of 43l. 5s. 8d. But the expenditure for transport has been reduced by 201l. 10s. 2d., so there would have been a decrease in the expenditure of the season at this port, equal to 158l. 4s. 6d., had not the extraordinary contingent expense involved by the assistance afforded in the case of the "Elizabeth and Sarah," been necessarily incurred (265l.), thus making the total expenditure 834l. 1s. 7d. currency, being an increase of 106l. 15s. 6d. on the year 1845.

From the active competition carried on during the greater part of the season, by the rival steam-boat proprietors between Quebec and Montreal; the steerage passage has been so low as 7½d. or 6d. sterling, for each person, and to take advantage of this circumstance in favour of the indigent emigrant, I have replaced the passage-ticket, which would necessarily involve the contract rate of 2s., by a donation to the applicant of 7½d. in money. But, in general, I have found room to refuse the assistance altogether. This low rate has been the means of relieving this agency from a large number of applications, which in the case of higher charges for passage would have required relief.

At Montreal, from the returns of that agency, it appears that 9,035 persons, equal to 8,188 adults, received a free passage from that place, chiefly to Kingston, at an expense of 3,841l. 1s. 9d.: and that provisions were issued to them to the amount of 143l. 11s. 5d. The expense of medical attendance and care, including

Montreal Agency.

**EMIGRATION.** the physician's salary, (120*l.*) was 142*l.* 3*s.* 6*d.*, making the total expenditure at the Montreal agency, 4,126*l.* 16*s.* 8*d.*

Report.

This expenditure shows an excess over that of 1845, amounting to 1,429*l.* 19*s.* 5*d.* The increase in the number of free passages granted, is 2,999; so that the excess is altogether accounted for under the head of transport.

Canada West.

From the returns furnished by the chief agent for Canada West, I find that the total number of free passages granted by the several agents in that section of the province, was 13,553, viz., at Kingston, 5,740; Coburg and Port Hope, 346; Toronto, 4,707; Hamilton, 1,522; at Bytown, 756; and at Port Stanley, 468.

Expenditure.

The expenditure at the agencies in Western Canada, has been as follows: for transport, 2,935*l.* 4*s.* 3*d.*; provisions, 551*l.* 8*s.* 3*d.*; medical relief, &c., 359*l.* 12*s.* 11*d.*; total 3,846*l.* 5*s.* 5*d.*; to which is to be added the amount of the agents' salaries and contingencies, 1,076*l.* 6*s.*, making the total expenditure for the western section of the province, 4,922*l.* 11*s.* 5*d.* currency.

This amount, when compared with that of 1845, shows an increase of 289*l.* 18*s.* 6*d.*, which is not disproportionate to the increased emigration.

The total number of applications for relief which have been examined into by the officers of the Department, and admitted, has been, in Canada East, 15,073; and in Canada West, 13,553; total 28,626, being an increase on the number in 1845, of 2,205.

Mortality.

The mortality among the emigrants at the agencies throughout the province, shows a large increase when compared with former years. According to the Reports of the medical officers, it appears that 66 deaths have occurred, out of 1,291 cases that have required medical treatment.

Emigrant Tax.

The emigrant tax has produced the sum of 6,729*l.* 10*s.* 10*d.* currency; of which 71*l.* 16*s.* 8*d.* was collected at Montreal, and 6,657*l.* 14*s.* 2*d.* at this port. The Imperial appropriation for the service of the Emigrant Department for 1846, was 2,500*l.* sterling, equal to 3,041*l.* 13*s.* 4*d.* currency. These two amounts, together with a balance remaining unexpended of the former year's fund, 1,004*l.* 15*s.* 8*d.*, forming a total of 10,775*l.* 19*s.* 10*d.* currency, have constituted the Emigrant Fund, from which all the disbursements of the season have proceeded.

Fund.

The expenditure incurred in the course of the year, already detailed, is shown to amount in the whole to 10,549*l.* 14*s.* 7*d.* So that, on the close of the accounts, there will remain a balance on hand, applicable to the purposes of 1847, amounting to 226*l.* 5*s.* 3*d.*

I beg to submit a statement of the emigration, and the public appropriation for emigration purposes in the province, from the year 1841, the date at which the law imposing the emigrant tax came into force:—

Years.	Emigration.	Imperial Appropriation.
	£.	
1842 . . .	44,374	5,000 sterling
1843 . . .	21,727	2,244   "
1844 . . .	20,142	1,000   "
1845 . . .	25,375	1,000   "
1846 . . .	32,753	1,000   "
	144,371 souls.	10,244

From this statement it will appear that the expenditure of the Department, exclusive of the agency expenses, has been, on the average, at the rate of 71*l.* sterling, per 1,000 souls, over and above the amount realized from the emigrant tax.

In 1843, the appropriation made was equal to 105*l.* per 1,000 souls; and in 1842 it was at the rate of 113*l.* per 1,000. For the three past years it has been reduced considerably, so that the balance, which had annually remained over, up to 1844, has been wholly absorbed in equalizing the resources of the Department up to this time. The appropriation made for the purposes of the two last years, I would show, has been rendered sufficient only from the existence of a considerable previous balance available for the same object.

I have always found it difficult to form an estimate of the probable demand upon the Department for the coming year, and I remain altogether without the means of judging of the amount of the emigration of 1847, or its character, so as to be authorized in a confident statement on the point of its necessities. But the result arising from the operations of the Department for five years past, may be taken as

reasonable ground for a calculation for the future, in regard to the relation which the demands for assistance will bear to the amount of the emigration. I know at present of no circumstance which promises to reduce the expenditure below its past average rate of 71*l.* per 1000 souls, after application of the emigrant tax.

On the contrary, the extensive distress in the United Kingdom, and particularly in Ireland, from the failure of the potatoe crop, and the high price of other descriptions of food, threatens us with an emigration in the ensuing season, such as the province has not yet seen equalled in destitution. If this should prove the case, and particularly if, with such a general character, the emigration of 1847 should be greatly increased in numbers, the department will find itself exposed to claims for assistance that will require the fullest resources.

The balance now remaining of the last year's fund, is only 226*l.* 5*s.* 3*d.*, and this will be entirely absorbed by the expense of the support of the emigrant patients admitted into the Quebec hospital, in the course of the season, should your Excellency direct the admission of the claim now brought forward. With no balance in hand, applicable to the purposes of 1847, I conceive that an appropriation by the Imperial Parliament, equal only to that of the last year, will fail to meet the demands of an average emigration; while in the case either of an increase of numbers, or a greater degree of destitution, an appropriation so limited must leave the department totally incompetent to carry out the objects of its institution.

An average emigration of 29,000 souls will require, upon the foregoing calculations, upwards of 2,000*l.* sterling; an addition of 10,000 souls to the number of the past season, making an emigration of 42,000—or greater destitution on arrival—or difficulty in procuring ready employment and support within the province—will involve the outlay not less than 3,000*l.* sterling, beyond the amount of the emigrant tax that may be collected.

The beneficial results of the continued working of the present system for the assistance of the emigration to this province, are experienced in the greatest degree by the emigrants themselves. But they are experienced by the province also; and, although it is in a less direct manner, the mother country must share in them to some extent. To reduce the privation, distress, and discomfort, attending the emigrant's voyage, to promote him, without delay after arrival, from idleness and want, to employment and competent means of support; and to supply him with the means of removal from the ports of debarkation, where labour is already redundant, to the distant interior districts, where his services are required, are the primary objects sought to be realized.

But it is plain that the ultimate effort of the intervention of the government, under the present system, is to permit, if not to encourage, the emigration from the mother country, of a class whose private means are only sufficient to provide their passage to the port of landing. An emigration, in fact, from among the poorest of the population.

It is well worthy of consideration whether an appropriation of the amount that has been devoted to emigration purposes in Canada, could have been directed in any other manner, so efficiently to promote the interest of the pauper population of the United Kingdom, or to further the views of a beneficent government.

With reference to the subject of provision for the future emigrant fund, I have only further to remark that, should an increasing confidence in the assistance afforded by the Government, leading to an extended, and, at the same time, destitute emigration, be met by deficient resources in the department, or the want of an adequate discretionary power in the provincial authorities, to provide for the case, the consequence to every interest engaged, must prove exceedingly hurtful. Accumulations of destitute labourers, with their families, in the towns of the eastern part of the province; want and disease inducing crime; a hostile feeling created between the inhabitant and the stranger, and certain reaction upon the disposition of the poorer classes at home, must attend any relaxation of the system with which the superintendence of the emigration has been conducted, or any inability in the department to maintain its course of assistance, to the full extent of the claims that may arise.

With reference to the subject of the prospects of the emigration recently received, as well as of that anticipated, I must refer principally to the annexed report, from the chief agent for Canada, West. I might, at the same time, quote the reports in general of the district agents of the department.

They concur in representing that there is little, if any, distress among the emigrants of the last year, unless the consequence of their own fatuity. Employment is generally to be procured at remunerative wages, and provisions and necessaries are plentiful.

EMIGRATION.  
Report.

Future Emigration.

Future Imperial  
Appropriation.

Result of Emigra-  
tion Superintend-  
ence.

Pauper Emigration.

Prospects for 1847.



## EMIGRATION.

Report.  
Employment.

Some of the public works, which have hitherto afforded employment for recent emigrants, are already, or will shortly be, completed. But other works of similar character are in progress. The St. Lawrence and Atlantic Railway, the Montreal and Lachine Railway, as well as other lines about being commenced in the western section of the province, will probably demand a large amount of emigrant labour in the ensuing season. Very general attention has been recently drawn to the minerals of the country, also; and it is possible that one or more associations, for mining and smelting ore, may go into early operation. The more closely the resources of the country are examined into, the more extensive appears the field for enterprise and industry.

Without desiring to raise unreasonable expectations, I may conclude by repeating Mr. Hawke's remarks, that the province is steadily advancing in wealth and population, and is capable of sustaining in comfort a large annual accession of labourers, provided they be transported to the places where their services are required.

Having endeavoured to bring before your Excellency every subject connected with this department, which has appeared worthy of notice, and in such a manner as to afford a condensed view of the transactions of the year, I beg to submit this report to your Excellency's favourable consideration.

I have the honour, &c.,

A. C. BUCHANAN, Chief Agent.

## APPENDIX.

## No. 1.

Appendix No. 1.

The following Statement shows the Weekly Arrivals of Emigrants at the Ports of Quebec and Montreal, during the year 1846, specifying the number of adults, males and females, as also the male and female children under 14 years of age, with the number of infants; as well as the number of voluntary emigrants, and those who received parochial aid, with the number of cabin passengers.

Date of Return.	No. of Cabin Passengers.	Adults.		Children 1 to 14 Years.		Children under 1 Year.	Re-ceived Parochial Aid.	Volun-tary.	Total.
		M.	F.	M.	F.				
16th May . . . . .	88	1,169	932	248	240	118	86	2,503	2,589
23rd „ . . . . .	66	1,102	811	323	286	80	47	2,475	2,522
30th „ . . . . .	48	1,596	1,279	420	428	82	686	3,037	3,723
13th June . . . . .	32	1,708	1,463	513	513	176	153	4,049	4,202
20th „ . . . . .	15	1,335	1,151	389	395	141	76	3,194	3,270
27th „ . . . . .	59	1,794	1,722	589	555	160	118	4,542	4,660
31st July . . . . .	72	1,849	1,724	610	607	207	22	4,768	4,790
22nd August . . . . .	34	689	647	224	240	75	5	1,795	1,800
5th September . . . . .	47	360	323	189	187	38	35	1,024	1,059
26th „ . . . . .	55	391	437	166	165	54	..	1,159	1,159
3rd October . . . . .	57	222	220	143	115	28	21	679	700
31st „ . . . . .	27	151	183	87	78	21	9	490	499
	600	12,366	10,892	3,901	3,814	1,180	1,258	29,715	30,973

Steerage Passengers . . . . . 30,973  
Children under 1 year . . . . . 1,180.

Total Steerage . . . . . 32,153

Cabin . . . . . 600

Total Persons landed in the Colony . 32,753

No. 2.

Return of the Number of Emigrants embarked, with the Number of Deaths and Births during the Voyage and in Quarantine, the total number landed in the Colony, distinguishing Males from Females and Adults from Children, with the Number of Vessels from each Country, and the average Length of Passage, during the Season of 1846.

Country.	Number of Vessels.	Average Length of Passage.	Number of Persons Embarked.						Number of Deaths on the Voyage, and in Quarantine.				Number of Births.				Number Landed in the Colony.						Total.					
			Adults.		Children 1 to 14 Years.		Children under 1 Year.		Adults		Children 1 to 14 Years.		Infants.		M.		F.		M.		F.		M.		F.		Males.	Females.
			M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.				
			M.		F.		M.		F.		M.		F.		M.		F.		M.		F.		M.		F.			
England.	113	49	3,344	2,660	1,243	1,241	455	8	10	19	16	15	4	11	3,336	2,650	1,224	1,225	455	4,560	3,875							
Ireland.	146	46	8,057	7,573	2,376	2,302	668	29	45	36	29	42	25	22	8,028	7,528	2,340	2,273	673	10,368	9,801							
Scotland.	39	43	581	458	237	224	32	1	1	2	2	3	2	..	580	457	235	222	31	815	679							
Germany	8	56½	425	260	104	98	15	3	3	2	4	2	1	7	422	257	102	94	21	524	351							
	306	47½	12,407	10,951	3,960	3,865	1,170	41	59	59	51	62	32	40	12,366	10,892	3,901	3,814	1,180	16,267	14,706							
			Number Steerage . . . . .														30,973											
			Children under 1 Year . . . . .														1,180											
			Cabin Passengers . . . . .														600											
			Total Deaths . . . . .														32,153											
			Total Persons landed in the Colony . . . . .														32,753											

EMIGRATION.  
Appendix No. 2.

A. C. BUCHANAN,  
Chief Agent.

Government Emigration Office,  
Quebec, 24th December, 1846.

Names of Ports from whence Emigrants came during the Year 1846.

## ENGLAND.

Names of Ports.			
	Number from Each		Number from each Port.
Bristol . . . . .	34	Liverpool . . . . .	5,701
Bideford . . . . .	105	Mary Port . . . . .	8
Bridgewater . . . . .	3	Padstow . . . . .	276
Beaumaris . . . . .	182	Plymouth . . . . .	617
Cardiff . . . . .	2	Poole . . . . .	8
Dartmouth . . . . .	2	Penzance . . . . .	143
Fowey . . . . .	12	Stockton . . . . .	33
Falmouth . . . . .	32	Sunderland . . . . .	4
Gloucester . . . . .	18	Southampton . . . . .	174
Hull . . . . .	542	Shields . . . . .	9
Hale . . . . .	73	Weymouth . . . . .	38
London . . . . .	419	Children under 1 year . . . . .	455
			8,890
	Cabin Passengers . . . . .		273
		Total . . . . .	9,163

## IRELAND.

Names of Ports.			
	Number from each Port.		Number from each Port.
Baltimore . . . . .	189	Newry . . . . .	359
Belfast . . . . .	2,562	Sligo . . . . .	2,746
Balidehob . . . . .	330	Tralee . . . . .	535
Ballina . . . . .	153	Westport . . . . .	280
Cork . . . . .	2,158	Waterford . . . . .	1,108
Donegal . . . . .	499	Youghal . . . . .	193
Dublin . . . . .	1,739	Infants under 1 year . . . . .	673
Galway . . . . .	461		
Killala . . . . .	1,056	Steerage Passengers . . . . .	20,842
Londonderry . . . . .	919	Cabin ditto . . . . .	207
Limerick . . . . .	4,068		
New Ross . . . . .	814	Total . . . . .	21,049

## SCOTLAND.

Names of Ports.		Number from each Port.
Aberdeen . . . . .		281
Alloa . . . . .		3
Cromarty . . . . .		47
Dundee . . . . .		50
Glasgow . . . . .		1,013
Greenock . . . . .		39
Leith . . . . .		13
Thurso . . . . .		48
Children under 1 year . . . . .		31
Steerage Passengers . . . . .		1,525
Cabin ditto . . . . .		120
	Total . . . . .	1,645

GERMANY.

EMIGRATION.

Appendix No. 3.

Names of Ports.		Number from each Port.
Antwerp . . . . .		11
Bremen . . . . .		117
Hamburgh . . . . .		747
Infants under 1 year . . . . .		21
Total . . . . .		896

Government Emigration Office,  
Quebec, 24th December, 1846.

A. C. BUCHANAN,  
Chief Agent.

No. 4.

Comparative Statement of the Number of Emigrants arrived at the Port of Quebec since the year 1829 inclusive. Appendix No. 4.

	5 Years, 1829 to 1833	5 Years, 1834 to 1838	5 Years, 1839 to 1843	1844	1845	1846
From England . . . . .	43,386	28,624	30,813	7,698	8,833	9,163
„ Ireland . . . . .	102,264	54,898	74,981	9,993	14,208	21,049
„ Scotland . . . . .	20,143	10,998	16,289	2,234	2,174	1,645
„ Germany . . . . .	..	..	..	..	..	896
New Brunswick, Nova Scotia, and Ports in the River St. Lawrence . . . . .	1,889	1,346	1,777	217	160	..
Continental Ports . . . . .	15	485	..	..	..	..
Totals. . . . .	167,697	96,351	123,860	20,142	25,375	32,753

Total . 466,178

No. 5.

Return of the Number of Emigrants admitted at the Quarantine and Emigrant Hospitals, from the 15th May to the 1st November, 1846. Appendix No. 5.

	Quarantine Hospital.			Marine Hospital, Quebec.		
	Admitted.	Discharged.	Died.	Admitted.	Discharged.	Died.
Men . . . . .	226	210	16	228	213	15
Women . . . . .	319	303	16	173	159	14
Children . . . . .	347	311	36	32	24	8
	892	824	68	433	396	37

Total Admissions . 1325  
Do. Deaths . 105

A. C. BUCHANAN,  
Chief Agent.

Government Emigration Office,  
Quebec, 24th December, 1846.

## EMIGRATION.

Appendix No. 6.

No. 6.

NUMBER of PERSONS who received Assistance to enable them to Emigrate during the Season 1846.

Vessel's Name.	Where from.	Date of Arrival.	England.		Ireland.
			Poor Law Commissioners.	Parish Funds.	Landlords and Private Funds.
Jane Black	Limerick	12th May	..	..	51
Spermacety	Plymouth	13th "	..	35	..
Charlotte	London	20th "	18	..	..
Ditto	Ditto	" "	..	13	..
Amazon	Hull	" "	..	5	..
Dahlia	Tozer	21st "	..	11	..
Despatch	Waterford	27th "	..	..	60
Peelstone	Hull	" "	..	5	..
Volcanio	Padstow	28th "	..	5	..
Naparvinia	Dublin	29th "	..	..	120
Ann Moore	Limerick	" "	..	..	10
Industry	Dublin	30th "	..	..	143
Bryan Abbs	Limerick	" "	..	..	148
Parkfield	Southampton	31st "	61	..	..
Lady Bagot	New Ross	7th June	..	..	53
Ellen Forristel	Limerick	8th "	..	..	36
Lady Gordon	Dublin	13th "	..	..	5
Undine	Limerick	" "	..	..	40
Defence	Liverpool	16th "	..	..	40
Mary Lyall	Dublin	" "	..	..	9
Orlando	London	" "	..	7	..
Londonderry	Londonderry	18th "	..	..	14
Stadacona	Limerick	" "	..	..	63
Cornwallis	Waterford	19th "	..	..	20
Dumbrody.	New Ross	23rd "	..	..	17
Fawcett	Sligo	" "	..	..	2
Miltiades	Belfast	24th "	..	..	21
Horatio	Sligo	" "	..	..	4
Pursuit	Liverpool	" "	..	..	8
Odessa	Dublin	27th "	..	..	24
Belinda	Belfast	20th July	..	..	93
Queen	Hull	24th "	..	10	..
Brindo	Donegal	" "	..	..	15
Graham	Plymouth	26th "	..	18	..
Mertown	Belfast	27th "	..	..	4
Lord Collingwood	London	19th August	..	5	..
Leander	London	25th "	..	13	..
Spermacety	Plymouth	27th "	..	8	..
Arab	Bideford	28th "	..	14	..
John Francis	Cork	30th "	..	..	10
Clio	Padstow	1st October	..	8	..
Marquis Abercorn	Londonderry	2nd "	..	..	3
Parkfield	Southampton	8th "	..	9	..
			79	166	1013

A. C. BUCHANAN,  
Chief Agent.

Government Emigration Office,  
Quebec, 24th December, 1846.

RETURN of the Trades or Calling of the Emigrants who arrived at the Ports of Quebec and Montreal during the year 1846.

Bakers . . . . .	14	Brought forward . . . . .	5,300
Butchers . . . . .	15	Labourers . . . . .	6,733
Bricklayers and masons . . . . .	60	Millers and millwrights . . . . .	10
Blacksmiths . . . . .	61	Miners . . . . .	98
Bookbinders . . . . .	16	Painters . . . . .	10
Boot and shoemakers . . . . .	67	Plasterers . . . . .	5
Block-makers . . . . .	1	Papermakers . . . . .	1
Cabinet-makers . . . . .	7	Quarrymen . . . . .	23
Carpenters and joiners . . . . .	162	Ship-builders . . . . .	2
Coopers . . . . .	12	Sawyers . . . . .	1
Coach-makers . . . . .	1	Saddlers . . . . .	4
Cart and wheelwrights . . . . .	8	Stone-cutters . . . . .	2
Carriers . . . . .	2	Servants, male . . . . .	87
Dyers . . . . .	1	Tailors . . . . .	84
Drapers . . . . .	3	Watchmakers . . . . .	6
Engineers . . . . .	4		
Farmers and farm labourers . . . . .	4,831		
Gardeners . . . . .	14		
Hatters . . . . .	1		
	5,300	Total . . . . .	12,366

RECAPITULATION.

Mechanics and tradesmen . . . . .	715	} 12,366
Farmers and farm labourers . . . . .	4,831	
Common labourers . . . . .	6,733	
Servants, male . . . . .	87	
Female Servants . . . . .	379	

Government Emigration Office,  
Quebec, 24th December, 1846.

A. C. BUCHANAN,  
Chief Agent.

No. 8.

DISTRIBUTION of the Emigrants who arrived in the Province of Canada during the year 1846, as near as can be ascertained. Appendix No. 3.

Number of Emigrants from the United Kingdom, <i>via</i> the River St. Lawrence, over one year . . . . .	31,857
Number from Germany . . . . .	896
Number arrived in Western Canada, <i>via</i> the United States . . . . .	2,864
Total . . . . .	35,617

DISTRIBUTION.

Estimated number remaining in the City and District of Quebec . . . . .	200	} 1,909
Proceeded to the Eastern Townships, <i>via</i> Port St. Francis . . . . .	209	
Remaining in Montreal, and settled in District . . . . .	1,500	
Estimated number settled in the Ottawa, Dalhousie, and Bathurst District, including Bytown, and along the route of the Rideau Canal . . . . .	1,200	} 26,730
At Kingston, Picton, and Belleville, and settled in the Johnston, Midland, and Victoria Districts . . . . .	1,528	
At Coburg, Port Hope, and settled in the New Castle and Colborne Districts . . . . .	1,868	
At Whitby, Windsor, and Darlington . . . . .	1,142	
At Toronto, and settled in the Home and Simcoe Districts . . . . .	14,881	
At Hamilton, and settled in the Gore and Wellington Districts . . . . .	3,594	
At St. Catherine, and settled in the Niagara District . . . . .	843	
At Port Stanley, and by land to London, and in the Talbot and Western Districts . . . . .	1,674	
Total number settled in Canada . . . . .	23,639	
Estimated number gone to the United States from Upper Canada . . . . .	1,989	
Do: from Montreal <i>via</i> Lake Champlain . . . . .	4,989	
Total supposed gone to the United States . . . . .	35,617	

Government Emigration Office,  
Quebec, 24th December, 1846.

A. C. BUCHANAN,  
Chief Agent.



Appendix No. 9. EXTRACTS from the several Weekly Reports made to the Governor-General by the Chief Agent for the Superintendence of Emigration at Quebec.

Week ending 16th of May, 1846.

NOTE.—2,600 emigrants have arrived at this port from the opening of the navigation to this date, and have all landed in good health. They consist chiefly of young men and women; the proportion of children being unusually small, and are respectable in appearance and well clothed. The male adults are classed in the several passenger lists as follows:—mechanics 52, farmers 350, labourers 760, servants 13. Among the farmers there are a great many possessing small capital, from 50*l.* to 150*l.*

Their destination is principally the western section of the province, where a large number of them have friends. A good many of those from the ports of Limerick and Galway are going to the United States. They appear to have chosen this route as being the cheapest, the rate of passage to this port being from 40*s.* to 50*s.*, while to ports in the United States it has ranged from 65*s.* to 80*s.*

In the ship "Spermaceti," from Plymouth, there were some very respectable farmers with good means, who intend settling in the Newcastle and Home districts. A few families, numbering 35 persons, received partial assistance from their parish to the extent of about 4*l.* each family. They were without means on landing here, and were assisted by this department to proceed to their friends in Darlington.

The passengers per "Sarah Milledge," from Galway, are farmers and labourers, and a few masons. The latter were immediately employed here at 6*s.* per day. Upwards of 70 of the passengers by this vessel are going to Boston to their friends. Several families with capital are going to Upper Canada to settle. On inspecting the vessel I found that she had more persons on board than she could legally carry. I have accordingly placed the necessary information in the hands of the Crown officer for prosecution, a separate report of which I shall forward so soon as the proceedings are closed.

Employment has been very plenty so far, and labourers are receiving 3*s.* to 3*s.* 6*d.* per day. The number of free passages granted to emigrants on board the several vessels included in this return are as follows:—113 adults, 95 children under 12 years, and 30 under 3 years.

The rate of passage charged by the steamers between this port and Montreal this season, is 2*s.* 6*d.* for adults, children half price, and luggage free.

The rates from Montreal to Kingston by the route of the St. Lawrence, in the mail steamers from Lachine through, in from 26 to 30 hours, 15*s.* each adult, children 7*s.* 6*d.*, one cwt. of luggage allowed each passenger free; over that quantity 2*s.* per cwt. By Bytown and the Rideau Canal through in three and a half days, the same price as by the St. Lawrence.

Week ending 23rd May, 1846.

The emigrants arrived during the week ending this date have landed in good health. They are chiefly of the labouring class. The male adults are classed as follows, viz., 702 labourers, 296 farmers, 87 mechanics, and 17 servants. These vessels have generally had favourable passages, the average being 40 days. They have been well supplied, and no complaints worthy of notice have been made.

In the "Charlotte," from London, there were 31 persons sent out under the superintendence of the Poor Law Commissioners. They were well supplied, and received the usual landing money on arrival here, viz., 20*s.* sterling each adult. The remaining passengers were respectable in appearance, and appeared to possess some means. They are all proceeding to Upper Canada.

The emigrants per "Clio," from Padstow, are all of the labouring class and very poor. Their destination is the Newcastle and Home districts, where they have friends. A large number required assistance to enable them to proceed, and 36 adults and 47 children were forwarded free by this office.

The emigrants from Hull (108), Dundee (45), and Aberdeen (94), 247 in number, are all respectable persons, and generally in good circumstances. Of those from Hull, 15 were going to Cleveland and Philadelphia. One family of five persons received assistance from their parish to enable them to emigrate, and the master paid them 10*l.* on landing here. The remainder have all proceeded direct to Upper Canada.

154 passengers by the "Lively," from Galway, are from the counties of Clare, Galway, and Mayo. Six families brought out capital, and intend settling in Canada West. The remainder are stout, able young men, and single females; some going to their friends, and others seeking employment. There were all able to pay their way, with the exception of three families, 8 adults, and 12 children, who received a free passage.

The emigrants from the ports of Limerick, Cork, and Youghal, 483 in number, are mostly young single men and women. They are chiefly labourers; a considerable number, at least one-third, of whom are going to their friends in the United States. A few are employed here, and the remainder have gone to different stations of Upper Canada.

The passengers per Aberdeen, from Liverpool, are all Irish, from the counties Cavan, Cork, Waterford, and Tipperary. They have gone chiefly to the Ottawa, Johnston, and midland districts, and were, with the exception of two families, 12 in number, able to pay their way.

On board the "Chieftain," from Beaumaris, there were a number of respectable and wealthy Welsh emigrants, only one of whom could speak English. They have all proceeded to their friends in Columbus county, state of Illinois.

166 passengers by the "Industry," from Sligo, and 247 by the "John Bell," from New Ross, are mostly poor people. 40 adults and 14 children, by the former vessel, and 19 adults and 27 children, by the latter, received assistance at this office to enable them to join their friends in Upper Canada. About 75 persons (I could learn) from these two vessels were going to the United States; the remainder were proceeding to Upper Canada.

Among the passengers per "Marchioness of Abercorn," from Londonderry, 493 in number, there were some very respectable farmers. Nearly the whole of these people came out to join their friends, a large number of whom are settled in the Home and Simcoe districts. Many had received assistance from this country to enable them to emigrate; and I was consequently obliged to give assistance to 35 persons to enable them to proceed.

Those by the "Albion," from Ballinahob, are all extremely poor; from 20 to 30 are going to the States; the remainder to Montreal and different sections of the province. 38 adults and 29 children were assisted with a free passage to their friends.

Total assistance rendered this week among the emigrants included in this return is equal to 233 adults, at an expenditure of 23*l.* 6*s.* currency.

Week ending the 30th of May, 1846.

3741 emigrants have landed at this port during the past week, of which number 1600 were male adults, 1284 females, and 857 children. They are chiefly of the agricultural class, with the exception of 147 mechanics. They landed in good health, and all speak favourably of the treatment they received on the passage. A good many have remained in this neighbourhood employed, and more would stop, but from the difficulty of getting lodgings. From 300 to 400 are, as far as I can ascertain, going to their friends in different parts of the United States, among whom are a considerable party of miners from Waterford, who are proceeding to the copper and lead mines in the Wisconsin territory, for employment.

Among the emigrants of this week there have been 491 persons who have been sent out by their landlords; 481 of whom are from Ireland, from the ports of Dublin, Waterford, and Limerick; those by the "Despatch," 60 in number, stated they were sent out by Lord Ormond, and received a free passage and provisions for the voyage. They were generally able to provide for themselves, and only one family received assistance here.

By the "Naparima," from Dublin, there were a number of families, 120 persons, who were sent out from Kilkenny. They all landed in extreme poverty, and I was under the necessity of giving a free passage and provisions to 115 persons to different parts of the province. These people are of a similar class to those sent out for several years past.

Two families, 18 persons, in the "Anne More," were sent out by their landlord, and were well provided. They received the sum of 6*l.* sterling to assist them.

By the "Industry," from Dublin, 18 families, 143 persons, were sent out by Earl Fitzwilliam. They were provided with a free passage, and 30*s.* each adult. Five families, 25, and two families, 12 persons, were sent out by the agents of Lords Darnley and Farnham. These parties all appeared to have means to proceed to their several destinations.

In the "Bryan Albs," from Limerick, there were 26 families, 148 persons sent out by Colonel Wyndham. They were well provided, and were paid on landing here, 20*s.* each adult, to enable them to reach their friends. They are all proceeding to the Newcastle and Home Districts.

Of those who have emigrated voluntarily there are some very respectable farmers, with good means, who are proceeding to settle in the western section of the province, where they appear to have friends.

Employment continues abundant, and those who are desirous of availing themselves of it, procure it without difficulty; wages for labourers, 3*s.* to 3*s.* 6*d.* per day.

Total number of free passages granted to the emigrants by the vessels included in this return has been 677, equal to 493 adults.

Week ending the 13th of June, 1846.

Over 4000 emigrants landed at this port during the week ending this date. They are chiefly of the labouring class, the number of mechanics being only 69, and over nine-tenths are Irish. Of those from ports in England, 1089 were from Liverpool, comprehending 1024 Irish, 32 English, 23 Scotch, and 10 Germans. The average passage was 46 days; and the passengers have landed generally in good health, with the exception of those by a few vessels from the ports of Liverpool and Limerick.

Their destination is generally to the western section of the province; but a large number appear to have no fixed destination in view, and may find their way into the adjoining states. The number of those who are proceeding to that quarter is larger than usual. From the information I am able to collect, on boarding the vessels, I estimate from 800 to 1000 of those arrived this week intend proceeding thither.

Of the emigration this week, 3839 have come out voluntarily, and 195 have been sent out by their landlords or parish authorities. Of this number, 61 persons from Southampton, were sent out under the sanction of the Poor Law Commissioners. The remainder, 134, were from Ireland, and sent out by their several landlords. The means of these, and also of a large proportion of those who have come out voluntarily, were very limited; and I have been under the necessity of assisting, with a free passage, nearly 700 persons, equal to 505 adults. Those who required the most relief were from Belfast, Liverpool, and the small ports on the west coast of Ireland.



EMIGRATION.  
Appendix No. 9.

There have been but few complaints by the passengers of any of these vessels, with the exception of those caused by the permission granted by the authorities in the United Kingdom, to substitute Indian meal in place of oatmeal or potatoes, as required by the Passengers' Act to be issued by the master. Whether from prejudice on the part of the people, or a want of knowledge as to the mode of preparing it, but few or none of the emigrants would make use of this article as food.

This was more particularly the case on board the "Dominica," from Cork, and "Rockshire," from Liverpool. On board both these vessels the passengers were under the necessity of purchasing meat, and tea, and sugar, from the master, and from such of the passengers as were fortunate enough to have some of their private stock to spare. I am of opinion that it would be desirable, that the permission to issue Indian meal to the passengers in future should be withdrawn, and the regulations for the Act enforced.

#### Week ending 20th of June, 1846.

Over 3,300 emigrants have landed at this port during the past week, generally in good health, with the exception of a few cases of fever, which at this season emigrant vessels are seldom entirely free from. These vessels have had long passages, the average being 49 days. The emigrants are mostly farmers and labourers, the male adults being classed as follows:—527 farmers, 764 labourers, and 79 tradesmen and mechanics. Of this number 36 are carpenters, 9 masons, 4 blacksmiths, 6 shoemakers, 14 weavers. The remainder are tailors, bakers, and butchers.

The passengers per "Perseverance" and "Catherine," from Hamburg, are all Germans, mechanics and farmers, and generally in good circumstances. A few of the mechanics have obtained employment in this city. A few of the farmers intend settling among their countrymen in the Gore and Wellington districts, but the greatest portion of them are proceeding to the United States.

Nearly the whole of the emigrants of this week are Irish, and with but limited means. A large number are seeking employment; and not having any fixed destination in view, I have endeavoured to induce them to proceed to the eastern townships, where they would be certain of employment, but without success. Of a large number of young men and women, directed to that quarter, and to whom were given recommendations and directions to different parties who would employ them, I find on inquiry of Mr. Leith, the agent at Port St. Francis, that scarcely one landed at his port, or proceeded as directed. The emigrants from the port of Liverpool, 750 in number, are all Irish, of which fully one-half intend proceeding to the United States. On board the "Defence" from that port, there were 40 persons sent out by their landlords. They are from the county Monaghan, and were provided with a free passage. They were without means on landing here, and were assisted with a free passage to their friends in Upper Canada.

Fifteen persons in the "Londonderry," were sent out by the Derry union, and received the sum of 8*l.* 15*s.* sterling on landing here.

Sixty-one persons in the "Stadacona," from Limerick, and 20 in the "Cornwallis," from Waterford, were, so far as I could learn, provided with a free passage to this port, and all were on landing claimants on this office for assistance, to enable them to proceed to their friends, who reside in different parts of Upper Canada. The number of persons relieved at this agency of the emigrants on board the several ships included in the return was 649 persons, equal to 477 adults, at an outlay of 45*l.* currency.

#### Week ending June 27, 1846.

4,568 emigrants have landed at this port during the past week, generally in good health. They are chiefly agriculturists, and the male adults are classed in the several passenger lists as follows, viz., farmers, 662; labourers, 995; tradesmen, 117. Of the last there were 5 bakers, 4 butchers, 17 masons, 10 smiths, 11 carpenters, 28 miners, 15 tailors, 4 bookbinders, 5 shoemakers, 3 coopers, 8 weavers, 1 hatter, 3 millers, and 3 gardeners.

The great majority of them intend settling in the province with their friends, and from the information I have been able to collect, the number proceeding to the United States may be stated at 600 persons. Their means generally are but limited. The number of persons assisted at this agency was 913, equal to 677½ adults. They are principally forwarded to Montreal on their route to the western section of the province.

A number of pensioners were sent out by Her Majesty's Government in the "Horatio," from Cork. They are all proceeding to Toronto, and will be put under stoppages (I am informed) until they repay the cost of their passage to this port. As they were totally without means on landing here, and no orders having been received by the Commissariat respecting them, they were sent forward to their destination at the expense of this department.

132 passengers, per "Hero," from Hamburg, are chiefly mechanics, and a few farmers. They have no fixed destination, and will settle wherever they can meet with employment. A few of the farmers intend proceeding to the Wellington District, C.W.

There have been but few complaints made by the passengers of these vessels, with the exception of those who were supplied with Indian meal during the voyage. In scarcely an instance can I find that they made use of the meal when issued. I have entered proceedings against the following vessels for infringement of the Passengers' Act, viz., "Triton," from Penzance,

for improper construction of passenger-deck; brig "Hope," from Westport, for excess of passengers over her tonnage; "Eleuthera," from Tralee, for excess of passengers on her superficial measurement. On the proceedings being closed a separate report will be made.

As this return closes the month of June, I have to remark that the emigration for this season has been satisfactorily provided for, and that I am not aware of any emigrants being in distress or out of employment in this city or neighbourhood. The reports which I have received from the agricultural districts generally complain of a want of labourers and domestic servants.

Our total emigration to this date is 21,533, being larger than that of any season during the past five years, with the exception of 1842, when our number to the same date was near 27,000 souls.

The total number of persons assisted at this agency is 3,762, equal to 2,845½ adults, at an outlay of 270*l.* 19*s.* 10*d.* This number, when compared with that of last year, shows a decrease of 210 passengers, and 117*l.* in the amount of expenditure, which, on an increased emigration, is satisfactory evidence as to the description and respectability of this season's emigration.

I have advices of 15 vessels, with nearly 5,000 emigrants, which had sailed for this port between the 1st and 16th of June.

Amount of emigrant tax received this date is equal to 4,504*l.* 12*s.* 6*d.* currency.

#### Period comprehended between June 27 and July 25.

The period embraced in this report includes four weeks, there having been but very few arrivals in the early part of this month. The vessels have all been making long passages, the average being over 50 days. Several of them have had a good deal of sickness, and the passengers have been suffering under the effects of measles, small-pox, and fever; there has consequently been a large addition to the number of patients in the quarantine hospital.

The emigrants generally are respectable in appearance, but with limited means. A considerable number are going to the United States, say from 600 to 700 persons. There were a few Scotch and English settlers, who appear in comfortable circumstances, and intend settling in the western section of the province. Among the emigrants included in this return are two parties of Germans, one by the "Jane and Anne," numbering 138 persons, direct from Hamburgh, the other per the "Sir Edward Hamilton," 145, by the way of Hull. These people are respectable agriculturists and mechanics. Some few, about 100 persons, intend settling among their countrymen in the townships of Waterloo and Wilmot, in the Wellington district; but the greater part are going to the western states.

The brig "Ida" brought up from St. John's, Newfoundland, 136 of the passengers per "Brilliant," from Cork, which vessel was wrecked near St. Peter's on the 12th of May. One young woman and a child were drowned, and the remaining passengers were conveyed to St. John's. They were sent on here by the authorities, who chartered the "Ida" for that purpose. The "Brilliant" sailed from Cork on the 16th of April, with 166 passengers. The remainder proceeded direct from St. John's to Halifax, on their route to the United States. These people, on their arrival here, were without means, and having lost nearly all their luggage, were forwarded to their destination by this department.

The passengers, per "Sea King," and "Virginia," from Liverpool, 508, are nearly all Irish. About 80 of the passengers, per "Sea King," are going to the United States, the remainder intend settling in Upper Canada. Those from the "Virginia" all appear inclined to remain in the province. They are from the north of Ireland, and generally poor. This vessel was detained seven days in quarantine, and left between 60 and 70 of her passengers in the island with small-pox. 65 adults and 45 children were forwarded up the country from this vessel, and 16 from the "Sea King."

325 passengers per "Sarah," from Limerick, are chiefly labourers and farmers. There were a few cases of measles on board this vessel, and six children died on the passage. They are generally poor, and about one-third of their number are going to friends in the United States. A number of the others will remain in Montreal, and the remainder are going to the Ottawa, Johnston, Home, and Niagara districts. 60 adults and 61 children were provided with a free passage up the country.

The passengers, per "Belinda," from Belfast, 425 in number, are respectable looking people. There had been a good deal of sickness among them; 12 children had died during the passage of small-pox, and about 40 of the passengers were left at the Grosse Isle Hospital, where the ship was detained for six days. The passengers all speak in the kindest manner of the care and attention which Captain Kelly showed them during the passage, and his unremitting attention to the sick. About 30 of the passengers are going to the States; the rest to the Newcastle, Home, and Simcoe Districts: 93 persons, by this vessel, were sent out by the following unions, and received from Captain Kelly the sum of 37*l.* 15*s.* sterling, being at the rate of 10*s.* to each adult, and 5*s.* to children, *viz.*, Coleraine Union, 61 adults and 40 children; Armagh Union, 15 adults and 5 children; Magherafelt Union, 30 adults and 9 children. Those sent out by the Coleraine Union were mostly old and sickly people and helpless children, many of whom I fear will never be able to earn their support in this country. The others appear stout healthy men and women, all apparently willing to work.

The emigrants from Sligo and Donegal, 545 in number, are all poor. They landed in good health. One-third of them are going to the United States. A number of the young men intend remaining here for employment, and the remainder proceed to different parts of the province to their friends.

Owing to the rate of passage to Montreal being reduced to 7½*d.*, but few required any assistance.

Week ending 31st of July, 1846.

2164 emigrants landed at this port during the past week, three-fourths of whom are Irish. The remainder consist in a party of 400 Scotch from Glasgow, and 281 Germans from Hamburg and Bremen. The Scotch are respectable people, and are all proceeding to settle in the western section of the province. The Germans are chiefly going to the United States; from 50 to 60 of those per the "Paragon," are going to settle in the Wellington and Home Districts.

These vessels all have had long passages, the average being 52 days; and on board of two or three of them has been a good deal of sickness. The great majority of the passengers, however, landed healthy. They consist principally of farmers and labourers with but limited means. Owing to the low rates of passage on alternate days, on the route between this city and Montreal, I have not been called upon for much assistance. The number assisted is 286 persons, equal to 200 adults, chiefly from the "Mertoun," "John Bolton," "Minna," and "Bosphorus." There was a good deal of sickness on board the "Mertoun;" seven deaths occurred during the the passage, and 27 cases were admitted to the quarantine hospital.

The passengers per "John Bolton," from Liverpool, are all from Ireland, Cork, Limerick, and Tipperary. About 200 of these people are going to the United States, the remainder to Montreal, Port Hope, Toronto, and Hamilton.

231 passengers in the barque "Minna," from Sligo, landed in a sickly state, 26 cases of fever being detained at Grosse Isle; and on arrival in port, 19 cases were sent from her to the Marine Hospital. In consequence of the complaints made by the passengers respecting the short allowance of water issued during the passage, I instituted proceedings against the master, and the magistrates fined him in the full penalty of 50*l.* sterling, with costs. The water-casks on board this vessel appear to have been very defective, as many of them were found to be nearly half empty, and but three casks remained on her arrival at Grosse Isle, after a passage of 44 days.

Employment is plenty at this season, and persons desirous of it can procure it without difficulty. Masons and stone-cutters are in much request on the Government works; wages 7*s.* 6*d.* per day.

As this return closes the quarter, I annex the following statement of the emigration this season, so far.

	Cabin.	Adults.		Children.		Infants.	Total.
		M.	F.	M.	F.		
From England . . .	131	2,581	1,957	880	860	329	= 6,607
,, Ireland . . .	165	7,291	6,675	2,039	2,003	580	= 18,588
,, Scotland . . .	86	345	249	137	131	24	= 886
,, Germany . . .	..	360	229	83	71	10	= 753
Total . . .	382	10,577	9,110	3,139	3,065	943	= 26,834

Week ending 22nd August, 1845.

The emigrants arrived during the period included in this return number 1845, of whom 133 are Germans, 225 Scotch, 40 English, and 1440 Irish; of the latter number 394 sailed from Liverpool. They, with the exception of those on board three of the vessels, landed generally in good health. Several vessels have, however, had very long passages, the average being over 50 days. The passengers are principally of the agricultural class, and with but limited means. Their destination is chiefly to Upper Canada, but a considerable number are going to the United States.

The German passengers all appear to have means. They are principally going to the western states; a few mechanics intend remaining in Montreal. There was a good deal of sickness among them; eight deaths occurred during the passage, and a few families are still in hospital.

331 passengers by the "British Empire," from Tralee, are for the most part labourers. This vessel was 60 days on her passage. Four deaths occurred at sea, and 60 cases were admitted to hospital on her arrival at Grosse Isle. They are generally poor, and about one-half intend proceeding to the United States.

The barque "Elizabeth and Sarah," from Killala, arrived in quarantine on the 5th instant, with 259 passengers, in a most wretched state of filth and misery, brought on by the crowded state of the vessel, want of cleanliness, bad water, and starvation. The master and 17 of the passengers died during the voyage, and 76 were admitted to hospital at quarantine, 7 of whom have since died.

This vessel was chartered at Sligo. She sailed from Killala on the 26th of May last; and according to her list, as cleared by the custom-house officer at that port, she had 212 passengers, equal to 183½ adults. On the passengers being mustered on arrival at Grosse Isle, there were found to be 259 on board, exclusive of those who had died during the passage, which would make a total of 276, equal to 241½ adults.

On inspecting this vessel, I found that the superficial contents of the space occupied by the passengers was only 1550 feet, or sufficient space for 155 adults, consequently there was an

excess on board, over the number she could legally carry, of 86½ full passengers. The berth places were but 36 in number, and were constructed in the most temporary manner, so much so that the whole of the starboard side fell down after being a few days at sea.

They were of very unusual dimensions, being 6 feet long by 9 feet wide, and in some places more. The passage between the berths was but 7 feet in the widest place, and in some places but 5 feet; and even this limited space was occupied by a number of passengers to sleep on during the whole passage, the berths being insufficient for their accommodation.

No issue of provisions whatever was made to the passengers, and never more than two quarts of water per day was served out. The casks were so defective that many of them were found to have leaked out, and the water in others was quite putrid. Several of the casks used were old rum puncheons and beer barrels, and all were totally unfit for the purpose they were intended.

I have had a survey held on this vessel, and on her fittings, water-casks, &c., a full report of which shall be transmitted in a few days, with all the particulars connected with the distressing state in which the passengers arrived, for the information of Her Majesty's Government. I here beg to add the enclosed copy of a report received from Dr. Douglas, the Medical Superintendent at Grosse Isle, as to the condition in which this vessel arrived at the station, which fully realizes the worst state of a slaver.

Quarantine Station,  
Grosse Isle, August 20, 1846.

SIR,

In answer to your letter of the 14th instant, requesting me to inform you of the state and condition to which the passengers of the barque "Elizabeth and Sarah" arrived at this station, I beg to say that this vessel was brought here in tow of the steamer "Canada," on the evening of the 5th instant. On boarding her I found the passengers in the most wretched state of filth and disease. No order or regulation appeared to have been preserved, or any attempt at enforcing cleanliness. Their excrements and filth had been thrown into ballast, producing a stench which made it difficult to remain any length of time below. I found about 26 cases of fever, and received the names of 20 others, including the master, who had died on the passage. The voyage had extended to the unusual length of 72 days. On landing the passengers at the sheds, I had to send 50 more to hospital, where there is at this moment 76, and six have died in hospital since landing. The remainder, though weak, are healthy at present, and have been made to clean themselves, their clothes and bedding, those of them that have any, but the major part of them are destitute of a second change of clothes.

The causes which have conspired to produce disease and death among these passengers are those so often stated by me in my Annual Reports, and they may be here enumerated in the order of their importance:—

1st. Want of cleanliness and inattention to ventilation.

2nd. Insufficiency of food and water, and that of an unwholesome quality.

3rd. Overcrowding.

These causes conspired to produce fever, and when once disease set in, the effluvium from the persons of the sick, dying, and dead, confined in the hold (the master was kept two or three weeks on board after death), soon rendered the whole atmosphere unfit for respiration.

The captain, from all accounts, was a man unfit, morally and physically, to take charge of a passenger vessel; he was in ill health and of intemperate habits.

It would appear that little or no attention had been paid to the most important clauses of the Passenger Act. The passengers were not provided by the vessel with any allowance of food; their own stock, from improvidence, became soon exhausted; the berth places were badly put up, and came down on the starboard side two or three days after leaving. The vessel itself is the oldest in the north of England, being 83 years old.

The number of passengers put on board exceeded by 60 or 70 the number allowed to the tonnage of the vessel.

Yours, &c.,

A. C. Buchannan, Esq.,  
Chief Agent, Quebec.

(Signed) G. W. DOUGLAS.

Week ending 5th of September, 1846.

The emigrants, arrived since the 22nd ultimo, have landed in good health, although several of the vessels have had unusually long passages; the average of the week is over 56 days.

Several of these vessels have arrived on their second voyage this season, among whom are the "China" and "Ninian," from Limerick, and the "Spermaceto" from Plymouth.

The passengers of the Limerick vessels are all coming out to friends in different sections of the province, with the exception of 30, who are proceeding to the United States. Among those from Plymouth are a number of respectable farmers, with good means, who intend settling in the New Castle and Home districts. There were also a party of miners, who are proceeding to Galina, in the state of Illinois, for employment in the lead mines in that quarter.

The passengers per brig "Arab," from Bideford, had a long passage, having been near 17 weeks on board. This vessel sailed on the 6th May last, and after being out five weeks, put into Crookhaven in distress, with loss of rudder. She remained there 12 days to refit, and sailed a second time on the 17th June, and did not arrive here until 28th of August, the 115th day from their first embarking.

## EMIGRATION.

They all, however, landed in good health, but complain much of the treatment they received from the master. No issue of provisions whatever was made to them; and when their own stock was out, they were forced to purchase at high prices from the captain, who refused to give any except they had money to pay for it.

In consequence of their complaints, I entered proceedings against the master, and the magistrates fined him in the sum of 12*l.* 10*s.* sterling, with costs, which he richly merited, as it appeared on the evidence of the mate, that a donation of biscuit, which he received from an American vessel, he refused to give to his starving passengers without payment.

Several families in this vessel are respectable farmers, and have brought out considerable capital with them. The greater part intend settling in Upper Canada, and two or three families are going to their relations in the State of New York.

The low rates on the route between this city and Montreal still continue, and there have consequently been but few applications for assistance.

Week ending 26th of September, 1846.

Nothing worthy of particular remark has occurred during the period embraced in this return. The emigrants generally landed in good health, and have all emigrated with a destination in view, and are, with a few exceptions, in possession of sufficient means to enable them to reach their friends.

On board the "Bilton," from London, there were a number of pensioners, with their families, who are proceeding to settle in Upper Canada.

Complaints were made by the passengers in this vessel, in consequence of the insufficient accommodations for cooking, there being only one small ship's cooking stove for their use and that of the crew and cabin passengers, in all 80 persons. There have also been complaints made by the passengers on board of several other vessels, as to the quantity and quality of the water issued to them, and also with respect to the non-issue of provisions, and the high prices charged for those they were under the necessity of purchasing.

These vessels not having a sufficient number of passengers on board to bring them under the regulations of the Passengers Act, the parties complaining were precluded from obtaining any redress. It would be desirable that, in the event of an amendment to the present law being in contemplation, the 36th clause should be reconsidered, and that all vessels carrying passengers, no matter how few in number, should be required to conform to the regulations contained in the 6th clause of the Imperial Passengers Act.

Week ending 30th of October, 1846.

The emigration for this season may now be considered as closed. Those who have arrived during the period embraced in this return have been in good health. They consist of farmers, labourers, and a few mechanics, and have all emigrated to join their friends, or with a particular destination in view.

A party of Welsh miners, with their families, 112 persons, from Beaumaris, are all proceeding to Galena for employment in the mines there. There are also several families from Plymouth and Padstow, who were proceeding to the same quarter.

About one-third of the emigrants in this return are going to different parts of the United States, to join their friends or relations, the remaining two-thirds are proceeding chiefly to the western section of the province, and some few to their friends in this city and Montreal.

The great majority of them are Irish, and all very poor. A large number of those by the "Rockshire," from Liverpool, had left their homes at this late season in consequence of the failure of the potato crop, fearing that if they should delay until next year they would not then have the means of paying their passage. As it was, they landed here quite destitute, and required assistance from this department to enable them to proceed to their friends.

But few of the emigrants of this season have remained in this district. The rates of transport to Montreal have been so low as to enable even the most destitute to leave this city. Labourers have been in demand all this summer, and at this time from 5*s.* to 6*s.* per day is paid on board the ships, in consequence of the large number now in port, and the lateness of the season.

Navigation closed 2nd December.

No. 10.

Emigrant Office, Kingston,  
November 24, 1846.

SIR,

THE number of immigrants to Upper Canada from the opening of the navigation to this date is, as nearly as I can ascertain, 27,519, of whom 24,655 entered this section of the province by the "St. Lawrence" and "Rideau," and 2,864 from the United States. I have found it impossible to ascertain, although I have made every inquiry in my power, what proportion of the emigrants, *via* the "St. Lawrence" and "Rideau," had gone to the adjoining States, but I am of opinion that the number who have come to Canada West from that country are much greater than the number who have gone there to settle. The number of actual settlers during 1846 exceeds that of 1845 by about 4,500, from the monthly returns; it appears they have been distributed as follows, viz:—

Landed at Coburg and Port Hope, and settled in the Newcastle and Colborn districts	1,868
At Whitby, Windsor, and Darlington	1,142
At Toronto, settled in the Home and Simcoe districts	14,881
At Hamilton, settled in the Gore and Wellington districts	3,594
At Niagara and Queenston	843
At Port Stanley, and by land to London, Talbot, and Western districts	1,674
At Kingston, Picton, and Belleville, and settled in Midland, Prince Edward, and Victoria district	1,528
Destination unknown, but supposed to have gone to the United States	1,989
Total	27,519

More than one-third of this number obtained relief from this department, either in food, free passages, or medical attendance. A large proportion of them were in such a state of destitution as to require assistance from the day of their landing at Quebec until they reach their friends and relations in Upper Canada. By authority from this office, 4,016 persons were sent free to Toronto, a distance of 180 miles; 416 to Coburg and Port Hope, a distance of 90 miles; 443 to Whitby and Windsor, from 110 to 120 miles; 653 to ports on the Bay of Quinte, average distance, 55 miles; 326 to ports on Lake Erie, average distance, 340 miles. On their arrival at the ports mentioned, the parties, with few exceptions, were again relieved by the sub-agents, so as to enable them to reach the interior of the country. It would be impossible, in the limits of this Report, to name all the places and distances to which the indigent have been forwarded, but enough, I trust, has been stated to show the vast extent over which they have been scattered. I am not aware that the number of indigent settlers this season has been much greater in proportion than usual, but there certainly was a large number of the Irish emigrants in a state of destitution, as to clothes and bedding, far exceeding anything I ever before witnessed; and I fear, if the present distress continues in that country, that we shall be called upon next year to afford relief to a still greater extent. How we are to meet such claims becomes a serious question, for the funds placed at the disposal of this department will not admit of it. I trust, therefore, you will, in your Report, call the attention of Her Majesty's Government to the necessity of increasing the grant. It must be borne in mind, that after the emigrant reaches Quebec, it frequently happens that the most expensive and troublesome part of his journey is to come. The indigent, generally burthened with large families, cannot be permitted to accumulate in the towns in any considerable numbers, during our short and hot summers, even if they could get suitable work. They must be scattered, and enabled, if necessary, to reach their relations and friends, otherwise they would become, as they too-frequently do at New York and Boston, a burthen to the rest of the community as soon as the winter sets in and puts a stop to most kinds of out-door work. It is a common occurrence to read in the United States newspapers, complaints of this nature, as well as accounts of large numbers returning to Europe; and I have myself witnessed parties of German and British emigrants, suffering the greatest misery while endeavouring to get into the interior of that country; and this, notwithstanding the fact that those who emigrate to the United States are generally persons of a better description than those that land at Quebec. I trust you will excuse me for again dwelling upon this subject, after having so recently adverted to it in my remarks in the "Colonization Circular." But the probability, I may almost say the certainty, of a numerous emigration of destitute persons next year must be my excuse.

Besides, you are aware, that a very considerable amount is remitted annually from this colony in small sums, by those who have emigrated in previous years, to assist their relations to come to Quebec, with the assurance, that if they can only manage to reach that port, they will be assisted to get to their friends. I have recently seen a letter addressed to persons in Ireland, which stated that the "Government in Canada is good to the poor, and will pay their passages up the country, and give them oatmeal or bread to eat on the road, so you may all come if you can pay your passages to Quebec." In fact, thousands have left the United Kingdom during the last two or three years, entirely depending upon the assistance of the Emigrant Department to enable them to reach their destination in Western Canada.

During my visit to the Western Agencies late in September last, I was agreeably surprised to find very few emigrants unemployed, nor do I apprehend any difficulty in finding work for a much greater number next year, if the means to scatter them is placed at the disposal of the agents,—for the province is steadily advancing in wealth and population, and is capable of sustaining in comfort almost any number of labourers, provided they can be transported to the places where their services are required.

The past season in this section of the province has not been as healthy as usual. The prevailing diseases have been fever, dysentery, and cholera morbus; 583 persons have received medical attendance and comforts at the emigrant hospitals, of whom 42 have died. The hospitals were closed on the 31st ulto., except at this agency, which remained open until yesterday, when the last patients were sent to their friends.

Since writing the above, I have received a letter from the agent at Hamilton, dated the 18th instant, stating that a "large number of poor-looking Dutch emigrants arrived here last evening from the United States on their way to the township of Waterloo." He does not state the number, but I was informed, that it was nearly 500. During the past season several parties of

**EMIGRATION.** Dutch and German emigrants landed at this agency, of whom upwards of 200 settled in the province, the remainder proceed to German settlements in the United States.

I have, &c.,  
 A. C. Buchanan, Esq., (Signed) A. B. HAWKE,  
 &c. &c. &c. Chief Emigrant Agent  
 for Upper Canada.

SIR,

Quebec, November 20, 1846.

I HAVE the honour to submit, for the information of his Excellency the Governor-General, the accompanying general return of sick emigrants admitted, discharged, and died at the Quarantine Hospital, Grosse Isle, during the past season.

Upon a comparison of this Return with that of former years, it will be observed, that there has been a great augmentation in the number of sick, amounting to double that of most previous years. This increase in the number of sick was expected, from the misery and distress that prevailed throughout Ireland last winter, owing to a deficiency of wholesome food. The prevailing type of disease (independent of the ordinary epidemics) was low fever, with bowel-complaints, such as are usually caused by want. The number of passenger-vessels inspected by me at the Quarantine Station during the season was 206, having on board 32,753 passengers. The deaths on shipboard were this year proportionably more numerous than previous years, there having died on board of vessels on the passage out 204 souls, and in the Quarantine Hospital 68. The names, ages, and other particulars connected with these last are given in paper B. The total number of deaths on the voyage and in the Quarantine Hospital was 272; of these 100 were adults, 110 children under fourteen, and 62 infants.

Fever broke out, and prevailed among the passengers of fourteen vessels.

Measles in five and small-pox in eight. A return of these vessels, with the number of passengers, and the port from whence they sailed, is given in paper C.

The following casualties on the voyage, resulting in death, took place:—A boy was killed from a fall into the hold, on board the ship "Marchioness Abercorn;" one was drowned by falling overboard from the brig "Governor;" one was killed on board the "James Fagan," by being crushed by one of the boats breaking loose; a female died in childbirth on board the schooner "Coquette;" and another from the same cause on board the "Jane Black;" a boy was drowned by falling overboard from the "Nancy;" a man, from the same accident, on board the "Davenport;" and another from on board the "John Francis."

The most numerous cases of decease were on board the barque "Elizabeth and Sarah," from Killala. The subjoined extract, from a communication which I made to the Chief Agent of Emigrants, dated the 20th August, 1846, on the subject of the passengers of this vessel on her arrival, will show the extent of misery and disease.

[For Mr. Douglas's letter, 20th August, 1846, vide page 31.]

Another vessel, among the passengers of which fever and dysentery prevailed to an alarming extent, was the "British Empire" from Tralee. Though the deaths on the voyage in this vessel were only three, yet no less than 79 were admitted to the hospital out of 356. From among the passengers by the "Caithnes-shire," no less than 36 sick were sent to hospital out of 193 passengers. The sickness of these people was attributed by them to the use of Indian corn meal, in a musty, damaged state. In many other passenger-vessels, where this article had been substituted for biscuit and oatmeal, similar complaints were made. It is found that the Indian corn, from the large size of the grain, is extremely difficult to kiln-dry, and the meal will in consequence be always found liable to attract moisture and become musty in a passenger-vessel where, independent of many other causes, the daily distribution of fresh water in small quantities occasions a constant dampness. A great part of this meal brought out for the use of passengers this year had been imported into Great Britain from New Orleans, thus making two sea-voyages. I have generally found less disease in the Irish vessels, where oatmeal and potatoes alone were used; the biscuit is always very coarse, and frequently mouldy, and, when unexceptionable in other respects, is only eaten by the Irish emigrant when pressed by by severe hunger—he had all his life been accustomed to masticate nothing harder than potatoes or oatmeal, and he tries in vain to overcome his repugnance to biscuit.

A considerable number of pauper emigrants have been sent out this season from the Irish Poor Law Unions. Much sickness has prevailed among these, especially in those that arrived by the ship "Belinda," from Belfast. It is to be regretted that it should not be found necessary to supply these people (many of whom had the appearance of having suffered long from misery) with any other provision for the voyage than a pound of meal per day. They contrast very unfavourably with those sent out under similar circumstances from England; these are generally sent in charge of a medical man, and are supplied with animal food, bread, flour, rice, and medical stores and comforts, in consequence of which I rarely find sick among them, unless epidemic disease has been brought on board. I always understood the pound of biscuit, oatmeal, or Indian corn meal, which the vessel is bound by law to furnish daily to each adult, to be merely a guarantee against the starvation brought on formerly by the improvident use which the emigrant made of his own stores, and to be by no means intended to constitute his only support, as in the case of the Irish paupers in the "Belinda" and other vessels, to whom a pound of damaged Indian meal per day was their only food. If necessary, I might here cite, as evidence of the advantage of a liberal supply of wholesome food in warding off disease, even in a crowded emigrant vessel, the case of the German settlers who arrived this year; these people were supplied abundantly with animal food, bread, flour, lime-juice, and

beer; and though their voyages were longer than vessels coming from Great Britain (in the case of one vessel, extending to eleven weeks), yet out of eight vessels, having on board 902 passengers, I had only to admit seven to hospital. It must be remarked, however, that the sum paid for a steerage-passage by each adult amounted to 100 R. thalers, or 12*l.* sterling, being rather more than what is usually paid for a cabin-passage in most Scotch or Irish vessels.

With reference to the expenditure of the establishment for the past season, I am happy to have it in my power to state that, notwithstanding the number of sick treated in hospital has been nearly double that of former years, yet the amount expended has not been in proportion to this great increase. Last year the number of sick admitted to hospital was 465, and the number of diets issued was 8739. The total expenditure for which, including the pay of the medical superintendent, hospital apothecary, matron, and nurses, was 597*l.* 2*s.* 8*d.* This year the number of sick has been 892, the number of diets 16,688, and the expenditure 700*l.* 11*s.* 8*d.*, being an increase of only 103*l.* 8*s.* 11*d.* in the hospital, exclusive of medicine and additional bedding and furniture. It should be observed, however, that the principal expenditure, being the pay of the medical officers and nurses, does not differ much with an increase in the number of sick.

I have to regret this season the death of an old and valued nurse-tender, John M'Cargo, by typhus fever, and who had been for some years connected with the hospital. The Rev. Mr. Mylan, the Roman Catholic missionary to the hospital, was also severely attacked with fever, contracted in his ministrations to the sick, but from which, I am happy to say, he recovered. Upon the whole, our deaths among the persons attached to the hospital have been fewer this season than usual, in consequence of the precaution which I find it necessary to adopt, of employing as nurses those only who have already had typhus fever, as, from the horrible state of filth in which the sick are brought on shore from the vessels where fever has prevailed, it rarely occurs that the hospital attendants, whose duty it is to wash and clean them, escape disease.

The stormy weather in the latter end of September and beginning of October rendered it impossible for the contractor to complete the excellent wharf now in the course of erection at the island. It was so far advanced, however, as to enable us to make use of it for embarking on board the steamer our convalescents and their baggage in the month of October. I understand that it is the intention of the contractor to have it ready for service early in the ensuing season.

From the experience of many years of the causes which produce disease among emigrants, I am persuaded that next season the number of sick will exceed that of any other year; the partial failure of the potato crop last season in Ireland caused much sickness, its almost total failure in that country and the north of Scotland this season will have the effect of pouring upon our shores next season thousands of debilitated and sickly emigrants, and I would beg respectfully to suggest the expediency of making such appropriation of funds at the next meeting of the Legislature as will be adequate to meet such contingency.

I have, &c.,

Hon. D. Daly,  
&c. &c.

(Signed) G. W. DOUGLAS, M.D.  
Medical Superintendent.



## EMIGRATION TO THE

(A.)

RETURN of Sick Admitted, Discharged, and Died at the Quarantine Hospital during the Season ending October 31, 1846.

Description.	Admitted.	Discharged.	Died.	Total.	DISEASES.									Total.
					Fever.	Small Pox.	Measles.	Inflammation of Lungs.	Inflammation of Throat.	Consumption.	Fractures.	Contusions.	Erysipelas.	
Men . . .	226	210	16	226	196	5	1	2	1	1	2	1	1	210
Women . .	319	307	12	319	282	17	2	..	..	2	..	..	4	307
Children . .	347	309	38	347	135	84	90	..	..	..	..	..	..	309
Total . .	892	826	66	892	613	106	93	2	1	3	2	1	5	826

(Signed)

G. W. DOUGLAS, M.D.,  
Medical Superintendent.

(B.)

NOMINAL RETURN of EMIGRANTS who Died at the Quarantine Hospital in 1846.

No.	Names.	Age.	Disease.	Vessel's Name.	Admitted.	Died.	Remarks.
					1846.	1846.	
1	Edward Hays . .	72	Fever . . .	Ship Jane Black . .	May 11	May 17	
2	Nancy M'Norton . .	36	..	Bark Borneo . . .	.. 11	.. 21	
3	John Brenton . . .	40	Paralysis . .	Schooner Mary of Milford.	.. 20	.. 22	Landed in a dying state.
4	Jane Johnston . . .	55	Fever . . .	Bark Industry . . .	.. 29	.. 29	Ditto
5	Seba . . . . .	3	..	Bark Margaret Pollok	June 1	June 2	Ditto
6	M. J. Hunter . . .	16	..	Ditto . . . . .	.. 1	.. 5	
7	Catherine M'Guire . .	20	..	Bark Princess Alice . .	May 28	.. 8	
8	Pat. Milcaryhny . .	1½	..	Bark Admiral . . . .	.. 27	.. 19	
9	Edward Flannery . .	1	..	Ship Stadacomer . . .	June 16	.. 17	Landed in a dying state.
10	John Davis . . . .	10	..	Bark Caithnesshire . .	.. 14	.. 21	
11	Martha Fugh . . . .	14	..	Ship Agamemnon . . .	.. 17	.. 21	
12	Mary Beatice . . . .	20	..	Bark Caithnesshire . .	.. 14	.. 24	
13	Jane Coughlin . . .	4	..	Ditto . . . . .	.. 16	.. 22	
14	Jane Mooney . . . .	65	..	Sir H. Pottinger . . .	.. 19	.. 26	
15	Thomas Warrington . .	6	..	Ship Agamemnon . . .	.. 16	July 1	
16	Peter M'Cormick . . .	30	..	Bark Jessie . . . . .	.. 23	.. 1	
17	Eliza Lane . . . . .	14	..	Andromache . . . . .	.. 24	.. 2	
18	George Faden . . . .	3	..	Margaret Wellesley . .	.. 29	.. 2	
19	Susan Medley . . . .	4	Measles . . .	Ship Elizabeth . . . .	July 2	.. 3	Landed in a dying state.
20	Thomas Martin . . . .	1½	..	Ditto . . . . .	.. 2	.. 3	Ditto
21	Rose Martin . . . . .	40	Fever . . .	Ditto . . . . .	.. 2	.. 4	
22	Sarah Savage . . . . .	24	..	Ship Miltiades . . . .	June 23	.. 5	
23	Mary Cadahy . . . . .	6	Measles . . .	Ship Sarah . . . . .	July 8	.. 9	
24	Catherine M'Wiggin . .	1	Small-pox . .	Ship Virginia . . . . .	.. 13	.. 13	Died three hours after landing.
25	Margaret Larkin . . .	1	..	Ditto . . . . .	.. 14	.. 15	
26	Elizabeth M'Kinley . .	4	..	Ship Belinda . . . . .	.. 14	.. 17	
27	Alice Lynch . . . . .	4	Fever . . .	Ship Virginia . . . . .	.. 13	.. 17	
28	Bridget Coleman . . .	Infant	..	Ditto . . . . .	.. 1	.. 15	
29	Isabel Parke . . . . .	2	..	Ship Sea King . . . . .	.. 11	.. 12	
30	Earl Blous . . . . .	1	..	Brig Perseverance . . .	.. 11	.. 13	
31	William Connor . . . .	8	Debility . . .	Ship Belinda . . . . .	.. 14	.. 22	
32	John M'Carson . . . .	79	Fever . . .	Nurse Tender . . . . .	.. 14	.. 21	
33	Belinda Hunter . . . .	Infant	Debility . . .	Ship Belvidere . . . . .	.. 14	.. 20	
34	James Campbell . . . .	6	Small pox . .	Ditto . . . . .	.. 14	.. 27	
35	William Campbell . . .	4	..	Ditto . . . . .	.. 19	.. 29	
36	Alexander Hunter . . .	3	..	Ditto . . . . .	.. 19	.. 28	
37	Barbara Close . . . . .	15	Inflamed lungs	Barque Queen . . . . .	.. 23	.. 30	
38	Jane Beattie . . . . .	15	Fever . . .	Barque Caithnesshire . .	.. 14	.. 28	
39	Catherine Kelly . . . .	3	Small-pox . .	Ship Virginia . . . . .	.. 14	.. 30	
40	James O'Hara . . . . .	6	Fever . . .	Barque Mama . . . . .	.. 27	August 4	
41	William Napman . . . .	25	..	Ship John Boulton . . .	.. 27	.. 6	Seaman.
42	Michael Shea . . . . .	40	..	Ship British Empire . .	August 6	.. 8	
43	John Herety . . . . .	Infant	Debility . . .	Barque Elizabeth and Sarah.	.. 6	.. 12	
44	Donald Gillis . . . . .	23	Fever . . .	Ship Brilliant . . . . .	.. 10	.. 15	
45	Michael Hopkins . . . .	20	..	Elizabeth and Sarah . .	.. 6	.. 15	
46	Catherine Brushman . .	60	..	British Empire . . . . .	.. 6	.. 14	
47	Richard Flynn . . . . .	20	..	Marquis of Normanby . .	May 29	.. 17	
48	James Nangle . . . . .	19	..	Ditto . . . . .	June 23	.. 17	

NOMINAL RETURN of EMIGRANTS who Died at the Quarantine Hospital in 1846—continued.

No.	Names.	Age.	Disease.	Vessels' Names.	Admitted.	Died.	Remarks.
49	Robert M'Nab . . .	3	Fever	Sarah and Elizabeth .	1846 August 7	1846 August 17	
50	Ann Cr.ue . . .	2	"	Ditto . . . . .	" 11	" 16	
51	Ellen Rowan . . .	24	"	Ditto . . . . .	" 13	" 18	
52	Mary Manaban . . .	1	"	Ditto . . . . .	" 20	" 20	
53	James Ekart . . .	9	Dysentery .	Schooner Coquette .	" 12	" 21	German settler.
54	Bridget Dixon . . .	1	Fever . . . .	Barque Elizabeth and Sarah.	" 10	" 16	
55	Margaret Marily . .	2 months.	Debility . .	. . . . .	" 19	" 21	Infant born in hospital.
56	Peter O'Donell . . .	60	Fever . . . .	British Empire . . .	" 10	" 30	
57	Benjamin Sulivan . .	61	"	Barque St. Lawrence .	" 23	" 30	
58	John Halloran . . .	21	"	Schooner Undine . . .	June 11	Sept. 1	
59	Margaret Haveran . .	40	"	St. Lawrence . . . .	August 26	" 5	
60	John O'Donnell . . .	6	"	Ship British Empire .	" 10	" 8	
61	Thomas Siffert . . .	40	"	Schooner Coquette . .	" 10	" 9	
62	Mary Scammon . . .	1	Debility . . .	. . . . .	" 24	" 20	
63	David Harris . . .	16	Fever . . . .	Elizabeth and Sarah .	" 12	" 23	
64	Alice Dulan . . .	10	Small-pox . .	Barque St. Lawrence .	" 23	" 24	
65	Ellen Bury . . .	6 months.	Debility . . .	British Empire . . .	" 6	August 25	
66	John Joyce . . .	22	Phthisis . . .	Barque Superior . . .	Oct. 12	Oct. 29	
67	Ann Burke . . .	20	Fever . . . .	Barque Elizabeth and Sarah.	August 6	August 9	

(Signed) G. W. DOUGLAS, M.D.,  
Medical Superintendent.

(C.)

RETURN of EMIGRATION VESSELS on Board of which Contagious Disease was found at the Quarantine Station in 1846.

No.	Name of Vessel.	Port.	Disease.	Sailed.	Arrived.
				1846.	1846.
1	Barque Borneo . . .	Limerick . . . .	Fever . . . . .	April 4	May 11
2	Barque Dromohair . .	Sligo . . . . .	Small-pox and dysentery.	" 6	" 11
3	Barque Highland Mary	Liverpool . . . .	Measles . . . . .	" 8	" 12
4	Barque Fittock . . .	Limerick . . . .	" . . . . .	" 8	" 14
5	Barque Fergus . . .	Hull . . . . .	Fever . . . . .	" 9	" 25
6	Barque Ayrshire . . .	Newry . . . . .	Small-pox . . . .	" 15	" 25
7	Ship Admiral . . .	Waterford . . . .	Fever . . . . .	" 17	" 27
8	Barque Sir H. Pottinger.	Belfast . . . . .	Measles . . . . .	" 15	" 28
9	Barque Marquis Normandy.	Sligo . . . . .	Fever . . . . .	" 20	" 29
10	Brig Thetis . . .	Limerick . . . .	Fever and dysentery .	" 18	" 31
11	Barque Margaret Pollock.	Liverpool . . . .	Fever and measles .	" 26	June 1
12	Ship Marion . . .	Cork . . . . .	Fever . . . . .	" 16	" 6
13	Barque Rockshire . .	Liverpool . . . .	Measles . . . . .	" 25	" 8
14	Barque Caithnesshire	Belfast . . . . .	Fever and dysentery .	" 23	" 14
15	Barque Marquis Wellesley.	Sligo . . . . .	Fever . . . . .	May 8	" 18
16	Brig Horatio . . .	Sligo . . . . .	" . . . . .	April 27	" 20
17	Barque Eleutheria . .	Tralee . . . . .	" . . . . .	" 14	June 23
18	Brig Hannah . . .	Killalee . . . . .	Fever and measles .	May 5	" 23
19	Ship Elizabeth . . .	Liverpool . . . .	Measles . . . . .	" 26	July 8
20	Ship Sarah . . .	Limerick . . . .	Fever . . . . .	" 26	" 8
21	Ship Virginia . . .	Liverpool . . . .	Small-pox . . . . .	June 2	" 12
22	Ship Belinda . . .	Belfast . . . . .	Small-pox and measles.	" 3	" 14
23	Ship Mertoun . . .	Belfast . . . . .	Fever . . . . .	May 28	" 21
24	Barque Minna . . .	Sligo . . . . .	" . . . . .	" 8	" 24
25	Ship John Boulton . .	Liverpool . . . .	" . . . . .	June 2	" 25
26	Barque Elizabeth and Sarah.	Killala . . . . .	Fever and dysentery .	M 26	August 5
27	Ship British Empire .	Tralee . . . . .	Fever . . . . .	June 17	" 6
28	Brig Coquette . . .	Hamburg . . . . .	Dysentery . . . . .	" 15	" 9
29	Barque James Moran	Liverpool . . . .	Measles . . . . .	" 13	" 20
30	Barque St. Lawrence .	Cork . . . . .	Small-pox . . . . .	July 4	" 22
31	Ship Rockshire . . .	Liverpool . . . .	Dysentery . . . . .	Sept. 10	Oct. 19

(Signed) G. W. DOUGLAS, M.D.,  
Medical Superintendent.

COPY of a DESPATCH from EARL GREY to the EARL of ELGIN.

Downing-street, 29th January, 1847.

MY LORD,

Page 3.

SINCE I addressed to your Lordship my Despatch of December 31st, I have received information which leads me to anticipate that you will not find it practicable to carry into effect the design of settling in villages, in the manner I have there described, bodies of emigrants proceeding from this country, and also that the adoption of any such measure (which I never expected to have any extensive operation), will prove to be even less required than I had supposed, for the purpose of enabling the greatly increased number of emigrants that will probably arrive in the British North American Colonies in the ensuing season to maintain themselves by their own industry. From communications which the Emigration Commissioners have had by my direction with some of the public companies possessing land in North America; it appears that the experience of those who conduct the affairs of these companies in the colonies is so unfavourable to the expectation that settlements composed of emigrants of the poorer class recently arrived from Europe can be successfully established in any of the British provinces, that none of the companies are prepared to undertake to carry any such design into effect, and all concur in entertaining a very decided opinion that the only mode by which emigrant labourers arriving in Canada can advantageously be provided for, is by enabling them to disperse themselves over the country, where a demand can be found for their labour. Under these circumstances, as the measure which I had in contemplation depended for its success upon the co-operation of the owners of wild land in the North American provinces, and as it is not to be expected that private owners will be found to engage in an undertaking which is considered too hazardous by great public companies, I fear that, for the present at least, the design must be abandoned. I confess that it is with extreme reluctance I come to this conclusion, as I continue to be of opinion that very great advantage would result from enabling emigrants to proceed from this country in bands associated together, for the purpose of settling in North America, under the guidance of religious teachers, if the practical difficulties of doing so could be surmounted. Much of the pain which must ever attend the breaking of the ties that bind men to their native country would be spared to those who could emigrate in company with a considerable number of their friends and relations, for the purpose of founding on the other side of the Atlantic new societies composed in great part of the same elements as those to which they had previously belonged. Both politically and morally, great benefit would, I think, result from the formation of such societies, and from the substitution of a mode of settlement in villages for that usually adopted, by which the first occupiers of the wilderness are scattered over the surface of the country, removed from those civilizing influences, and deprived of those facilities for obtaining religious instruction and the means of education for their children of which men can only have the advantage when collected together in somewhat considerable numbers. I will not abandon the hope that hereafter the practical difficulties which stand in the way of carrying these views into effect may be overcome, and that means may be discovered of accomplishing that more systematic colonization of the still unoccupied territory of British North America, by which I am persuaded that the welfare of emigrants would be best assured, and the prosperity of these fine provinces would be carried to a far higher point than it can otherwise attain.

For the present, however, I am compelled to acknowledge that I am unable to suggest any method of effecting what I consider to be so desirable; and I have therefore to inform you that I do not expect you to act upon the instructions you have received for the preparation of villages for the reception of emigrants, unless the facilities for doing so should on the spot prove to be much greater than they appear to be from the inquiries which I have here had the opportunity of making. Much as this is to be regretted, I consider it to be less so than it otherwise would have been in consequence of my finding that the annual Report of the Chief Agent for Emigration at Quebec, transmitted to me by Lord Cathcart, in his Despatch of December 28, which I have within these few days received, justi-

Page 7



fies a very confident hope that numerous as the emigrants of the approaching season will probably be, no serious difficulty will arise in enabling them to find employment sufficient for their support. It appears, from this Report, that although the emigrants to the Canadas (exclusive of cabin passengers), amounted in the last season to 32,153, and that the accession to the population of the province by the year's emigration is estimated at no less than 28,000 persons, there was at the close of the year "little, if any distress, among the emigrants, unless the consequence of their own fatuity;" that "employment was generally to be procured at remunerative wages, and provisions and necessaries were plentiful." Mr. Hawke, the Chief Agent for Canada West, states, that "during his visit to the Western Agencies late in September last, he was agreeably surprised to find very few emigrants unemployed, nor does he apprehend any difficulty in finding work for a much greater number next year, if the means to scatter them are placed at the disposal of the agents, for the Province is steadily advancing in wealth and population, and is capable of sustaining in comfort almost any number of labourers, provided they can be transported to the places where their services are required."

This opinion is confirmed by Mr. Buchanan, the chief Agent at Quebec; and it is a most material fact in corroboration of it, that it is well known that very many of those who have emigrated in the last and some preceding years have been enabled to do so by remittances received from friends or relations who have gone out before them, and who, on their arrival in America, were as completely destitute of means as those whom they are now enabled to assist with the savings they have made from their earnings; thus showing how great must be the demand, and how ample the remuneration for labour in America. Upon the whole, the information before me leaves upon my mind a decided conviction that all that it is necessary to do, in order to provide for the unusually large emigration which may be expected in the present year, is to persevere in the system which has now for some years been acted upon with so much advantage, and to assist the emigrants by affording them information as to the places where they may hope to find work; furnishing them also, when necessary, with the means of conveyance. In this manner, at a comparatively small expense, the whole of the emigrants who have hitherto reached the Province have been satisfactorily provided for; and by extending the means employed, in proportion to the expected increase in the number of emigrants, I see no reason whatever to doubt that a similar result may be hoped for in the ensuing season.

Her Majesty's Government will accordingly submit to Parliament an increased estimate for this service. I need, however, scarcely remind your Lordship that the proposed increase of the vote by no means supersedes the necessity of the same strict caution which has hitherto been observed in extending assistance to emigrants, and in confining that assistance to the cases in which it is really required. The Agents for Emigration, who have up to this time so efficiently performed the duties assigned to them, will, I have no doubt, continue to do so; and will, under your Lordship's superintendence, take care that while all necessary assistance is given to emigrants who require it, that rigid economy of the public money, which is so indispensable, is not neglected. You will convey to Mr. Buchanan and to Mr. Hawke the expression of my entire approbation of the manner in which they have carried on this service.

Your Lordship will observe that in what I have now said I have proceeded on the assumption that the emigration of the present year will be of the same character as that of former years; that is, that it will consist of persons proceeding to America without any direct assistance from Her Majesty's Government, but provided with the means of emigrating either from their own resources or by the contributions of their friends, of their landlords, or, in some few instances, of parishes or unions. It is not proposed by Her Majesty's Government to attempt to give increased activity to the flow of emigration to North America by undertaking to provide for emigrants the means of conveyance, either gratuitously or at a lower cost than that at which they can obtain it for themselves; and as I am aware that a contrary expectation has been very generally entertained, both in this country and in the colonies, and that emigration at the public cost has been recommended as one of the most effectual means that could be made use of for the relief of the distress of Ireland, I

## EMIGRATION.

No. 3.

think it will be convenient that I should shortly state to your Lordship some of the grounds upon which the determination come to by Her Majesty's Government is founded.

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The first question which naturally arose in considering whether it would be advisable to undertake the conveyance of emigrants to British North America at the public charge, was as to the extent of the task which would thus have been thrown upon the Executive Government. It is obvious that if free passages to Canada were offered to emigrants, it would be not only difficult but impossible to confine the boon to those who would otherwise be unable to obtain from other sources the means of emigration. A large proportion of the whole number of emigrants consists of persons of the labouring class, who raise the money required for their passage with very great difficulty, and often by the assistance afforded them by others. Such assistance, as I have already observed, is very frequently given by persons who, having themselves emigrated in former years, remit money which they have earned in America to their friends and relations, who are thus enabled to follow them. It is calculated that the remittances thus received and expended in emigration at Liverpool alone amounted last year to no less a sum than 37,000*l.* If passages were provided at the public expense for all who desired to emigrate, these remittances, and the sacrifices now made by so many persons for the purpose of doing so, would cease, and a very large proportion of those who now, by some means or other, find their own way across the Atlantic, would have to be conveyed at the public expense. Even those who now proceed directly to the United States would seek the same ultimate destination by the route of Canada, in order to avail themselves of the gratuitous passage provided for emigrants to the British colonies. Hence, as the object of the measure would be, that emigration should proceed much faster than it now does, it is a very low estimate of the charge which would be thrown upon the public, to assume that the cost of conveyance from this country to America would have to be provided for at least as many persons as now emigrate at their own expense. But in the last 10 years no less a number than 687,000 persons have so emigrated—the emigration of last year alone having been upwards of 110,000. At present, the emigration is conducted at a very cheap rate. The desire to reach America being exceedingly strong, many of the emigrants are content, in order to do so, to submit to very great hardships during the voyage; indeed, so powerful is this feeling, that were it not for the requirements of the law thousands of emigrants would cross the Atlantic in ships so over-crowded and insufficiently provisioned, that a fearful amount of disease and death must inevitably occur.

33

If, however, this service were undertaken by the Executive Government, the sort of accommodation which is now submitted to without a murmur would not be endured, and a very superior, and therefore a much more costly conveyance would have to be provided. I find that if undertaken by the public, the conveyance of emigrants to Quebec could not be calculated to cost less than about 5*l.* for each adult, while little more than half that sum is more near to the average charge as now defrayed by the emigrants themselves. Nor is this all. It is obvious that Her Majesty's Government could not convey emigrants to North America, without becoming responsible for their not being left destitute when they arrived there. Under the existing system of spontaneous emigration, emigrants are aware that on their arrival in Canada, they have only themselves to trust to, and that except relief in the hospital when sick, and conveyance from the port of debarkation to places where their labour may be in demand, they have no assistance to look for from the Government. Hence they are led to make every possible exertion to maintain themselves, and the result is, that a very large number of emigrants annually find the means of doing so. But for this purpose, very strenuous efforts on their part are necessary, nor is it reasonable to suppose that such efforts would be made by them if they felt that the Government, by carrying them to the colony, had incurred a virtual responsibility for their support. A striking example of the inconvenience hence arising, is afforded by the difficulty which at one time was experienced in prevailing upon emigrants who had been conveyed to New South Wales to leave Sydney (where there was no sufficient demand for their labour), for the purpose of proceeding to the interior of the colony, where employment might readily have been found. In the same manner, it might be expected that no small proportion of those who might be enabled to emigrate to British North America,

by having free passages provided for them, would, for the first winter, at all events, have to be maintained at the public cost. EMIGRATION.

This would be the more probable, as providing for emigrants free passages to Canada, would, it is to be feared, make a great change in the character of the emigrants. At present it is in general (with the exception of those sent out by Parishes and Unions) the strong and the enterprising that emigrate, since these alone will make the efforts necessary for the purpose. But if the means of emigrating were supplied by the public, a very different class of emigrants would make its appearance; the most infirm, or the least industrious, are those whom their neighbours at home would be the most anxious to put forward to emigrate, and of course such emigrants would be far more likely than those who now go to Canada to become dependent upon charity, and as the burthen could not possibly be thrown upon the provincial revenue, it must fall upon the British Treasury. Looking to all these charges, and to that of the large establishment which would be necessary to carry on so vast a system of emigration, it is not an unreasonable calculation of the expense, direct and indirect, of an emigration conducted by the state, to take it at 10% a-head on the whole number of emigrants sent out. But as it is not unlikely, that without any assistance being granted from the public purse, near double the number of emigrants of last year will, in the approaching season, proceed to North America, and as in the present state of Ireland, the offer of free passages would increase that number to the very utmost limit for which accommodation could possibly be provided, (of course, greatly enhancing the price that would have to be paid for passages); the probability is, that a charge of two millions or more might be thrown upon the Treasury, and what is worse, the system of voluntary emigration, which is now working so satisfactorily, and upon so large a scale, would be entirely deranged, and might not again without great difficulty be restored. Such are some of the reasons which have induced Her Majesty's Government to come to the determination not to afford any pecuniary assistance towards the conveyance of emigrants from this country to the American Continent. I have been anxious to explain these views to your Lordship, in order that you might be fully aware that they have not been adopted from any doubt of the great importance, for the sake both of the Colonies and of the mother Country, of giving every possible encouragement to emigration. On the contrary, you will perceive that it is mainly their fear that emigration might really be checked and discouraged by an abortive attempt to promote it, which has weighed with Her Majesty's Government in the decision they have come to.

In conclusion, I have only to add, that the reasons I have stated for refusing to provide free passages from this country for emigrants to Canada, are of no force in considering the question of giving assistance to emigrants on their arrival in the colony; such assistance and encouragement, to the utmost possible extent, it is the most anxious wish of Her Majesty's Government to afford; and I have to direct your attention to the subject, as one of the very highest importance.

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

I have, &c.,  
GREY.

(No. 120.)

No. 4.

EMIGRATION.

No. 4.

COPY of a DESPATCH from Sir W. M. G. COLEBROOKE, to Earl GREY.

MY LORD,

Fredericston, New Brunswick, 29th December, 1846.

I do myself the honor to enclose copy of a letter from the Emigrant Agent at St. Johns, with his Annual Report, and Quarterly and Annual Returns, made up by anticipation, to the 31st instant, in order to admit of their transmission by the present mail.

In reference to Mr. Perley's observations upon the advantage of selling lands on credit, to be repaid in work on roads, by which the wilderness would be opened, and the settlement of the country accelerated, it may be proper to remark that the adoption of such a plan for opening the wilderness has not been contemplated beyond the privilege proposed to be accorded to settlers of liquidating the sums due for lands purchased by them at the public sales, by means of certificates from the Commissioners and Supervisors of Roads of the sums due to them for work actually and effectively performed, either for wages or on contract by the piece. Such contracts are often taken for the purpose of earning the means of paying for land, and the appropriations for the whole province are necessarily limited to such sums as can be so applied from the commercial revenue, and have no reference to the amount required to meet the growing demand for settlement lands, especially in seasons when emigrants arrive in great numbers, who would be willing to settle them on such conditions.

The forests of New Brunswick being more dense than those of Upper Canada, the settlements for many years were limited for the most part to the margins of the numerous rivers and streams which intersect the province, and the cultivation of the rich alluvial bottoms left dry after the spring floods or freshets. Where roads have been made through the forests, settlements have been formed along them, and in cases where settlers have entered the wilderness before communications had thus been opened, they have been exposed to great hardships and privations, leading sometimes to the abandonment of their locations. The attempts of capitalists to effect such settlements by means of hired labour have not heretofore been successful, although contracts to work by the piece are taken on reasonable terms, the land so reclaimed affording for a long time only a subsistence to actual settlers, and making no return upon the capital so expended, from the difficulty in finding a market for produce.

Such markets in the interior of the country, and remote from the rivers and seaports, must for some time depend on the demands of the lumberers, of whom large parties are annually employed in the forests in cutting timber for ship-building and for exportation, and who require the produce of the neighbouring farms for their horses and cattle.

The advance of funds for the construction of roads and bridges, on security of the lands traversed by them, will not obtain till permanent markets may be established, which would enable the settlers to depend on realizing the means of defraying the incidental charges which such advances would occasion, and the ruder and more simple method of opening roads and settling the forest lands, as practised in the United States, will for some time be alone available.

I have, &amp;c.,

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

W. M. G. COLEBROOKE.

Enclosure No. 1. (Copy.)

Enclosure No. 1, to Despatch No. 120, December 29th, 1846.

SIR,

Government Emigration Office, St. John,  
December 23, 1846.Returns, Nos. 1, 2,  
3, 4, 5, 6.

I have the honor to enclose the annual returns from this office, in duplicate, for the year 1846, bearing date the 31st instant, agreeably to the standing directions, in order that one set may be transmitted to England by the January mail.

I also enclose the annual Report from this office to His Excellency the Lieutenant Governor. Another set of the returns will be forwarded from here by mail on Wednesday to the Colonial Land and Emigration Commissioners, in obedience to their instructions.

I have, &amp;c.

Hon. John S. Saunders,  
&c. &c.

(Signed)

M. H. PERLEY,  
Government Emigration Agent.

Enclosure No. 2, to Despatch No. 120, December 29, 1846.

EMIGRATION

No. 4.

Enclosure No. 2.

To His Excellency Sir William M. G. Colebrooke, K.H., Lieutenant-Governor and Commander-in-Chief of the Province of New Brunswick, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY,

With the annual Returns from the office for the year 1846, I beg most respectfully to submit the following Report :

The whole number of emigrants to New Brunswick during the year 1846, is nine thousand seven hundred and sixty-five (9,765); of these nine thousand landed at this port, and the remainder at St. Andrew's, Richibucto, and Miramichi. Of the whole number, about four thousand five-hundred re-emigrated to the United States very soon after their arrival.

Although it was necessary to land all the passengers from several vessels, in consequence of fever prevailing on board, yet I have great satisfaction in stating that the number of deaths is unusually small, only thirty-four having occurred in the voyage, and in quarantine. Of these, the greater number occurred on the voyage; and I feel that it would be injustice to Dr. Harding, the visiting physician at Partridge Island, if I omitted to notice the very great care bestowed by him upon sick emigrants, and the unwearied pains and attention he has bestowed upon all who have fallen under his charge.

During the past season, no less than thirteen prosecutions were instituted against masters of passenger ships for violations of the Passengers' Act, and convictions were obtained in every instance. As each case has been already fully reported, it is only necessary to notice them at present, with the hope that these prosecutions may have the beneficial effect of preventing violations of the law hereafter, and tend to secure the better treatment of passengers during the voyage.

The emigrants who remained in St. John have had employment during the whole season at very fair wages. In consequence, but few proceeded to the rural districts, where laborers have been much wanted. As the farmers cannot afford to pay the higher rates which may be obtained in the city; they have, in many instances, been obliged to limit their farming operations, from the high price of labour.

There is every reason to believe that there will be employment for a very considerable number of farm-labourers in the province during the coming season, and also for female servants, at moderate wages—say, from ten pounds to fifteen pounds sterling per annum for laborers, and from five pounds to seven pounds ten shillings sterling per annum, for females, with board and lodging in each case.

The settlement of this province is advancing very slowly, and until a system of internal improvement on a large scale is adopted and carried out, it must continue to languish. The want of roads and bridges is the great drawback to settlement; and settlers have hardships and privations enough to encounter, without being subjected to the want of the means of communication.

It is greatly to be regretted, that the system of selling land on credit, the amount payable in road-work, has not been adopted in this province. In the present position of New Brunswick, this is the only mode in which its settlement will make any considerable advance. The opposition to this system must arise from the want of information as to the true state of the country; and if the opponents of the measure would visit and examine the interior of the province and the backwoods settlements, the error of their views would be so apparent, that no further argument on the subject would be necessary.

The system of selling land at present in operation in New Brunswick, and the application of the proceeds of the sales, are such as to retard settlement very greatly, and to repel from our shores annually thousands of British subjects, who would willingly cast their lot among us, and retain their allegiance to their sovereign. As it is, these people are driven away—settlement scarcely advances—and the enormous quantity of inaccessible wilderness land, as compared with the amount under cultivation, bears heavily upon the province, chills the energy of its inhabitants, and prevents them from reaping the full fruits of their industry.

I have already had the honor of stating to your Excellency, that a very large number of emigrants may be expected to arrive in this province next season. It would be desirable to retain a portion of these in the colony, for the benefit of the agricultural interest. The most effectual means of doing so, would be to offer such facilities, for their eventually becoming settlers, as would induce them to remain in the province. If some measure of this kind is not adopted, the better class of emigrants, as heretofore, will merely pass through New Brunswick to a foreign land, and the poorest and most destitute will remain to burthen the country.

As connected with this subject, I beg once more to draw your Excellency's attention to the disposal of the tax levied on emigrants, and the absolute necessity of causing this fund to be disbursed for the purposes contemplated by the Act which imposes the tax.

It only remains for me to mention, that although upwards of two thousand pounds (£2,000) has been collected from emigrants during the past year, no funds have been placed at my disposal; and the necessary outlay and expenses of this office have been, as usual, defrayed by myself.

Which is most respectfully submitted by

Your Excellency's very obedient Servant,

M. H. PERLEY,

Government Emigration Agent.

Hon. John S. Saunders,  
&c., &c.



## EMIGRATION TO THE

No. 1.  
Quarterly Return of Emigrants.

Months composing the Quarter.	Number of Vessels arrived	Number of Deaths on Board or in Quarantine.	Number of Birth on Board or in Quarantine.	Gross number of Emigrants arrived.	Number of Adults.		Number of Agricultural Labourers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Numbers for whom cost of passage defrayed by		Number employed on Government Works.	Number assisted out of Public Funds.	Total Amount Paid.			
					Male.	Fem.		Male.	Fem.		Parochial Funds.	Private Funds.			£.	s.	d.	
October	St. John.	3	nil.	nil.	69	18	26	7	..	4	..	..	..	..	..	..	..	..
	Miramichi.	2	..	..	30	20	10	..	..	..	..	..	..	..	..	..	..	..
	Richibucto	2	..	..	38	20	18	..	..	..	..	..	..	..	..	..	..	..
November	1	3	..	79	23	28	15	..	5	5	..	..	..	..	..	..	..	..
December	nil.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals	8	3	..	216	81	82	22	..	9	5	..	..	..	..	..	..	..	..

M. H. PERLEY, Emigration Agent for New Brunswick.

Government Emigration Office, St. John, New Brunswick,  
31st December 1846.

## No. 2.

## QUARTERLY RETURN.—Prices.

RETURN showing the Average Retail Prices of Provisions and Clothing in the Colony of New Brunswick, in the Quarter ended 31st December, 1846.

Articles.	Quantity.	Average Prices (in Sterling.)		
		£.	s.	d.
Salt Beef	per lb.	..	..	3½
Fresh do.	..	..	..	3
Mutton	..	..	..	3
Lamb	..	..	..	3
Veal	..	..	..	3½
Fresh Pork	..	..	..	3½
Salt do.	..	..	..	4
Fowls	per pair	..	1	8
Bacon	per lb.	..	..	5
Salt Butter	..	..	..	9
Fresh do.	..	..	..	10
Fresh Milk	per quart	..	..	3
Cheese	per b.	..	..	6
Eggs	per dozen	..	..	10
Potatoes	per bushel	..	2	6
Bread (best wheaten)	4 lb. loaf	..	..	7
„ Seconds	6 lb. loaf	..	..	9
Best Wheat Flour	barrel 196 lb.	1	7	..
Second Quality do.	..	1	2	..
Oatmeal	per cwt.	..	10	..
Coals	per chaldron	1	..	..
Candles	per lb.	..	..	8
Firewood	cord of 128 cu.ft.	..	18	..
Common Soap	per lb.	..	2	4
Tea	..	..	2	..
Coffee, green	..	..	..	10
Rice	..	..	..	2½
Sugar, brown	..	..	..	4
Do. loaf	..	..	..	6
Salt	per bushel	..	1	3
Pepper	per lb.	..	..	10
Salt Fish (the cheapest)	per quintal	..	10	..
Do., green	per barrel	..	15	..
Beer	per gallon	..	1	3
Porter, London	per bottle	..	..	10
Men's stout Shoes	per pair	..	6	..
Women's do.	..	..	4	6
Men's Shirts (cotton)	each	..	3	4

M. H. PERLEY,

Government Emigration Agent.

## No. 3.

## EMIGRATION.

## QUARTERLY RETURN.—WAGES.

Returns.

RETURN showing the Average Wages of Mechanics and others, in the Colony of New Brunswick, for the three months ended December 31, 1846.

TRADE or CALLING.	Average Wages per Diem, without Board and Lodging, (in Sterling).	Average Wages per Diem, with Board and Lodging, (in Sterling).	Average Wages per Annum, with Board and Lodging, (in Sterling).	Highest and Lowest Rates per Diem without Board or Lodging, (in Sterling).	
				Highest.	Lowest.
Bread and biscuit bakers . . . . .	..	..	£ s. d.		
Butchers . . . . .	4s. 6d.	2s. 6d.	24 0 0		
Brickmakers . . . . .	3s. 6d. to 5s. 6d.	2s. 6d. to 3s. 6d.	30 0 0		
Bricklayers . . . . .	5s. to 7s.	3s. 3d. to 5s.	..		
Blacksmiths . . . . .	5s.	3s.	30 0 0		
Carriers . . . . .	5s. 6d.	3s. 6d.	34 0 0		
Carpenters and joiners . . . . .	5s. 6d.	3s. 6d.	35 0 0		
Cabinetmakers . . . . .	5s. 6d.	3s. 9d.	35 0 0		
Coopers . . . . .	5s.	3s. 3d.	32 0 0		
Carters . . . . .	4s.	2s. 6d.	25 0 0		
Cooks (women) . . . . .	..	..	9 10 0		
Combmakers . . . . .	.. no employment.	..			
Dairywomen . . . . .	..	..	7 10 0		
Dressmakers and milliners . . . . .	2s. 3d.	1s. 3d.	10 0 0		
Farm labourers . . . . .	3s.	1s. 6d.	17 0 0		
Gardeners . . . . .	4s. 6d.	3s.	22 10 0		
Grooms . . . . .	..	..	18 0 0		
Millwrights . . . . .	6s. 3d.	4s. 6d.	40 0 0		
Millers . . . . .	5s. 6d.	4s.	32 0 0		
Painters . . . . .	5s.	3s. 6d.	..		
Plasterers . . . . .	5s. 6d.	4s.	..		
Plumbers and Glaziers . . . . .	.. very little employment.	..			
Quarry-men . . . . .	3s.	1s. 3d.	20 0 0		
Ropemakers . . . . .	..	..	35 0 0		
Sailmakers . . . . .	..	5s.	37 10 0		
Sawyers . . . . .	4s. to 6s.	2s. 6d. to 4s. 6d.	32 10 0		
Shepherds . . . . .	.. no employment.	..			
Shipwrights and boatbuilders . . . . .	5s.	3s. 9d.	32 10 0		
Shoemakers . . . . .	3s. 6d.	2s.	24 0 0		
Slaters and shinglers . . . . .	5s.	3s. 6d.	..		
Stonemasons . . . . .	5s.	3s. 6d.	33 0 0		
Tailors . . . . .	..	..	30 0 0		
Tanners . . . . .	..	..	35 0 0		
Wheelwrights . . . . .	..	..	36 0 0		
Whitesmiths . . . . .	4s. 6d.	3s.	28 0 0		

M. H. PERLEY,  
Government Emigration Agent.

## No. 4.

- 1.—What Funds have been placed at your disposal during the past Quarter for the relief of Immigrants?
  - 2.—State the description of Labour which is in request in the Colony.
  - 3.—Would the rate of Immigration of the last Quarter satisfy the existing demand for Labour?
  - 4.—State any particulars relative to Immigration, the demand for Labour and the means of remunerating it, which you think may be useful.
- } See Annual Report.

## EMIGRATION.

Returns.

No. 5.

RETURN showing the PRICES of Agricultural Produce, Farming Stock, and Implements of Husbandry, in the Colony of New Brunswick, Dec. 31, 1846.

Articles.	Quantity.	Sterling Dollars at 4s. 2d. each.			Remarks.
		£.	s.	d.	
Wheat . . . . .	per bushel	0	4	0	Not cultivated for sale.
Barley . . . . .	„	0	2	6	
Rye . . . . .	„	0	2	6	
Oats . . . . .	„	0	1	6	
Maize . . . . .	„	0	3	3	
Peas . . . . .	„	0	4	6	
Beans . . . . .	„	.	.	.	
Buckwheat . . . . .	„	0	2	3	
Hay . . . . .	per ton	2	10	0	
Good cart horse . . . . .	about	12	10	0	
Serviceable riding horse . . . . .	„	20	0	0	
Yoke of oxen . . . . .	„	18	0	0	
Sheep per score . . . . .	„	9	0	0	
Good milch cow . . . . .	„	5	0	0	
Breeding sow . . . . .	„	1	15	0	
Pigs . . . . .	each	0	4	6	
A cart of the description used by farmers.	about	7	10	0	
A waggon, ditto . . . . .	„	10	0	0	
A plough, ditto . . . . .	„	2	10	0	
Harrow, ditto . . . . .	„	1	10	0	
Country plough . . . . .	„	2	0	0	
Sledge for winter . . . . .	„	3	10	0	

M. H. PERLEY, Government Emigration Agent.

Government Emigration Office,  
St. John's, New Brunswick, Dec. 31, 1846.

No. 6.  
ABSTRACT RETURN OF IMMIGRATION TO NEW BRUNSWICK during the Year ending December 31, 1846.

QUARTERS.	Number of Vessels arrived.	Number of Deaths on Board or in Quarantine.	Number of Births on Board or in Quarantine.	Adults.		Children between 14 Years and 1 Year.		Children under 1 Year.		Totals.		Number of Souls.	RECAPITULATION.		
				M.	F.	M.	F.	M.	F.	M.	F.		M.	F.	
Quarter ending March 31.	Nil.			3,473	3,331								3,912	3,831	
Ditto ending June 30 . . .	72	30	15	358	418	675	704	184	145	4,332	4,180	8,512	803	839	
Ditto ending September 30	19	1	..	81	82	107	113	20	21	485	552	1,037	209	171	
Ditto ending December 31	8	3	..			21	22	5	5	107	109	216	4,924	4,841	
Total . . . . .	99	34	15	3,912	3,831	803	839	209	171	4,924	4,841	9,765			
													Adults . . . . .	3,912	3,831
													Between 14 years and 1 year . . . . .	803	839
													Under 1 year . . . . .	209	171
													Total . . . . .	4,924	4,841
													Whole number landed in the Colony, nine thousand seven hundred and sixty five souls.		
													Number of Mechanics engaged in erecting buildings or preparing building materials . . . . .		60
													Number of Tradesmen preparing or selling articles of food . . . . .		22
													Number of Tradespeople engaged in making articles of clothing (Males)		117
													Ditto (Females)		12
													Number of Mechanics not included in foregoing . . . . .		76
													Number of vessels with passengers from Ireland . . . . .		92
													Ditto ditto from England . . . . .		7
													Average length of passage from Ireland, (days) . . . . .		42
													Number of Passengers from Ireland . . . . .		9703
													Ditto ditto from England . . . . .		62
													Ditto ditto Cabin Passengers . . . . .		160
													Number of Agricultural Labourers . . . . .		2548
													Ditto of Domestic Servants, (Male) . . . . .		24
													Ditto ditto (Female)		369

M. H. PERLEY, Government Emigration Agent.

Government Emigration Office,  
St. John's, New Brunswick, Dec. 31, 1846.

EMIGRATION.

No. 5.

No. 5.

Copy of a DESPATCH from Earl GREY to Sir W. M. G. COLEBROOKE.

SIR,

Downing-street, 29th January, 1847.

I HAVE had the honour of receiving your despatch of the 29th of December, No. 120, enclosing the letter and annual report of the Agent for Emigration. The information thus afforded to me is satisfactory, so far as regards the effectual enforcement of the Passengers' Act, and the absence of abuse, or of any difficulty in providing for the emigrants who have remained in the province. I regret however to observe, that the settlement of the fine province of New Brunswick is proceeding so slowly, and I am of opinion that the attention of the Legislature might, with great advantage, be directed to a consideration of the means which it may be in their power to adopt, with a view of promoting the more rapid advance of the colony in population and wealth, and the development of its great natural resources. Her Majesty's Government will be most anxious to co-operate, so far as they have the power to do so, in any well devised measures which may be suggested for this purpose. I concur with you, however, in considering that it would not be expedient to allow land to be sold to settlers upon credit, to be repaid in work on roads. You will express to Mr. Perley, my approbation of the zeal and ability which he has displayed in the execution of his important office.

I have, &amp;c.

Lieut.-Governor Sir W. M. G. Colebrooke,  
&c. &c. &c.

GREY.