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# EMIGRATION.

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## PAPERS

RELATIVE TO

# EMIGRATION TO THE NORTH AMERICAN COLONIES.

*(In continuation of Papers presented 17th June 1853.)*

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Presented to both Houses of Parliament by Command of Her Majesty,  
*April 1854.*

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LONDON:

PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,

PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY,

FOR HER MAJESTY'S STATIONERY OFFICE.

1854.



## SCHEDULE.

## CANADA.

CANADA.

DESPATCHES FROM GOVERNOR-GENERAL THE RIGHT HON.  
THE EARL OF ELGIN AND KINCARDINE.

Number in Series.	Date and Number.	SUBJECT.	Page.
1	Aug. 10, 1853 (55)	RETURN OF PRICES AND WAGES, DEMAND FOR LABOUR, &c. Forwarding the Chief Emigration Agent's quarterly return, containing information on this subject for the period ending 31st July	1

## DESPATCHES FROM LIEUT.-GENERAL ROWAN.

2	Nov. 24, 1853 (15)	CLAIM OF PROVINCIAL GOVERNMENT ON ACCOUNT OF IMMIGRATION EXPENDITURE. Forwarding a minute of Council and other documents, setting forth the claims of the Provincial Government against the Imperial Treasury, on account of expenses of immigration into Canada in 1847	8
3	Jan. 13, 1854 (2)	RETURN OF PRICES AND WAGES, DEMAND FOR LABOUR, &c. Chief Emigration Agent's return for the period embraced between the 1st July and the close of the navigation of the St. Lawrence	10
4	Feb. 10, 1854 (8)	ANNUAL REPORT OF CHIEF AGENT FOR EMIGRATION, 1852 :— Comparative statement of emigration, 1852 and 1853. Per-centage of deaths, &c. Average length of voyage. Proportion of foreign emigration. Norwegian immigrants. Of female emigration from Ireland. Wrecks. Complaints relative to ships carrying iron as cargo. New routes for emigrants by Great Western Railway and other lines, &c. Extent of assisted emigration from the United Kingdom. Good conduct of Irish emigrants. Expenditure of the Emigration Department for quarantine, relief of emigrants, &c. Extent of Emigrant Fund realized. Emigration to New York. Extent of mortality, &c. Review of the past year's emigration. Case of the "Fingal." Establishment of the Canada line of steamers. Prospects and demand for labour in 1854. Report of Agent for Upper Canada. Tabular returns, &c. accompanying the above report :— 1. Of emigrants embarked, births and deaths on voyage, numbers landed, &c. 2. Abstract statement, &c. distinguishing countries and ports whence the emigrants sailed. 3. Return of hospital admission, deaths, &c. 4. Return of trades and calling of emigrants arrived. 5. Comparative statement of emigrants arrived since 1829. 6. Return of persons assisted to emigrate, and who received landing money, &c. 7. Extracts from notes appended to the Chief Agent's periodical reports of arrivals for 1853. Notice issued for information of emigrants in 1853.	16

## DESPATCHES FROM THE SECRETARY OF STATE.

Number in Series.	Date and Number.	SUBJECT.	Page.
(THE DUKE OF NEWCASTLE.)			
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2	Feb 15, 1854 (73)	IMMIGRATION EXPENDITURE. In reply to Governor-General's Despatch, No. 15, of 24th November, on the subject of the claims of the Provincial Government for expenditure in 1847	41
3	March 2, 1854 (77)	IMPERIAL CONTRIBUTION TOWARDS THE EXPENSE OF IMMIGRATION AGENCY IN CANADA. Intended discontinuance. No further application will be made to Parliament on this account after 31st March, 1855	43

## NEW BRUNSWICK.

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

1	May 20, 1853 (38)	ARRIVALS OF EMIGRANT SHIPS. Immigration Agent's report of arrival of 130 railway labourers and their families per "Maid of Erin"	44
2	May 21, 1853 (40)	Report of arrivals per "Mary Ann." Sickness amongst the children during the voyage	44
3	June 16, 1853 (44)	Report of arrivals per "Ellen and Margaret," "Garland," "Eudocia," and "Florence" Juvenile emigrants from Cork Foundling Hospital per "Garland" Railway labourers per "Eudocia"	45 45
4	June 17, 1853 (46)	PROCLAMATION OF PASSENGERS ACT. Length of voyage of vessels carrying emigrants from New Brunswick to other parts of the world	46
5	June 30, 1853 (51)	Report of arrivals per "Charles" and "Patience," the latter vessel (from Londonderry) under the Prussian flag Ample employment in the province for labouring men, and at high wages.	46
6	July 30, 1853 (53)	Report of arrivals per "Unita," "Merka," "Ocean," and "Middleton," the first (from Youghal) a Wallachian brigantine under the Turkish flag Number of immigrants arrived during the quarter being 1,655 souls, of whom the greater portion have remained in the province and obtained profitable employment.	47
7	Oct. 8, 1853 (63)	Report of arrivals during the months of August and September. General healthiness on the voyage. Facilities offered to emigrants proceeding to Upper Canada, via Portland	48
8	Nov. 3, 1853 (65)	Report of arrivals per "Eudocia." Superior qualities of the Liverpool packets. Screw steamers building for the emigration trade Total number of passengers arrived during the season, 2,853.	49

Number in Series.	Date and Number.	SUBJECT	Page.
9	Dec. 3, 1853 (70) -	Report of arrivals per "Liberia" and "Middleton." Satisfactory result of precautions taken in England before departure	49
10	Jan. 11, 1854 (1) -	<p><b>ANNUAL REPORT OF GOVERNMENT EMIGRATION AGENT, St. John's, for the year 1853.</b> Observations on the following subjects:—</p> <p>Appointment of an Assistant Emigration Officer at St. John's.</p> <p>Number and description of emigrants arrived. Percentage of deaths on the voyage. Increased accommodation for arrivals.</p> <p>No prosecutions under the Passengers Act during the past season.</p> <p>Greater portion of the immigrants of past season have remained in the province.</p> <p><b>GENERAL PROSPERITY OF NEW BRUNSWICK.</b> Ship-building prosecuted with great activity; commencement of railways on an extensive scale.</p> <p>The high rate of wages and the great demand for labour has caused a considerable influx of persons from the neighbouring colonies.</p> <p>Future prospects for immigrants; facilities offered for reaching New Brunswick; opening of a <b>NEW ROUTE FOR EMIGRANTS TO CANADA</b> by the railway from Portland to Montreal.</p> <p><b>DISPOSAL OF WASTE LANDS.</b> Necessity for measures for facilitating purchases.</p>	50

## DESPATCHES FROM THE SECRETARY OF STATE.

## (THE DUKE OF NEWCASTLE.)

1	July 28, 1853 (39)	<p><b>PROCLAMATION OF PASSENGERS ACT.</b> In reply to Lieut.-Governor's Despatch, No. 46, of 17th June, forwarding Proclamation declaring length of voyage under the provisions of the Act for 1852 - -</p>	53
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## PRINCE EDWARD ISLAND.

PRINCE EDWARD ISLAND.

## DESPATCHES FROM LIEUT.-GOVERNOR BANNERMAN.

1	Jan. 13, 1854 (1) -	<p><b>EMIGRATION RETURN, 1853.</b> Transmitted - -</p>	56
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## CANADA.

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# CANADA.

Despatches from Governor General the Right Honourable  
the Earl of Elgin and Kincardine.

CANADA.

No. 1.

No. 1.

COPY of a DESPATCH from Earl ELGIN AND KINCARDINE to the  
Duke of NEWCASTLE.

(No. 55.)

Government House, Quebec, August 10, 1853.  
(Received August 29, 1853.)

MY LORD DUKE,

I HAVE the honour to transmit herewith the chief emigrant agents' Abstract Quarterly Return of the Emigration to this province to the 31st July last.

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

His Grace the Duke of Newcastle,  
&c. &c. &c.

Enclosure 1 in No. 1.

Encl. 1 in No. 1.

## No. 1. ABSTRACT. QUARTERLY RETURN.

### EMIGRANTS.

Months composing the Quarter.	Number of Vessels arrived.	Number of Deaths on board or in Quarantine.	Number of Births on Board or in Quarantine.	Gross Number of Emigrants arrived.	Number of Adults.		Number of Agricultural Labourers.
					Male.	Female.	
May, June, and July.	202	123 at Sea ; 17 in Quarantine.	47	22,999	8,070	7,309	2,570 Farmers ; 4,138 Labourers.
	202	140	47	22,999	8,070	7,309	6,708

*continued.*

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 to 30th June.
Male.	Female.		Parochial Funds.	Private Funds.			
129	396	1,151	1,021	54	Nil.	3,128	£ 1,047 2 3
129	396	1,151	1,021	54	Nil.	3,128	1,047 2 3

Transport	£ 997 13 11
Provision	49 8 4

£1,047 2 3

July 31, 1853.

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



## QUARTERLY RETURN.

## PRICES.

RETURN showing the AVERAGE RETAIL PRICES of PROVISIONS and CLOTHING in the Colony of CANADA EAST, in the Quarter ended July 31, 1853.

ARTICLES.	Quantity.	Average Price (in Sterling).		
		£	s.	d.
Bread - - - - -	per 6 lb. loaf	0	0	7½
Butter - - - - -	„ lb.	0	0	7
Beef, Mutton, Veal, Pork - - - - -	„ „	0	0	5
Coals - - - - -	„ chaldron	0	0	0
Candles - - - - -	„ lb.	0	0	6
Cheese, American - - - - -	„ „	0	0	5
Coffee, ground - - - - -	„ „	0	0	10
Eggs - - - - -	„ dozen	0	0	6
Flour, fine - - - - -	„ barrel	0	18	0
Fish, dry Cod - - - - -	„ cwt.	0	10	0
Do. green - - - - -	„ „	0	7	6
Firewood - - - - -	„ cord	0	10	0
Herrings - - - - -	„ barrel	0	17	6
Milk - - - - -	„ quart	0	0	3
Oatmeal - - - - -	„ cwt.	0	9	0
Pepper - - - - -	„ lb.	0	0	8
Potatoes - - - - -	„ bushel	0	1	6
Rice - - - - -	„ lb.	0	0	2½
Soap, yellow - - - - -	„ „	0	0	3
Sugar, brown - - - - -	„ „	0	0	4½
Salt - - - - -	„ bushel	0	1	0
Tea, black - - - - -	„ lb.	0	1	8
CLOTHING.				
Shirts, Cotton - - - - -	each	0	2	3
Shirts, Flannel - - - - -	„	0	4	6
Blankets, Common - - - - -	per pair	0	10	0
Flannel, for Drawers or Women's Petticoats - - - - -	„ yard	0	1	6
Cloth, Broad, for Coat or Trousers - - - - -	„ „	0	7	6
Shoes, strong, for Men - - - - -	„ pair	0	6	6
Boots, do. do. - - - - -	„ „	0	12	6
Shoes, do. Women - - - - -	„ „	0	4	6
Boots, do. do. - - - - -	„ „	0	8	0

No. 3.

QUARTERLY RETURN.

WAGES.

RETURN showing the AVERAGE WAGES of MECHANICS and others in CANADA EAST, for the Three Months ended July 31, 1853.

Trade or calling.	Average Wages per Diem without Board and Lodging (in Sterling).	Average Wages per Diem with Board and Lodging (in Sterling).	Average Wages per Annum with Board and Lodging (in Sterling).	Highest and Lowest Rates per Diem without Board or Lodging (in Sterling.)					
				Highest.			Lowest.		
	s. d.			£ s. d.	£ s. d.	£ s. d.	£ s. d.		
Bread and biscuit bakers -	5 0	- -	- -	0 6 3	0 4 6				
Butchers - -	5 0	- -	- -	0 6 3	0 4 6				
Bricklayers - -	6 6	- -	- -	0 7 6	0 5 0				
Brickmakers - -	5 0	- -	- -	0 6 3	0 4 6				
Blacksmiths - -	5 0	- -	- -	0 6 3	0 4 6				
Carriers - -	4 6	- -	- -	0 5 0	0 4 0				
Carpenters and Joiners -	5 0	- -	- -	0 6 3	0 4 6				
Cabinet-makers - -	5 0	- -	- -	0 6 3	0 4 6				
Coopers - -	4 6	- -	- -	0 5 0	0 4 0				
Carters with horse and cart	6 6	- -	- -	0 7 6	0 6 0				
Cooks, women - -	Engaged by the month	- -	- -	1 0 0	1 5 0				
Dairy women - -	ditto	ditto	- -	0 16 0	0 12 6				
Domestic servants, female	ditto	ditto	- -	0 15 0	0 10 0				
Dressmakers and milliners	1 0	- -	- -	0 1 6	0 0 11				
Farm labourers - -	4 0	- -	- -	0 4 0	0 3 6				
Gardeners - -	Engaged by the month	- -	- -	5 0 0	4 0 0				
Grooms - -	ditto	ditto	- -	3 5 0	2 0 0				
Millwrights - -	5 0	- -	- -	0 6 0	0 4 6				
Millers, engaged by the month	4 6	- -	- -	0 6 0	0 3 9				
Painters - -	5 0	- -	- -	0 6 0	0 4 6				
Plasterers - -	5 0	- -	- -	0 6 0	0 4 6				
Plumbers and glaziers -	5 0	- -	- -	0 6 0	0 4 6				
Printers and bookbinders	Engaged by the month	- -	- -	6 0 0	5 10 0				
Quarrymen - -	5 0	- -	- -	0 5 6	0 4 6				
Ropemakers - -	4 0	- -	- -	0 5 0	0 3 9				
Sailmakers - -	5 0	- -	- -	0 6 6	0 4 6				
Sawyers - -	- -	- -	- -	- -	- -				
Shipwrights and boat-builders	5 0	- -	- -	0 6 3	0 4 6				
Shoemakers - -	4 0	- -	- -	0 5 0	0 3 9				
Slaters and shinglers - -	4 0 or 4s. 6d. per 1000 shingles	- -	- -	- -	- -				
Stone-masons - -	6 6	- -	- -	0 8 0	0 6 0				
Stone-cutters - -	6 0	- -	- -	0 7 6	0 5 6				
Tailors - -	3 6	- -	- -	0 4 9	0 3 0				
Tanners - -	3 9	- -	- -	0 4 6	0 3 6				
Tin smiths, braziers, &c.	4 0	- -	- -	0 5 6	0 3 9				
Wheelwrights - -	4 0 few employed here	- -	- -	0 6 0	0 4 0				
Whitesmiths - -	4 6	- -	- -	- -	- -				
Charge for board and lodging for mechanics and labourers per week -	12 6	- -	- -	0 15 0	0 10 0				

A. C. BUCHANAN,  
Chief Agent.

- 1st.—What funds have been placed at your disposal during the past quarter for the relief of emigrants? 1,500*l.*, to meet expenses of emigration from 1st January to 30th June.
- 2d.—State the description of labour which is in request in the colony? Labourers bricklayers, stone-masons, blacksmiths, carpenters, and female servants.
- 3d.—Would the rate of emigration of the last quarter satisfy the existing demand for labour? No. Great difficulty has been felt throughout this province in procuring labourers, and the demand is still increasing. It is considered, unless the next quarter's emigration exceeds the present, that this inconvenience will continue. Wages in the meantime have considerably advanced.
- 4th.—State any particulars relative to emigration, the demand for labour, and the means of remunerating it, which you think may be useful? The emigrants this season have all arrived in good health, and generally free from any complaints. The demand for all descriptions of labourers and mechanics is unprecedented, and great difficulty is experienced in procuring hands. Numerous individuals have visited this port this spring with the view to secure the emigrants, on their landing, to proceed to the public works in Upper Canada and in the western states, where they were guaranteed steady employment at wages, for unskilled labour, of 1 dollar to 1½ dollar per day. Mechanics, such as bricklayers and stone-masons, get from 2 to 2½ dollars.
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Enclosure 2 in No. 1.

No. 2.

CANADA  
Encl. 2 in No. 1.

QUARTERLY RETURN.

PRICES.

RETURN showing the AVERAGE RETAIL PRICES of PROVISIONS and CLOTHING in the Colony of UPPER CANADA in the Quarter ended July 31, 1853.

ARTICLES.	Quantity.	Average Prices (in Sterling).
		£ s. d.
Bread - - - - -	per 6 lb. loaf	0 0 5
Butter - - - - -	" lb.	0 1 0
Beef, Mutton, Veal, Pork - - - - -	" "	0 0 3
Coals - - - - -	" ton	1 12 6
Candles - - - - -	" lb.	0 0 6
Cheese - - - - -	" "	0 0 6
Coffee, Ground - - - - -	" "	0 0 9
Eggs - - - - -	" dozen	0 0 8
Flour, fine - - - - -	" barrel	0 0 6
Fish, dry, Cod - - - - -	" cwt.	1 0 0
Do. Green - - - - -	" "	0 0 0
Firewood - - - - -	" cord	0 14 9
Herrings - - - - -	" barrel	0 12 6
Milk - - - - -	" quart	0 0 2
Oatmeal - - - - -	" cwt.	0 16 3
Pepper - - - - -	" lb.	0 0 6
Potatoes - - - - -	" bushel	0 2 0
Rice - - - - -	" lb.	0 0 3
Soap, yellow - - - - -	" "	0 0 3
Sugar, brown - - - - -	" "	0 0 4½
Salt - - - - -	" bushel	0 2 6
Tea, black - - - - -	" lb.	0 3 0
CLOTHING.		
Shirts, Cotton - - - - -	each	0 2 3
Shirts, Flannel - - - - -	"	2s. 6d. to 4s.
Blankets, Common - - - - -	per pair	12s. 6d. to 15s.
Flannel, for Drawers or Women's Petticoats - - - - -	" yard	1s. to 2s.
Cloth, Broad for Coat or Trousers - - - - -	" "	5s. to 15s.
Shoes, strong, for Men - - - - -	" pair	7s. 6d. to 12s. 6s.
Boots, do. do. - - - - -	" "	10s. to 15s.
Shoes, do. Women - - - - -	" "	5s. to 7s. 6d.
Boots, do. do. - - - - -	" "	7s. 6d. to 10s.

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

No. 3.

## QUARTERLY RETURN.

## WAGES.

RETURN showing the AVERAGE WAGES of MECHANICS and others in UPPER CANADA, for the Three Months ended July 31, 1853.

Trade or calling.	Average Wages per Diem without Board and Lodging (in Sterling).			Average Wages per Diem with Board and Lodging (in Sterling).			Average Wages per Annum with Board and Lodging (in Sterling).			Highest and Lowest Rates per Diem without Board or Lodging (in Sterling).	
	£	s.	d.	£	s.	d.	£	s.	d.	Highest.	Lowest.
Bread and biscuit bakers -	0	5	0	0	3	9	32	10	0		
Butchers - - -	0	4	0	0	3	3	30	0	0		
Bricklayers - - -	0	4	6	0	4	0					
Brickmakers - - -	0	4	0	0	3	9					
Blacksmiths - - -	0	6	3	0	5	0					
Curriers - - -	0	5	0	0	3	9					
Carpenters and joiners -	0	6	3	0	5	0					
Cabinet-makers - - -	0	6	3	0	5	0					
Coopers - - -	0	5	0	0	3	9					
Carters, horse and cart -	0	8	9	per day.							
Cooks, women - - -	—	—	—	—	—	—	12	10	0		
Dairy women - - -	—	—	—	—	—	—	12	10	0		
Domestic servants, female	0	2	6	0	2	0	0	12	6	to 1l. a month.	
Dressmakers and milliners	0	2	6	0	2	0					
Farm labourers - - -	0	4	6	0	4	0					
Gardeners - - -	0	4	0	0	3	0	only in summer.				
Grooms - - -	—	—	—	—	—	—	20	0	0		
Millwrights - - -	0	7	6	0	6	3					
Millers - - -	0	5	0	0	4	0					
Painters - - -	0	6	3	0	5	0					
Plasterers - - -	0	5	0	0	3	9					
Plumbers and glaziers -	0	6	3	0	5	0					
Printers and bookbinders	0	5	0	0	3	9					
Quarry men - - -	0	5	0	0	4	0					
Rope-makers - - -	No employment.										
Sail-makers - - -	0	4	0	0	3	9					
Sawyers - - -	0	5	0	0	3	9	per 100 feet.				
Shipwrights and boat builders - - -	0	6	3	0	5	0					
Shoemakers - - -	0	5	0	0	3	9					
Slaters and shinglers -	0	6	3	0	5	0					
Stone-masons - - -	0	6	3	0	5	0					
Stone-cutters - - -	0	5	3	0	5	0					
Tailors - - -	0	5	3	0	3	9	by job generally.				
Tanners - - -	0	4	0	0	3	6					
Tinsmiths, braziers, &c.											
Wheelwrights - - -	0	6	3	0	5	0					
Whitesmiths - - -	0	5	0	0	3	9					
Charge for board and lodging for Mechanics and labourers, per week -	0	12	6	to	0	15	0	per week.			

Emigrant Office, Toronto,  
August 3, 1853.

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

## No. 4.

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

395*l.* 19*s.* 3*d.*, expenses of the Emigration Department in Western Canada for the six months ending 30th June.

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

In consequence of the construction of the Northern and Western Railways and other public works, the demand for common labourers, at advanced wages, is and has been unusually great in this section of the province. Mechanics of almost every description—such as masons, bricklayers, blacksmiths, tailors, shoemakers, cabinet-makers, and wheelwrights—are also sure of constant employment and good wages. Agricultural servants are also much wanted.

3d.—Would the rate of emigration of the last quarter satisfy the existing demand for labour?

A much greater number could obtain employment, and as additional works are to commence in the spring, the demand for labour is sure to be greater in 1854 than it has been in any previous year; and the general opinion is that a further advance in wages will take place.

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

The season up to this time has been very healthy. I know of no better market for labour of all kinds, nor any better means for remunerating it, than that which is furnished by the present outlay on public and private undertakings of almost every description. (Signed)

Emigrant Office, Toronto,  
August 3, 1853.

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

CANADA.

No. 2.

No. 2.

Copy of a DESPATCH from Lieut.-General ROWAN to the  
Duke of NEWCASTLE.

(No. 15.)

Government House, Quebec, November 24, 1853.

(Received December 12, 1853.)

MY LORD DUKE,

(Answered, No. 73, February 15, 1854, page 39.)

Minute of Council.

10th Nov. 1853.

Mr. Cary,  
26th Aug. 1853.Dy. Com. Gen.  
Robinson.

23d Aug. 1853.

At the request of the Executive Council, I have the honour to bring under your Grace's notice the accompanying approved Minute of Council and other documents, setting forth certain claims of the Provincial Government against the Imperial Treasury on account of expenses attending the immigration into Canada.

I have, &amp;c.

(Signed)

WM. ROWAN.

Lieut.-General.

His Grace the Duke of Newcastle,  
&c. &c. &c.

Encl. 1 in No. 2.

Enclosure 1 in No. 2.

EXTRACT from a Report of a Committee of the Honourable the Executive Council on Matters of State, dated 10th November 1853, approved by his Excellency the Administrator of the Government in Council on the 21st same month.

ON a communication dated 26th August 1853, from the Deputy Inspector-General, enclosing a statement of the claims of the provincial Government against the Imperial Treasury on account of the expenses attending the immigration into this province in the year 1847, and also for subsequent annual parliamentary grants in aid of the expenses of agencies in superintending the same within the province,

The Deputy Inspector-General states, that by letter from C. E. Trevelyan, Esq., Secretary to the Treasury, bearing date 24th June 1848, and addressed to H. Merivale, Esq., of the Colonial Office, the acknowledged balance due to the province on the immigration expenses of 1847 is therein stated as being in currency

£11,697 16 6

And the amount of the annual parliamentary grant of 1,500*l.* sterling, alluded to in Earl Grey's letter to the Governor-General of the 14th April 1848, in aid of the expenses of emigration to Canada for six years, from 31st March 1847 to 31st March 1853, 9,000*l.* sterling, or currency

10,950 0 0

Total claimed, currency - - £22,647 16 6

The Deputy Inspector-General now represents that the debt due by the province to the commissariat chest on all accounts, as noticed in Mr. Trevelyan's letter, being fully paid and satisfied, and all instalments due for interest on provincial debentures and on account of the sinking fund for the present year inclusive being remitted, he submits that the objections that have heretofore existed to the payment of these claims are now removed.

The committee recommend that a statement of the claims be forwarded to Her Majesty's Government.

The Hon. the Provincial Secretary,  
&c. &c. &c.

(Certified)

WM. H. LEE,

Acting C. E. C.

Encl. 2 in No. 2.

Enclosure 2 in No. 2.

Inspector-General's Office, Quebec,  
August 26, 1853.

SIR.

I do myself the honour to enclose a statement of the claims of the provincial Government on the Imperial Treasury on account of the expenses attending the immigration into this province in the year 1847, &c.; also the acknowledgment of Deputy Commissary-General Robinson, that all sums due by the provincial Government to the commissariat chest have been paid, which I am directed to request that you would be pleased to submit for the consideration of his Excellency the Administrator of the Government in Council.

I have, &amp;c.

(Signed)

JOS. CARY,

Deputy Inspector-General.

The Hon. A. N. Morin,  
Provincial Secretary.

## Sub-Enclosure 1 in Enclosure 2.

CANADA

STATEMENT of the Claims of the Provincial Government of Canada on the Imperial Treasury on account of the Expenses attending the Immigration from the United Kingdom into that Province in the year 1847; as well as for subsequent Annual Parliamentary Grants in aid of the Expenses of Agencies in superintending Immigration within the Province.

Sub.-Encl. 1 in  
No. 2.

Referring to the correspondence of his Excellency the Governor-General with the Colonial Secretary, the Lords Commissioners of the Treasury, &c., particularly to the letter from C. E. Trevelyan, Esq., Secretary to the Treasury, bearing date 24th June 1848, addressed to H. Merivale, Esq., of the Colonial Office, in which the acknowledged balance due to the province on the expenses of the immigration of 1847 is therein stated as being in currency - - - £11,697 16 6

And the amount of the annual parliamentary grant of 1,500*l.* sterling, alluded to in Earl Grey's letter to the Governor-General of the 14th April 1848, in aid of the expenses of emigration to Canada for six years, from 31st March 1847 to 31st March 1853, 9,000*l.* sterling, or currency - - - 10,950 0 0

Total claimed, currency - - - £22,647 16 6

The debt due by the province to the commissariat chest on all accounts, as noticed in Mr. Trevelyan's letter, being now fully paid and satisfied, and all instalments due for interest on provincial debentures, or on account of the sinking fund for the present year inclusive, being remitted, it is humbly submitted that the objections that have existed to payment of these claims are thus removed.

Inspector-General's Office, Quebec,  
August 20, 1853.

(Signed) JOS. CARY,  
Deputy Inspector-General.

EXTRACT from a letter from C. E. Trevelyan, Esq., Secretary to the Lords Commissioners of the Treasury, dated 24th June 1848, addressed to H. Merivale, Esq., of the Colonial Office.

Referring to a further payment then being made of 30,000*l.* sterling, I am further to state that this payment, in addition to those to the Bank of England, and to Messrs. Glynn and Co., amounting together to 28,542*l.* 13*s.* 4*d.*, of which Lord Grey is already apprised by the letters from this department to March 31st, above mentioned, and of 4th and 17th ult., reduce the balance of 82,924*l.* 14*s.* 8*d.* currency, to which the Inspector-General has adverted, to 11,697*l.* 16*s.* 6*d.* currency, and as a considerable debt remains due from the Canadian Government to the commissariat chest, on other accounts, my Lords have to suggest that the Governor-General should be apprised that no further issues in respect of the above balance can be made for the service of the province in this country, and that the attention of the Governor-General should be called to the necessity for providing for the future instalments of interest on the provincial debentures without reliance on such issues.

EXTRACT from a letter from Earl Grey to his Excellency the Governor-General of Canada, dated April 14, 1848.

We are therefore prepared to recommend that Parliament should make provision for the expense which has been incurred, so as to relieve the province entirely from any charge on account of the peculiar misfortunes of 1847, with the understanding that all expenditure henceforward will be borne by the province, except an annual grant of 1,500*l.*, also referring to the Inspector-General's suggestion relative to opening roads for settlement.

## Enclosure 3 in No. 2.

CERTIFIED that all sums due by the Provincial Government to the commissariat chest, as by statements rendered, dated January 10, and April 21, 1853, have been paid, which include all sums paid on account of the Provincial Government by the commissariat to March 31, 1853, with the exception of certain expenses on account of the transport of the detachment of the 20th Regiment, sent in aid of the civil power in March 1853, proceeding from Longueuil to Sherbrooke and return, and the line of sleighs from Sherbrooke, Coaticooke and return, not yet rendered.

Encl. 3 in No. 2.

£2,032 7*s.* 5*d.*  
sterling.£144 5*s.* 11*d.* ditto.

Commissariat, Canada,  
Montreal, August 23, 1853.

W. H. ROBINSON,  
D. C. G.



CANADA.

No. 3.

No. 3.

COPY of a DESPATCH from Lieutenant-General ROWAN to the  
Duke of NEWCASTLE.

(No. 2.)

Government House, Quebec, January 13, 1854.

MY LORD DUKE,

(Received January 31, 1854.)

I HAVE the honour to transmit herewith the emigrant Agents "Abstract Quarterly Return" of emigrants arrived, and of the prices of provisions, clothing, and wages for the period embraced between the 1st of July and the close of the navigation.

I have, &amp;c.

(Signed) W. ROWAN,  
Lieutenant-General.His Grace the Duke of Newcastle,  
&c. &c. &c.

Encl. 1 in No. 3.

Enclosure 1 in No. 3.

## No. 1. ABSTRACT. QUARTERLY RETURN.

## EMIGRANTS.

Months composing the Quarter.	Number of Vessels arrived.	Number of Deaths on board or in Quarantine.	Number of Births on board or in Quarantine.	Gross Number of Emigrants arrived.	Number of Adults.		Number of Agricultural Labourers.
					Male.	Female.	
August, September, October, and November.	158	85 at Sea ; 15 Quarantine.	11	13,700	4,351	4,239	1,404 Farmers ; 2,530 Labourers.
	158	100	11	13,700	4,351	4,239	3,934

(continued.)

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.	Female.		Parochial Funds.	Private Funds.			
17	51	517	591	438	Nil.	3,653 Canada East.	£ s. d. 1,787 7 9
17	51	517	591	438	Nil.	3,653	1,787 7 9

£ s. d.  
 Amount paid for Transport . - 1,717 4 0  
 „ „ Provisions - „ 70 3 9  


---

 £ 1,787 7 9

December 1853.

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

No. 2.

QUARTERLY RETURN.

RETURN showing the AVERAGE RETAIL PRICES of PROVISIONS and CLOTHING in the Colony of CANADA EAST, in the Quarter ended November 1853.

ARTICLES.	Quantity.	Average Pices (in Sterling).
		£ s. d.
Bread	per 6 lb. loaf	0 0 11
Butter	„ lb.	0 0 8
Beef, Mutton, Veal, and Pork	„ „	0 0 4
Coals	„ ton	
Candles	„ lb.	0 0 10
Cheese	„ „	0 0 8
Coffee, Ground	„ „	0 0 10
Eggs	„ dozen	0 0 10
Flour, Fine	„ barrel	1 10 0
Fish, Dry, Cod,	„ cwt.	0 17 0
Do. Green	„ „	0 12 6
Firewood	„ cord	0 15 0
Herrings	„ barrel	1 0 0
Milk	„ quart	0 0 4
Oatmeal	„ cwt	0 15 6
Pepper	„ lb.	0 0 10
Potatoes	„ bushel	0 2 2
Rice	„ lb.	0 0 3
Soap, Yellow	„ „	0 0 3
Sugar, Brown	„ „	0 0 4
Salt	„ bushel	0 1 4
Tea, Black	„ lb.	0 2 2
CLOTHING.		
Shirts, Cotton	each	0 3 0
Shirts, Flannel	„	0 6 0
Blankets, Common	per pair	0 10 0
Flannel, for Drawers or Women's Petticoats	„ yard	0 1 8
Cloth, Broad, for Coat or Trousers	„ „	0 10 0
Shoes, Strong, for Men	„ pair	0 6 3
Boots, do. do.	„ „	0 10 0
Shoes, do. for Women	„ „	0 4 6
Boots, do. do.	„ „	0 7 6

A. C. BUCHANAN,  
Chief Agent.

No. 3.

## QUARTERLY RETURN.

## WAGES.

RETURN showing the AVERAGE WAGES of MECHANICS and others in CANADA EAST, for the three Months ended November 1853.

Trade or calling.	Average Wages per Diem, without Board and Lodging (in Sterling).		Average Wages per Diem with Board and Lodging (in Sterling).		Average Wages per Annum with Board and Lodging (in Sterling).		Highest and Lowest Rates per Diem without Board or Lodging (in Sterling).					
							Highest.			Lowest.		
	s.	d.					£	s.	d.	£	s.	d.
Bread and Biscuit Bakers,	4	0	-	-	-	-	0	4	6	0	3	6
Butchers - - -	4	0	-	-	-	-	0	4	6	0	3	6
Bricklayers - - -	6	0	-	-	-	-	0	8	6	0	5	6
Brickmakers - - -	5	0	-	-	-	-	0	6	3	0	4	0
Blacksmiths - - -	5	0	-	-	-	-	0	6	3	0	4	0
Curriers - - -	4	6	-	-	-	-	0	5	0	0	4	0
Carpenters and Joiners -	5	0	-	-	-	-	0	6	3	0	4	6
Cabinet-makers - - -	5	0	-	-	-	-	0	6	3	0	4	6
Coopers - - -	4	6	-	-	-	-	0	6	0	0	4	0
Carters with horse and cart	7	6	-	-	-	-	0	9	6	0	6	0
Cooks, women - - -	Engaged by the month		-	-	-	-	1	0	0	0	17	6
Dairy women - - -	Ditto		-	-	-	-	0	15	0	0	12	6
Domestic servants, female,	Ditto		-	-	-	-	0	10	0	0	9	0
Dress-makers and milliners	Ditto		-	-	-	-	0	17	6	0	12	6
Farm labourers - - -	Ditto		-	-	-	-	2	10	0	1	15	0
Gardeners - - -	Ditto		-	-	-	-	4	0	0	3	10	0
Grooms - - -	Ditto		-	-	-	-	3	0	0	2	10	0
Millwrights - - -	Ditto		-	-	-	-	2	10	0	1	15	0
Millers - - -	Ditto		-	-	-	-	2	5	0	1	10	0
Painters, per day - - -	6	0	-	-	-	-	0	7	6	0	4	6
Plasterers - - -	6	0	-	-	-	-	0	7	0	0	4	0
Plumbers and glaziers - -	6	0	-	-	-	-	0	7	6	0	5	0
Printers and bookbinders -	Engaged by the month		-	-	-	-	6	0	0	5	10	0
Quarrymen, per day - - -	5	0	-	-	-	-	0	6	3	0	4	6
Ropemakers - - -	4	6	-	-	-	-	0	5	6	0	3	9
Sailmakers - - -	5	6	-	-	-	-	0	6	3	0	5	0
Sawyers - - -	6	0	-	-	-	-	0	7	6	0	5	6
Shipwrights and boat-builders	6	0	-	-	-	-	0	7	6	0	5	6
Shoemakers - - -	4	6	-	-	-	-	0	6	3	0	4	0
Slaters and shinglers - -	4	6	-	-	-	-	0	6	0	0	4	0
Stonemasons - - -		6	-	-	-	-	0	8	6	0	6	3
Stonecutters - - -	6	0	-	-	-	-	0	7	6	0	5	6
Tailors - - -	4	0	-	-	-	-	0	4	6	0	3	9
Tanners - - -	4	6	-	-	-	-	0	5	6	0	3	9
Tin-smiths, braziers, &c, -	5	0	-	-	-	-	0	6	3	0	4	6
Wheelwrights - - -	4	0	Few employed		-	-	0	5	0	0	3	9
Whitesmiths - - -	5	0	-	-	-	-	0	7	0	0	4	9
Charge for board and lodging for mechanics and labourers, per week - -	12	6	-	-	-	-	0	15	0	0	10	0

And found.

A. C. BUCHANAN,  
Chief Agent.

No. 4.

1st.—What sums have been placed at your disposal during the past quarter for the relief of emigrants?

1,877*l.* 4*s.* 4*d.*, to meet the expenses of the Emigration Department from the 30th June to the 1st October.

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

Mechanics of all descriptions, labourers, and servants.

3d.—Would the rate of emigration of the last quarter satisfy the existing demand for labour?

The emigrants arrived during the past quarter all found immediate employment on landing, and a scarcity of labour was experienced on the public works until the winter put a check to our out-door labour in this section of the province. In Western Canada there has been little or no cessation of labour, and all disposed can find employment at a small reduction on the summer rate of wages.

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

I fully anticipate that during the ensuing season of 1854 the demand for labour and the rate of remuneration will equal, if not exceed, that of 1853. Several additional lines of railroads are being put under contract in this section of the province, which will require a large amount both of skilled and unskilled labour.

(Signed) A. C. BUCHANAN,  
Chief Emigration Agent for Canada.

Emigration Department, Quebec,  
December 1853.

CANADA.  
Encl. 2 in No. 3.

Enclosure 2 in No. 3.

No. 1.

QUARTERLY RETURN.

PRICES.

RETURN showing the AVERAGE RETAIL PRICES of PROVISIONS and CLOTHING in the Colony of UPPER CANADA, in the Quarter ended 30th September 1853.

ARTICLES.	Quantity.	Average Prices (in Sterling).		
		£	s.	d.
Bread	per 4 lb. loaf	0	0	6
Butter	„ lb.	0	1	0
Beef, Mutton, Veal, and Pork	„ „	0	0	3½
Coals	„ ton	1	10	0
Candles	„ lb.	0	0	8
Cheese	„ „	0	0	6
Coffee, ground	„ „	0	0	9
Eggs	„ dozen	0	0	9
Flour, fine	„ barrel	1	5	0
Fish, dry Cod	„ cwt.	1	0	0
Do. green	„ „	0	0	0
Firewood	„ cord	0	16	6
Herrings	„ barrel	0	12	6
Milk	„ quart	0	0	2½
Oatmeal	„ cwt.	0	16	3
Pepper	„ lb.	0	0	6
Potatoes	„ bushel	0	2	6
Rice	„ lb.	0	0	3
Soap, Yellow	„ „	0	0	3
Sugar, Brown	„ „	0	0	4½
Salt	„ bushel	0	3	0
Tea, Black	„ lb.	0	3	0
CLOTHING.				
Shirts, Cotton	each	0	2	3
Shirts, Flannel	„	2s. 6d. to 4s.		
Blankets, Common	per pair	12s. 6d. to 15s.		
Flannel, for Drawers or Women's Petticoats	„ yard	1s. to 2s.		
Cloth, Broad, for Coat or Trousers	„ „	5s. to 15s.		
Shoes, Strong, for Men	„ pair	7s. 6d. to 12s. 6d.		
Boots, do. do.	„ „	10s. to 15s.		
Shoes, do. Women	„ „	5s. to 7s. 6d.		
Boots, do. do.	„ „	7s. 6d. to 10s.		

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

No. 2.

QUARTERLY RETURN.

WAGES.

RETURN of the AVERAGE WAGES of MECHANICS and others in UPPER CANADA, for the Three Months ended 30th September 1853.

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. 5 0	s. d. 3 9	£ s. d. 32 10 0		
Butchers -	4 0	3 3	30 0 0		
Bricklayers -	4 6	4 0			
Brickmakers -	4 0	3 9			
Blacksmiths -	6 3	5 0			
Curriers -	5 0	3 9			
Carpenters and joiners -	6 3	5 0			
Cabinet-makers -	6 3	5 0			
Coopers -	5 0	3 9			
Carters, horse and cart -	10s. per day				
Cooks, women -	-	-	12 10 0		
Dairy women -	2 6	2 0			
Domestic servants, female -	2 6	2 0	12s. to 20s. per month		
Dressmakers and milliners -	2 6	3 0			
Farm labourers -	4 6	4 0			
Gardeners -	4 0	3s. only in summer			
Grooms -	-	-	20 0 0		
Millwrights -	7 6	6 3			
Millers -	5 6	4 0			
Painters -	6 3	5 0			
Plasterers -	6 3	5 0			
Plumbers and glaziers -	5 0	3 9			
Printers and bookbinders -	5 0	3 9			
Quarrymen -	5 0	4 0			
Ropemakers -	No employment				
Sailmakers -	4 0	3 9			
Sawyers -	5 0	3s. 9d. per 100 feet			
Shipwrights & boat builders -	6 3	5 0			
Shoemakers -	5 0	3 9			
Slaters and shinglers -	6 3	5 0			
Stonemasons -	6 3	5 0			
Stonecutters -	6 3	5 0			
Tailors -	5 0	3s. 9d. by lot generally			
Tanners -	4 0	3 6			
Tin-smiths, braziers, &c. -	4 0	3 9			
Wheelwrights -	6 3	5 0			
Whitesmiths -	5 0	3 0			
Charge for board and lodging for mechanics and labourers, per week -	12s 6d. to 15s.				

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

## CANADA.

## No. 3.

- 1st.—What funds have been placed at your disposal during the past quarter for the relief of emigrants? 201*l.* 2*s.* 11*d.*; viz., 192*l.* 17*s.* 8*d.* expended in transport, and 68*l.* 5*s.* 3*d.*, in provisions during the year 1853.
- 2d.—State the description of labour which is in request in the colony? Mechanics of almost every description, such as masons, bricklayers, blacksmiths, tailors, shoemakers, cabinet-makers, and wheelwrights, are sure of constant employment and good wages. Agricultural servants are also much wanted, and common labourers have been paid a dollar per day during the summer.
- 3d.—Would the rate of emigration of the last quarter satisfy the existing demand for labour? A much greater number could obtain employment, and as additional public works are to commence in the spring, the demand for labour is sure to be greater in 1854 than it has in any previous year; and the general opinion is, that the present rate of wages will be fully sustained.
- 4th.—State any particulars relative to emigration, the demand for labour, and the means of remunerating it, which you think may be useful? The season, up to this period, has been very healthy. I know of no better market for labour of all kinds, nor any better means of remunerating it, than that which is furnished by the present outlay on public and private undertakings.

Emigrant Office, Toronto,  
December 19, 1853.

(Signed) A. B. HAWKE,  
Chief Emigrant Agent for Upper Canada.

## No. 4.

## No. 4.

COPY of a DESPATCH from Lieutenant-General ROWAN, administering the Government of Canada, to the Duke of NEWCASTLE.

(No. 8.)

Government House, Quebec, February 10, 1854.

MY LORD DUKE,

(Received February 27, 1854.)

I HAVE the honour to enclose herewith the Report of the Chief Agent of Emigration to Canada, for the year 1853.

Dec. 31, 1853,  
Report and  
Appendix.

His Grace the Duke of Newcastle,  
&c. &c. &c.

I have, &c.  
(Signed) WM. ROWAN,  
Lieut.-General.

Encl. in No. 4.

Enclosure in No. 4.

Office of Her Majesty's Chief Agent for the Superintendence of Emigration to Canada.  
Quebec, December 31, 1853.

SIR,

I HAVE the honour to submit to your Excellency, for the information of Her Majesty's Government, my annual report of the emigration into this colony during the season of 1853, accompanied by the usual statistical tables.

Table No. 1.

A synopsis of the season of emigration will be found in the Appendix. On reference to this table it will be seen that the total number that left Europe was 35,675 steerage and 710 cabin passengers.

There were born on the passage 58, forming a total of 36,443.

The deaths were at sea 208, and in quarantine 32, making the total mortality 240, and leaving 36,203 as the number of emigrants landed in this province from the United Kingdom and the continent of Europe. To this amount must be added 496 persons from the lower provinces; making the total number of persons landed at this port 36,699. This number, when compared with the emigration of 1852, shows a decrease of 2,477, equal to 6½ per cent. in this year's emigration.

The following is a comparative statement of the emigration of the last two years :—

CANADA.

	1852.	1853.
From England	9,276	9,585
„ Ireland	15,983	14,417
„ Scotland	5,477	4,745
„ Germany	5,159	2,400
„ Norway	2,197	5,056
„ Lower ports	1,184	496
	<u>39,176</u>	<u>36,699</u>

This statement shows that from England and Norway there has been an increase in the number of arrivals of 309 persons on the former and of 2,859 on the latter, or considerably more than double the number from that country during the season of 1852.

From the other countries there is a decrease in the number of emigrants, as follows : from Ireland, of 1,566 ; from Scotland, 732 ; from Germany, 2,759 ; and from the lower ports, of 688.

The emigration from the port of Liverpool may with propriety, as in former years, be classed under the head of Ireland ; and on reference to the passenger lists of the vessels from that port, it will appear the number embarked are natives of—

England	663
Ireland	4,555
Scotland	168
Germany	735
Holland	32
Norway	67
Sweden	96
Canada	4
	<u>6,320</u>

The emigration from Europe may therefore be classed as follows, viz. :—

Natives of England	3,928
„ Ireland	18,972
„ Scotland	4,913
„ Germany	3,135
„ Norway	5,123
„ Holland	32
„ Sweden	96
„ Canada	4
	<u>36,203</u>

On a further reference to this return, it will appear that the number of vessels engaged in the passenger trade from Europe was 324, measuring 155,673 tons, and navigated by 5,601 seamen.

Of this number 47 were foreign vessels, 16,686 tons, 641 men ; 37 of which came from continental ports, and 10 from the United Kingdom.

Of the whole number of passenger ships, 16 brought exclusively cabin passengers, 110 had not a sufficient number to bring them within the Passenger Act, 56 had less than 100 passengers, 77 under 200, 38 under 300, 15 under 400, 11 under 500, and but one vessel had over 500 passengers, viz., the “Blanche” from Liverpool ; 38 of these vessels made two voyages during the season.

The adult passengers on board the whole number of passenger vessels, 324, were 29,628 ; while these vessels, under the Passenger Act, would have been permitted to carry 72,235, exclusive of their crews. The 131 vessels from England might have legally carried 25,866 adults, passengers, more than the number embarked. The 86 from Ireland, 4,415 ; the 65 from Scotland, 11,701 ; the 28 from Norwegian ports had their full complement to within 596 ; while on board the 14 vessels from Hamburg and Bremen, there were 33 over their legal number, computed according to the Imperial Act.

There has been no law in force in this province regulating the number of passengers on board of foreign vessels, but provision has been made in the Provincial Act, imposing the same regulations on foreign vessels arriving at Quebec as are prescribed in the Imperial Passenger Act which came into force on the 1st day of October 1853.

The average length of passages during the past season shows a considerable increase on that of the season of 1852.

The average number of days from England was 48½, from Ireland 47½, from Scotland 44, from Hamburg and Bremen 51½, and from Norway 55½. The average from the whole was 48 days against 39, the average during the season of 1852.



## CANADA.

Excess of females  
from Ireland.

On a further reference being had to this table, it will appear that in the last season the emigration of females from Ireland has preponderated in a remarkable degree over that of males,—being 1,106 female adults more than males, or about 18½ per cent.

This increase of females has, it is very evident, originated from the Poor Unions, coupled with the pecuniary means afforded to other females for joining their husbands, brothers, or male friends already established in the province, and thereby offering the best evidence of their prosperity, and of the improvement of the condition of the emigrants.

A return of the ships and passengers arrived from each port and country, with the deaths on the passage and in quarantine, will be found in table No. 2 in the Appendix.

Table No. 2.

The whole number of deaths among 3,029 passengers from England (excluding the port of Liverpool) was but 4 persons; while among 6,651 persons who sailed from Liverpool, the deaths were 115, equal to 1.72 per cent.

From Ireland, the deaths among 14,452 were 43, or equal to 0.29 per cent. Among 4,754 from Scotland, 17, equal to 0.35; and among 7,499 from continental ports, 61, equal to 0.81 per cent.

It will be observed that the largest mortality from any port was Liverpool; it may, however, be remarked that the number was greatly increased by the arrival of the ship "Fingal" on the 22d of October, on board of which vessel, out of 306 passengers, 34 died on the passage, being equal to 11.11 per cent.

Table No. 3.

Table No. 3 presents the usual General Hospital return, showing the number of emigrant patients admitted for medical relief, with the results at the quarantine establishment, up to its close.

At the Marine and Emigrant Hospital at Quebec to the 1st December, and at the General Hospital at Montreal for the same period, from which it appears that the total number of cases under treatment during the season, in Canada East, was 929, and the total deaths 88.

The mortality, when compared with the year 1852, shows a small increase of 21 persons, viz., 14 at Grosse Isle, 3 at the Marine Hospital, Quebec, and 4 at the General Hospital, Montreal.

The general health of the emigration of the past season may be considered satisfactory. The whole mortality during the passage and at the quarantine station was but 0.65 per cent. on each 100 persons embarked; and, including the cases admitted to the Marine and Emigrant Hospital in this city, and the General Hospital, Montreal, the whole mortality was but 0.81 per cent.

It may not be out of place to remark that the small increase of mortality over that of last year, cannot but in a great measure, if not entirely, be attributed to the unusually protracted passages to which several passenger vessels have been subjected, and thereby necessitating the consumption of alimentary stock and such other comforts as are generally provided for the average period of passage.

Table No. 4.

Table No. 4 contains a return of the adult male emigration, distinguishing the trades and callings as specified in the several passenger lists. The total number of males embarked was 12,421. Of these there appear to have been 1,558 artisans or tradesmen, which is an increase of 1,027 persons of this class over that of last year; farmers and farm servants, 3,974; servants, 146; clerks, 74; and unskilled labourers, 6,667.

Table No. 5.

Table No. 5, shows the amount of emigration landed in the province from the year 1829 inclusively. The total number landed at the port of Quebec since that period has been 772,400, affording an average of 30,896 per year, for 25 years past.

I regret to have to report the total loss of 4 vessels bound to this port during the past season with emigrants on board, and which in one case has been attended with a most melancholy loss of life.

The first vessel was the "Argyle," from Newport, with a cargo of railroad iron. This vessel had fortunately on board but 3 passengers and a crew of 22 men. She foundered at sea on the 20th July, when 8 of the crew were drowned, and 6 afterwards died in the boats from starvation and exposure; one of whom, a young man, was a passenger. The other two (females) reached Newfoundland, and were forwarded to this port by a schooner.

The second vessel was the "Charles Clarke," from Hamburg, having on board 113 passengers. She was wrecked at Trespasse Bay, Newfoundland, on the 27th July; 5 of the passengers were drowned in the act of reaching the shore; the remainder succeeded in reaching St. John's, where they were assisted, and also provided with a passage to this port.

(See Weekly Report, 31st August.)

The third vessel was the "Douglas," from Leith, with 10 passengers. She took fire at sea on the 11th September, and next day was run ashore at Cape Ray. The passengers were all saved, and reached this port by a schooner on the 10th October.

The fourth vessel, the "Annie Jane," from Liverpool, was lost on the 28th September, on the island of Barra, where, out of 334 steerage passengers, only 61 were saved. It is stated that, including crew and cabin passengers, 400 persons were on board of this unfortunate ship, out of which number it has been ascertained that only 102 persons, through great personal exertions, were enabled to save their lives.

This vessel sailed first from Liverpool on the 24th August, with 469 steerage passengers, but having been obliged to put back leaky, about 130 of the passengers left her, and she sailed the second time on the 9th September with the above number. This unfortunate ship was almost altogether loaded with railroad iron, and to the nature of her cargo may in a great measure be attributed the melancholy loss of life.

I have found on board of several of the emigrant vessels during the past season, which had iron as the chief part of their cargo, invariably more or less complaints among the passengers. This may be accounted for by the nature of the freight causing the ship to labour more in heavy weather, and thereby straining so much that the decks and topsides become leaky, and thus very naturally producing dissatisfaction, and adding greatly to the discomfort of the passengers.

It may be deemed highly necessary and important to impose some regulations on this point; so that vessels conveying passengers should not be permitted to carry over a certain proportion of her cargo of dead weight.

Owing to the prevalence of westerly winds and stormy weather during the months of September and October, several emigrant vessels bound for this port failed to reach their destination, and were obliged to bear up for ports in New Brunswick and the United States. The ship "Huron," from Limerick, with 250 passengers, put into Boston. The "Jenny Johnston," from Tralee, with 153 passengers, succeeded, after being blown twice out of the gulf, in reaching St. Andrew's. Captain Attridge forwarded all such passengers as were destined for Canada to Montreal via Portland, United States. The "Albion," from Youghal, with 16 passengers, having found that she could not reach this port, proceeded to St. John's, New Brunswick, and the captain forwarded his passengers from thence to Montreal by the same route.

The "Perseverance," from Dublin, with 141 passengers, is reported as having put back and reaching Cork short of provisions, after being seventy-one days out.

Table No. 6 furnishes a statement of the number of persons who have received assistance either from their landlords or from parish funds, in aid of their emigration, showing the sums received on landing, by whom remitted, and through whom paid.

Table No. 6.  
Pauper emigration.

From this return it will be seen that 1,480 persons received landing money on arrival at this port, amounting to 1,218*l.* 8*s.* 6*d.* sterling, 798*l.* 8*s.* 6*d.* of which was paid through this department, and 420*l.* by the masters, or through the agents in this city, and 624 appear to have received a free passage only.

The number from England sent was 76, to whom was paid the sum of 53*l.* on landing, and 46 persons were provided with a free passage:

From England.

From Scotland the number assisted was 351, 332 of whom were Highlanders from the Glengary estate in Inverness-shire. They received a free passage as far as Montreal; they were a fine body of settlers. Their landlord, in addition to giving them a free passage, remitted all their arrears of rent, which I am given to understand was very considerable, and allowed them to realize their stock, and moreover assisted them in bedding, clothes, &c. for the voyage, and each also received ten pounds of oatmeal on leaving the vessel in Quebec. The remaining 19 persons were from Colonsa, in Argyleshire.

From Scotland.

The number aided in the emigration from Ireland was 1,600 souls, 1,404 of whom were sent out by the unions, and received 1,165*l.* 8*s.* 6*d.* sterling on landing here. 2792*l.* 8*s.* 6*d.* was paid among 864 persons through this department, and 373*l.* paid by the masters or through agents among 540 persons, and 196 persons received a free passage to this port. Of this number 54 were from the unions of Carrickmacross and Tralee, and 142 were sent out by the landlords. Of those sent out by the unions, 1,464, the great majority were single females, and on a reference to the returns I find them classed as follows:—

From Ireland.

Male adults	-	-	-	109
Female	-	-	-	1,172
Children	-	-	-	183
				1,464
				1,464

These parties, with a few exceptions, were orderly and well conducted, and I have great satisfaction in bearing testimony to their correct demeanour. They at once proceeded up the country, the great majority for employment, and others to join relations in the United States. All those who went to the western section of the province were seldom more than a few hours unemployed after their landing, and I have received repeated applications from almost every section of the province, complaining of the scarcity of female servants; and there is not the least doubt but that several thousands of this class could be absorbed annually in this province. It is, indeed, much to be regretted, where the field is so extensive, and the means of access so easy, that parties most interested do not see the benefit which would result in shipping off their numerous poor, and thereby effectually relieving the unions, and removing the present useless portion of their population from idleness to a sphere of usefulness, and furthermore not only benefit themselves, but greatly add to the wealth and prosperity of the country of their adoption.

Of the foreign emigrants, it appears one family of 12 persons by the "Washington" from Hamburg were sent out by the parish of Lichtentunan, in Bavaria. They were provided

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with a passage to this port, and proceeded to relations at Rochester. Also on board the "Charles Chaloner," from Liverpool, there were 18 persons sent out by the town of Leitzenburg, in Holstein; they were forwarded via Liverpool, and landed here without means. They were assisted up the country.

## Passenger Act.

The Passenger Act has been found to afford all necessary protection to the emigrant. Some few complaints were made during the past season; the only case in which legal proceedings were instituted was against the master of the ship "Blanche," from Liverpool, which resulted in conviction. In the other cases compensation was made to the satisfaction of the parties complaining (as stated in Weekly Report No. 4, which will be seen on reference to page 24 of the Appendix).

## Provincial Act.

Under the Provincial Act bonds were required from the master of the ship "Urania," from Cork, for two female passengers who lost their eyesight from an attack of ophthalmia. These parties were sent out from the Cork union, and appear to have been suffering from this disease when they embarked. The captain having declined to enter into the bond required by the twelfth clause of the Act, he took the parties back to their union.

## Lunatics.

Two emigrants of the past season who apparently landed in this colony in good health, have become lunatics, and are now confined in the Beauport Asylum. Their names are William Linahan, aged twenty-one years, and Mary Devine, aged twenty; the former arrived by the ship "Sultan" from Cork on the 21st June, and was sent to the Marine and Emigrant Hospital on the 26th September, and removed to the Lunatic Asylum on the 7th November.

Mary Devine came out in the ship "Tottenham" from Cork; arrived here on the 10th September, was sent to hospital on the 3d, and transferred to the asylum on the 10th December.

From a recent report of the medical officers of this institution, hopes are entertained of their speedy restoration, particularly in the case of Mary Devine, who, being pregnant, offers after delivery every probability of mental health.

## Expenditure.

The expenditure of the Emigration Department, including the Quarantine Establishment and the charges connected with the care of the sick, amounts to 9,551*l.* 3*s.* 10*d.* Of this sum there was disbursed for the expenses of the Quarantine Establishment 2,858*l.* 3*s.* 6*d.*, as follows:—

	£	s.	d.	£	s.	d.
Pay of Quarantine Establishment - - -	1,412	14	3			
Supplies to hospital - - - - -	144	5	7			
Washing - - - - -	36	7	0			
Cartage - - - - -	45	12	6			
Firewood - - - - -	62	4	0			
Stores, boat, &c. - - - - -	30	10	0			
Provisions to healthy division - - -	51	5	9			
Allowance to Captain Black, ship "Fingal"	82	0	0			
Steamboat service during the season -	587	10	0			
Sundries, stationery, advertising, printing, &c. - - - - -	37	11	6			
				2,490	0	7
Amount expended under the authority of the Board of Works, repairs to hospital build- ings, whitewashing, &c. - - - - -	324	12	1			
Allowance to Roman Catholic and Pro- testant missionary for keep of horse, &c., 2 <i>l.</i> 15 <i>s.</i> 5 <i>d.</i> each - - - - -	43	10	10			
				368	2	11
Total expenditure of the Quarantine Establishment - -				2,858	3	6
Six months' salary of inspecting physician for the port of Quebec, during the season of navigation - - -				311	18	10
Amount of expenditure incurred for the medical cure and treatment of emigrants admitted into the Marine and Emigration Hospital during the year ending 31st De- cember - - - - -				584	8	9
The balance was disbursed for emigration purposes through the agents of this department, as follows:—						
For the direct relief and assistance of emigrants - - - - -	4,328	0	9			
For agencies - - - - -	1,468	17	0			
				5,796	17	9
Total - - - - -				9,551	3	10

The expenditure of this Department has been as follows:—

Quebec Agency,—					
For transport	-	-	2,379	8	3
„ provisions	-	-	71	13	3
„ other relief	-	-	39	8	6
„ agencies	-	-	432	11	2
			<hr/>		
			2,923	1	2
Montreal agency,—					
For transport	-	-	1,551	17	6
„ provisions	-	-	84	10	4
„ agencies, &c.	-	-	335	15	5
			<hr/>		
			1,972	3	3
Toronto agency,—					
For transport	-	-	132	17	8
„ provisions	-	-	68	5	3
„ agency, &c.	-	-	700	10	5
			<hr/>		
			901	13	4
			<hr/>		
			£5,796	17	9
			<hr/> <hr/>		

The number of persons assisted at the Quebec agency was 6,617 souls, equal to 4,698 adults, at an average cost of 10s. 3½d. per adult, viz. :—

Forwarded to Montreal	-	-	2,368	adults, at	2	s. d.	½ each
„ Toronto, Hamilton, and ports on Lake Ontario	-	-	1,069	„	11	11½	„
„ Buffalo, Chicago, Milwunkie, &c.	-	-	965½	„	25	0	„
„ United States, viâ Lake Champlain	-	-	295½	„	19	0	„
			<hr/>				
			4,698				

Assisted at the Montreal agency,—					Average		
For Kingston, Toronto, and ports on the river St. Lawrence and Lake Ontario	-	-	2,052½	at	9	s. d.	1 each.
Bytown, and settlements on the Ottawa river	-	-	229	„	3	11½	„
Eastern townships	-	-	54	„	7	10	„
Buffalo, and ports on Lake Erie	-	-	279½	„	19	7	„
United States, viâ Lake Champlain	-	-	370½	„	14	6½	„
			<hr/>				
			4,358	souls	-	3,985½	

At an average cost of 10s. 4¼d. each adult.

Of this number there were —

Male adults	-	-	458
Female do.	-	-	1,517
Children from 3 to 12 years	-	-	2,021
„ under 3 years	-	-	362
			<hr/>
			4,358

In Western Canada the number of persons requiring relief were comparatively few. The chief agent at Toronto reports having assisted 687 souls, equal to 563 adults, with transport, and 2,928 persons received relief in bread, at an average cost of 4s. 8d. for each adult for transport, and 5¼d. for each person assisted with food.

The extent of assistance afforded at the Quebec agency to the emigrants of each country was as follows:—

		Souls.	Adults.
English	-	178	117
Irish	-	4,997	3,463
Scotch	-	39	27½
Foreign	-	1,403	1,090½
		<hr/>	
		6,617	4,698

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At Montreal the proportion was as follows:—

	Souls.	Adults.
English - - -	32	18½
Irish - - -	3,923	2,690
Scotch - - -	232	155
Foreign - - -	171	122
	<u>4,358</u>	<u>2,985½</u>

The number of cases which were examined and relieved at the several agencies of this department during the past season appear to have been 13,903, at an average cost for transport and provisions of 6s. 2½*d.*

This statement, when compared with that of last year, shows an increase of 1,178 in the number of persons relieved, and 31*l.* 11*s.* 7*d.* in the amount of expenditure.

The total expenditure in the relief of emigrants by this department in —

	£	s.	d.
1852 was - - -	5,477	6	0
1853 „ - - -	5,796	17	9
Increase in 1853 -	<u>319</u>	<u>11</u>	<u>9</u>

A large amount of the expenditure during the past season was caused by the foreign emigration, and principally among the Norwegians.

## Norwegian emigrants.

Of the whole Norwegian emigrants of the past season, numbering 5,061 souls, they proceeded direct to the Western States, with the exception of about 200, who were induced to proceed to Hamilton, where they were guaranteed employment on the railroad in the expectation that they might afterwards be induced to settle in the province. A number were also employed on the Richmond railroad, but left as soon as they had realized sufficient money to carry them west, and I am given to understand that but few of those who went to Western Canada will be likely to remain there. These people (whose general habits to severe industrial employment, added to their inurement to a climate similar to that of Eastern Canada, would render their settlement in the province highly desirable) labour under many disadvantages which attend an entire ignorance of our language, and what indeed is much to be regretted is, that as yet there are so few Norwegians settled in Canada, that with even every incitement to settlement, they find it almost impossible to meet with persons sufficiently conversant with their language to guide or direct them in their views and intentions. Under such circumstances it is very natural that they should be desirous of availing themselves of very extensive settlements, already opened and inhabited in the state of Wisconsin by their own countrymen, and where all these people proceeded; but, as many of them had numerous helpless families, and from their ignorance of the language spoken, incapable of obtaining suitable employments, they were provided with a free passage to Milwaukee.

The Germans have generally succeeded better; a large number of them went to Hamilton to the German settlements, in the district of Waterloo; and it is estimated that fully one half of the German emigration of the past season have become permanent settlers, many of whom were possessed of a considerable amount of capital, and who will, doubtless, prove a valuable addition to the population of that section.

## Assistance to foreign emigrants.

The whole number of foreign emigrants assisted at this and the Montreal Agency was as follows:—

Male adults - - -	364
Females - - -	461
Children under 12 years - - -	510
„ „ 3 years - - -	135
	<u>1,470</u>

Equal to 1,085 adults, at an expenditure of 1,198*l.* 3*s.* 5*d.*, equal to about 22*s.* 1*d.* each adult.

## Orphans.

Two German children became chargeable in this department during the past season; they were deserted by a woman, supposed to be their mother, who came passenger in the ship "Mary Michelson," from Hamburg, in the early part of July. Having placed them in lodgings, and every exertion being made to discover their relations or friends, I, on the close of the navigation, made application and obtained admission for them as orphans into the Protestant Female Orphan Asylum in this city; their names are Bothe, and they are of the age of 5 and 7 years respectively.

The assistance rendered to the emigrants from the United Kingdom were chiefly to the Irish; a large portion of those relieved were women and children, or helpless families; no adult males were assisted unless suffering from recent sickness.

A large proportion of the women and children were proceeding to join their relations in Western Canada, and the several States in the Union; several poor families who

came this route were proceeding to their relations in Missouri, Kentucky, Tennessee, and New Orleans. They chose this route as their means did not permit their taking shipping to New York or New Orleans; and, having landed here destitute, it was found necessary to forward them, which was generally effected within the range of steamboat travel, either to Cleveland on Lake Erie, or Chicago on Lake Michigan.

The number of letters for emigrants received at this agency, with instructions, during the season, was 364, 110 of which contained money or bank orders to the amount of 292*l.* 8*s.* 9*d.* currency.

The Emigrant Fund of 1853 amounts to 9,760*l.* 5*s.* 0*d.*, constituted by the amount of duty levied under the Provincial Acts, and the sum of 1,500*l.* sterling, the Imperial appropriation for payment of agents' salaries. Emigrant fund.

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

At Quebec:

	£	s.	d.
23,741 Adults, at 5 <i>s.</i> - - - -	5,935	5	0
10,260 Children, at 3 <i>s.</i> 9 <i>d.</i> - - - -	1,925	12	6
364 Uncertified, at 7 <i>s.</i> 6 <i>d.</i> - - - -	136	10	0
53     "     at 40 <i>s.</i> - - - -	106	0	0
	8,103	7	6
Less charges for expense of collecting, Custom-house, boat, &c. -	250	0	0

At Montreal:

254 Adults, at 5 <i>s.</i> - - - -	63	10	0
98 Children, at 3 <i>s.</i> 9 <i>d.</i> - - - -	18	7	6
	81	17	6

Net amount of tax received - - - -	7,935	5	0
The Imperial appropriation 1,500 sterling, at par - - - -	1,825	0	0
	£9,760	5	0

The number of shipwrecked passengers which reached this port during the past season was 125, viz.:—86 adults and 39 children, who would otherwise have been liable to a duty of 28*l.* 16*s.* 3*d.*

The whole amount chargeable on the Emigrant Fund during the past season, amounted to 5*s.* 5½*d.* on each emigrant embarked from Europe, exclusive of children under 1 year, and the actual amount of Emigrant Tax received was nearly equal to 4*s.* 8½*d.* The difference is, however, more than covered by the Imperial grant of 1,500*l.* sterling.

The following is offered as an approximate view of the distribution of emigrants of the past season. There exists no date from which a return of this nature may be compiled with accuracy, and, as Mr. Hawke justly remarks, the revolution which has taken place during the last year or two, in the means and facilities of our inland transport, rendered it impossible to keep any account of the arrivals and departure of emigrants at the principal ports in western Canada that could in any way be strictly depended upon.

On referring to my weekly and semi-monthly reports, I find the estimates therein made of the probable destination of the emigrants to be as follow:—

Total emigration landed at Quebec - - - -	36,699
To the United States:	
Emigrants from the United Kingdom - - - -	5,557
Norwegians - - - - -	4,646
Germans - - - - -	1,301
	11,504
Remaining in Canada - - - - -	25,195
Which have been disposed of as follows:—	
Proceeded to Western Canada - - - - -	19,000
"     Bytown and the Ottawa country - - - - -	1,800
Number of persons absorbed into the population of the Montreal district and Eastern townships, and employed on the public works in that district - - - - -	2,000
Ditto in Quebec, and employed on the Quebec and Richmond railroad - - - - -	2,395
	25,195

In addition to the number who have proceeded to Western Canada by the route of the St. Lawrence, that Province annually receives a large accession of valuable settlers via Boston and New York, routes formerly found practicable only during the season of navigation, but now offering every facility to ingress by the establishment of numerous lines of railroads, all conveying to the Canadian frontier.

Mr. Hawke estimates the number received by this route during the past season at from 4,500 to 5,000 souls; this is altogether independent of the railroad labourers, which the extensive public works now in progress have attracted to Upper Canada, and which, owing to the stoppage of nearly all works of this class in the Western States, caused by the

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depression in the money market, have tended greatly to increase during the autumn, so that I estimate the increase to the population of Upper Canada, independent of this class during the past season, at about 25,000 souls.

From a return of the emigrants at the Port of New York it appears that the number at the close of the year was 284,945, being a decrease on that of 1852 of 14,559, over 9,000 of which was on that from the United Kingdom, which number during the past season was 147,928 against 156,983 in 1852; but the greatest proportionate decrease is on the emigration from Norway, which being in 1852, 1,889, fell during the past year to 377. This may in some measure account for the large increase in number received from that country by this route during the past year.

The decrease in the past season's emigration to this continent was fully anticipated from the improved condition of the working classes, more particularly in the United Kingdom; and I find, on comparing the decrease among the arrivals at New York with that to this port, that in the former it was equal to 5 per cent., and by the St. Lawrence to 6½.

I have not been able to ascertain the extent of mortality among the emigration of the past season arriving at New York, as I cannot find that any report of this is ever made public. I observe, from a statement published in a New York paper of the deaths on board 28 emigrant vessels arrived in that port during the month of November, that out of 13,762 passengers, the frightful number of 1,141 is stated to have died on the passage from cholera, equal to 8 per cent., thereby showing a mortality much more severe than that experienced in the emigration to this port during the fatal season of 1847.

The emigration of 1853 has on the whole been satisfactory. They have generally been well clothed and respectable in appearance, and their general health, when the circumstances accompanying long passages are taken into account, may be admitted as satisfactory. I may here again be permitted to revert to the case of the passenger ship "Fingal," in which no less than 34 deaths were reported to have occurred among the emigrants on their passage, including fourteen children. When, however, it is taken into consideration that these unfortunate emigrants had sailed for the second time from Liverpool, the vessel in which they first sailed, the "Joseph Howe," having put into Cork in distress, where she was condemned; that for several weeks from stress of weather they had been reduced to the ship's allowance of food, their own supply having been all expended during the period of their detention; and if, to being weak and ill fed, we have the adjuncts of cold, damp, and stormy weather, it may truly be a matter of surprise that a greater number had not succumbed to disease.

Your Excellency has already been made acquainted with the panic and disquietude which the number of deaths reported to have occurred on board the "Fingal" had excited in the public mind; but the contingency of such a large mortality on board of one single ship, so soon following the accounts of the prevalence of cholera in some of our transatlantic ports, could not, it was reasonable to expect, have operated otherwise; particularly in a country which had already suffered so much by its invasions in 1832, 1834, and 1849.

The judicious measure, however, which was immediately adopted by your Excellency and Council in ordering the vessel to Grosse Isle, for the purpose of quarantine, had the desired effect of at once allaying public anxiety; and soon after, from the report of the Medical Superintendent that no sickness had since manifested itself among the passengers, and that a dietary of fresh provisions and vegetables had completely restored them to their wonted constitutional vigour and health, the citizens became fully assured that nothing prejudicial to the general health could be apprehended from the return of the vessel and the emigrant passengers to this port.

The establishment of the Canada line of steamers has, it may be observed, already been beneficially felt here, by the great increase of cabin passengers from Liverpool during the past season. This field of enterprise, so important to the general interests of the colony, will it is hoped be extended, and amongst other advantages prove the means of diverting and accelerating the tide of trade and travel to its proper and destined course (the St. Lawrence), to obtaining which the energies and resources of our great rival and neighbour have been employed, and not without success; and it is not advancing too much when I observe, that for the emigrant no country offers better guarantees for the successful pursuit of competency and happiness than this.

Its unbounded and, in comparison with the United States, as yet hardly developed resources, the salubrity of its climate, and the liberal character of its institutions are advantages not to be overlooked by transatlantic adventurers, and which, when properly appreciated, cannot but secure a preference over all other destinations.

With reference to the prospect for 1854 I have every reason to anticipate the most satisfactory results. The demand for labour both skilled and unskilled, as well as for farm servants and female domestics, will be very great; and the opinions which I had the honour of expressing in my report of last year, that the colony would offer steady and profitable employment for the labouring classes of the mother country for several years to come, have from the experience of the past year been more than fully confirmed.

The wages of all classes of labour accustomed to railway work, experienced an advance during the early part of the past season, and common labourers received from a dollar to 5s. 6d. per day, platelayers 7s. 6d., masons and bricklayers from 2 dollars to 12s. 6d.

currency per day; and other trades, such as carpenters, painters, and all classes of workers<sup>s</sup> in iron received a proportionate advance on the rates of previous years.

On a reference to Mr. Hawke's Report, it will be seen, that in Western Canada all emigrants disposed to labour have found employment during the winter months at a smaller reduction on the summer rates of wages.

Blessed with so good a soil and climate as Upper Canada possesses, and favoured by the kindness of a gracious Providence with a long and uninterrupted succession of good harvests, there is no country where the labouring man can find more constant employment and remunerative wages in proportion to the expense of living.

The opening of the Great Western Railway from Hamilton to Detroit, which is to take place during the ensuing month, will doubtless have a very beneficial effect on the travel by this route, the more particularly as it will render the St. Lawrence the most direct and expeditious medium for all emigrants desirous of proceeding to the Western States.

The transshipment and detention from Queenstown to Buffalo round the Falls of Niagara will be saved thereby, and all the dangerous navigation of Lake Erie avoided, and, moreover, what is of the highest importance, 100 miles of distance saved.

The distance from Quebec to Chicago by this route will be 1,048 miles, one half of which will be performed in comfortable steamers, and the remainder by railroad. Actual time of travel about 70 hours.

In forming any estimate of the amount of capital brought into the province by the emigrants of this past year, we have no reliable data, and therefore no means exist by which it could be ascertained with any correctness. The great body of the emigrants are doubtless of the labouring class, and possess little beyond their physical energies. But I am aware that a number of intelligent settlers, who have brought out a considerable amount of capital with them, have settled in Western Canada.

Several importations of valuable stock have taken place during the past season, by gentlemen in Upper Canada, which is a favourable indication of the wealth and progress of the country.

Should the present unsettled state of Europe continue, and result, as it is much to be feared, in a general war, this continent will doubtless receive a large accession of the better classes of emigrants, more particularly from the continent; and, now that Canada has become better known, and that correct conception of its advantages and capabilities are also more extensively diffused, it cannot but greatly benefit by the present unsettled aspect of affairs in Europe.

I have thus endeavoured, in a brief and I hope explicit manner, to bring before your Excellency a review of the past season's transactions of this department.

All which I respectfully submit to your Excellency's favourable consideration.

I have, &c.

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

Emigrant Office,

Toronto, 17th December, 1853.

MY DEAR SIR,

I BEG to acknowledge the receipt of your letter of the 10th instant.

The revolution which has taken place during the last year or two in the forwarding business, renders it impossible to keep any account of the arrival and departure of emigrants at this or any other of the principal ports in Upper Canada that could be depended upon. Formerly the Royal Mail line of steamers conveyed nine-tenths of the emigrants, and, as they were regular in their periods of arrival and departure, we could obtain correct returns; but now it is impossible, as the business is done by such a multitude of American and British steamers and propellers, many of which do not touch either at Kingston or Toronto, but proceed direct from Prescott, Ogensburg, to Niagara, Hamilton, or Lewiston, and arrive and depart at all hours both night and day.

At this office we have granted, during the year 1853, 563 full passages, and as two children count as one passenger, we may assume that the number of persons forwarded at the expense of this department amounts to 687. Bread is the only food distributed, and as we have given away 2,196 loaves, and as each adult generally gets one loaf, and children under age half that quantity, the total number receiving such relief to this date may be estimated at 2,928.

The number of emigrants during the season who came to Upper Canada, via the St. Lawrence, it appears to me can be best ascertained at Quebec or Montreal, as they do not begin to branch off until after they leave these ports. As to the number who proceeded from Upper Canada to the United States, it is more than balanced by the number received from that country, which I estimate at upwards of 4,500. This number does not include the railroad labourers, which our extensive public works have brought to Upper Canada during the past year, hundreds if not thousands of whom will remain, as our next census will undoubtedly show, but is confined to those who landed at New York and Boston during the current year, and proceeded to this section of the Province with the intention of becoming permanent settlers.

As I have before stated in my letters to you, we shall no doubt get many more settlers of this class during the ensuing winter and spring. In fact, every arrival of the steamers



## CANADA.

from Lewiston and Rochester brings more or less. The steamers to these ports continue their trips, whenever the weather will permit, throughout the year.

In my letter of the 8th instant I stated, "that it was rather a slack time with us as to employment, compared with what it was during the summer, but still work can be obtained at reasonable wages. Domestic servants are in fact scarce. It is said that a considerable number of railroad hands will be dismissed during this and ensuing winter months, and their services will not again be required until April next, when it is presumed the operations on the Grand Trunk line will commence extensively." I have since been informed, that it is not probable there will be any dismissals if the labourers will consent to work for 3s. 9d. currency per day during January and February. The next year will, no doubt, be a busy one, and present prospects justify the assertion that there will be abundant employment for masons, bricklayers, carpenters, joiners, blacksmiths, and mechanics of all descriptions, as well as farm and domestic servants and common labourers.

The season has been remarkably healthy, and no complaints have reached this office on any subject; on the contrary, all appear well satisfied, and the amount of money sent home through the banks, especially to Ireland, to assist indigent relations and friends to emigrate, has been unusually great.

I am, &c.

(Signed) A. B. HAWKE,  
Chief Emigration Agent for Upper Canada.

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APPENDIX.

No. 1.

RETURN of the Number of Emigrants embarked, with the Number of Births and Deaths during the Voyage and in Quarantine; the total Number landed in the Colony, distinguishing Males from Females and Adults from Children, with the Number of Souls from each Country; also the Number of Vessels, Tonnage, and Seamen employed, and the average Length of Passage, during the Season of 1853.

WHENCE.	Number of Vessels.	Average Days on Passage.	Tonnage.	Number of Seamen.	NUMBER EMBARKED.						DEATHS ON THE PASSAGE.								
					Adults.		Children 1 to 14 years.		Infants.		Total Steerage.	Births.		Total Souls on board.	Adults.		Children 1 to 14 years.		Total.
					M.	F.	M.	F.	M.	F.		M.	F.		M.	F.	M.	F.	
					Cabin Passengers.	Number of Souls from each Country.		Number of Souls from each Country.		Number of Souls from each Country.		Number of Souls from each Country.		Number of Souls from each Country.		Number of Souls from each Country.		Number of Souls from each Country.	
England	131	48½	72,454	2,587	3,370	2,489	1,520	1,314	480	9,182	13	11	14	16	25	21	20	96	
Ireland	86	47½	35,206	1,265	4,308	5,419	2,148	2,077	446	14,398	3	5	8	11	11	2	8	40	
Scotland	65	44½	33,566	1,202	1,716	1,365	671	622	227	4,601	2	6	3	3	5	-	6	17	
Continent of Europe :-																			
Germany	14	51½	3,985	169	969	683	289	294	184	2,419	4	1	1	2	7	4	9	23	
Norway	28	55½	10,462	378	1,933	1,507	761	623	251	5,075	7	6	4	1	13	3	11	32	
Lower Ports, &c.	36	-	-	-	159	129	94	87	6	475	-	-	-	-	-	-	-	-	
Total	360	48	155,663	5,601	12,455	11,592	5,483	5,017	1,603	36,150	29	29	30	33	61	30	54	209	

(continued)

WHENCE.	DEATHS IN QUARANTINE.						TOTAL LANDED IN THE COLONY.						Grand Total landed in the Colony.				
	Adults.		Children 1 to 14 years.		Infants.		Total Deaths.		Adults.		Children 1 to 14 years.			Infants.		Total Steerage.	Total Cabin Passengers.
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.		M.	F.		
	Number of Souls from each Country.		Number of Souls from each Country.		Number of Souls from each Country.		Number of Souls from each Country.		Number of Souls from each Country.		Number of Souls from each Country.			Number of Souls from each Country.		Number of Souls from each Country.	
England	4	7	7	5	-	-	119	3,352	2,466	1,488	1,288	4,840	493	9,087	498	9,585	
Ireland	-	2	-	1	-	3	43	4,300	5,406	2,137	2,074	6,437	446	14,363	54	14,417	
Scotland	-	-	-	-	-	-	17	1,713	1,362	666	622	2,379	229	4,592	153	4,745	
Continent of Europe :-																	
Germany	-	-	1	-	-	1	24	966	681	281	290	1,349	180	2,400	-	2,400	
Norwegians	-	-	1	2	-	5	37	1,929	1,504	747	618	2,676	253	5,051	5	5,056	
Lower Ports, &c.	-	-	-	-	-	-	-	159	129	94	87	253	6	475	21	496	
Total	4	11	9	8	-	32	240	12,421	11,548	5,413	4,979	17,834	1,607	35,968	731	36,699	

Deaths on the Passage, equal to 0.56 per cent.  
 Emigration Department, Quebec, December 16: 3.

Deaths in Quarantine, equal to 0.08 per cent.

Total mortality on Number embarked, equal to 0.65 per cent.

A. C. BUCHANAN, Chief Agent.

CANADA.

No. 2.

ABSTRACT STATEMENT of the Total Number of Emigrants embarked, died on the Passage, and in Quarantine, with the Number of Births, and Total Number landed in the Colony, distinguishing the Countries and Ports whence they sailed, during the Season of 1853.

	Number of Ships.	Passengers.		Deaths.		Births.	Landed in Colony.
		Steerage.	Cabin.	Sea.	Quarantine.		
<b>ENGLAND:</b>							
Bideford	5	144	18	1	-	2	163
Benurris	1	-	19	-	-	-	19
Bristol	7	179	9	-	-	-	188
Carlisle	1	90	-	-	-	-	90
Cardiff	2	11	-	-	-	-	11
Dartmouth	2	2	-	-	-	-	2
Fowey	4	169	-	-	-	-	169
Falmouth	4	23	12	-	-	-	35
Gloucester	1	2	-	-	-	-	2
Hull	4	283	7	-	-	2	292
Liverpool	58	6,320	331	92	23	16	6,552
London	12	88	51	1	-	1	139
Maryport	3	51	1	-	-	-	52
Newport	4	26	6	-	-	-	32
Newcastle	4	52	17	-	-	-	69
Plymouth	11	1,462	13	1	-	3	1,477
Padstow	3	49	1	-	-	-	50
Poole	1	6	-	-	-	-	6
Southampton	1	196	5	1	-	-	200
Sunderland	2	16	-	-	-	-	16
Torquay	1	13	8	-	-	-	21
	131	9,182	498	96	23	24	9,585
<b>IRELAND:</b>							
Belfast	5	662	-	1	-	1	662
Ballina	1	7	-	-	-	-	7
Cork	14	2,031	6	7	2	1	2,029
Dublin	7	1,155	28	4	-	-	1,174
Donegal	1	54	-	-	-	-	54
Galway	2	9	-	-	-	-	9
Limerick	27	4,930	14	16	-	1	4,938
Londonderry	2	318	-	1	-	1	318
New Ross	11	3,299	5	7	1	3	3,299
Newry	1	193	1	-	-	-	194
Sligo	3	434	-	3	-	-	431
Tralce	2	317	-	-	-	-	317
Westport	2	250	-	1	-	1	250
Waterford	7	714	5	-	-	-	719
Youghal	1	16	-	-	-	-	16
	86	14,398	54	40	3	8	14,417

	Number of Ships.	Passengers.		Deaths.		Births.	Landed in Colony.
		Steerage.	Cabin.	Sea.	Quarantine.		
<b>SCOTLAND :</b>							
Aberdeen	6	631	41	1	-	-	671
Ardrossan	2	34	-	-	-	-	34
Banff	1	2	-	-	-	-	2
Dundee	3	30	4	-	-	-	34
Greenock	4	433	5	6	-	2	434
Glasgow	42	2,790	108	8	-	5	2,890
Leith	1	14	-	-	-	-	14
Montrose	2	176	-	2	-	-	174
Skye	1	338	-	-	-	1	339
Stromness	2	142	-	-	-	-	142
Troon	1	11	-	-	-	-	11
	65	4,601	153	17	-	8	4,745
<b>CONTINENT OF EUROPE :</b>							
Breinen	2	335	-	2	-	1	334
Hamburg	12	2,084	-	21	1	4	2,066
Arundel	1	-	5	-	-	-	5
Christiana	8	1,024	-	13	2	2	1,011
Drammen	3	699	-	16	3	2	682
Grimstadt	1	7	-	-	-	-	7
Holmestrand	2	334	-	1	-	4	337
Krageroe	5	1,128	-	1	-	2	1,129
Ostensor	2	169	-	1	-	2	170
Porsgrund	1	253	-	-	-	-	253
Starunger	2	370	-	-	-	-	370
Tweedstrand	2	177	-	-	-	1	178
Tonsberg	1	14	-	-	-	-	14
	42	7,494	5	55	6	18	7,456
<b>LOWER PORTS:</b>							
New Brunswick, Nova Scotia, and St. John's, Newfoundland	36	475	21	-	-	-	496
<b>RECAPITULATION :</b>							
England	131	9,132	498	96	23	24	9,585
Ireland	86	14,398	54	40	3	8	14,417
Scotland	65	4,601	153	17	-	8	4,745
Germany	14	2,419	-	23	1	5	2,400
Norway	28	5,075	5	32	5	13	5,056
Lower Ports	36	475	21	-	-	-	496
	360	36,150	731	208	32	58	36,009

Emigration Department, Quebec,  
December 1883.

A. C. BUCHANAN,  
Chief Agent.

RETURN of the Number of Admissions to Hospital, Discharges, and Deaths of Emigrants arrived during the Season of 1853.

	Remaining.	Admissions.	Discharges.	Deaths.
Grosse Isle Hospital - - - -	-	278	246	32
Marine and Emigrant Hospital, Quebec - - -	28	370	268	34
General Hospital, Montreal - - - -	19	321	280	22
	47	929	794	88

Emigration Department, Quebec,  
December 1853.

A. C. BUCHANAN,  
Chief Agent.

RETURN of the Trades and Callings of the Emigrants arrived at Quebec and Montreal during the Season of 1853.

Trades.	No.	Trades.	No.
Bakers - - - - -	35	Brought forward - - -	878
Butchers - - - - -	21	Saddlers and Harness Makers - - -	15
Braziers, Plumbers, and Tinworkers - - -	11	Clerks - - - - -	74
Bookbinders and Printers - - - - -	21	Sail-makers - - - - -	1
Bricklayers and Masons - - - - -	172	Sawyers - - - - -	5
Cabinet Makers and Turners - - - - -	16	Shoemakers - - - - -	154
Carpenters - - - - -	322	Smiths - - - - -	199
Cart and Wheel Wrights - - - - -	15	Stone-cutters - - - - -	17
Coachmakers - - - - -	2	Tailors - - - - -	176
Coopers - - - - -	9	Watch and Clockmakers - - - - -	9
Curriers and Tanners - - - - -	2	Wool and Flax Dressers - - - - -	3
Dyers - - - - -	1	Weavers - - - - -	51
Engineers - - - - -	40	Unenumerated - - - - -	84
Gardeners - - - - -	19	Farm and Agricultural Labourers - - -	3,974
Hatters - - - - -	2	Labourers - - - - -	6,667
Millers and Millwrights - - - - -	48	Servants - - - - -	146
Miners - - - - -	119	Ship Carpenters - - - - -	2
Moulders and Foundrymen - - - - -	3		
Painters and Glaziers - - - - -	15	Deaths at Sea - - - - -	30
Paper-makers - - - - -	1	Ditto in Quarantine - - - - -	4
Rope-makers - - - - -	4		34
Carried forward - - - - -	878	Total - - - - -	12,421

Emigration Department, Quebec,  
December 1853.

A. C. BUCHANAN,  
Chief Agent.

COMPARATIVE STATEMENT of the Number of Emigrants arrived at the Ports of Quebec and Montreal since the Year 1829 to 1853 inclusive.

	1829 to 1833.	1834 to 1838.	1839 to 1843.	1844 to 1848.	1849.	1850.	1851.	1852.	1853.	Total.
England -	43,386	28,624	30,813	60,453	8,980	9,887	9,677	9,276	9,585	210,681
Ireland -	102,264	54,898	74,981	112,192	23,126	17,976	22,381	15,983	14,417	438,318
Scotland -	20,143	10,998	16,289	12,767	4,084	2,879	7,042	5,477	4,745	85,324
Continent of Europe.	15	485	-	9,728	436	849	870	7,256	7,456	27,095
Lower Ports	1,889	1,946	1,777	1,219	968	701	1,106	1,184	496	10,686
	167,697	96,551	123,860	196,359	38,494	32,292	41,076	39,176	36,699	772,004

Emigration Department, Quebec,  
December 1853.

A. C. BUCHANAN,  
Chief Agent.

No. 6.

RETURN of the Number of Persons who appear to have received Assistance to Emigrate ; also showing the Number who received Landing Money, through whom, and by whom paid, during the Year 1853.

Date.	Vessel.	Whence.	No. received Free Passage only.	No. received Landing Money, with a Free Passage.	By whom Assisted.	Paid by Emigrant Department in Sterling.	Paid by Agents, &c. in Sterling.
						£ s. d.	£ s. d.
May 26	Washington	Hamburg	12	-	Parish.	-	-
"	Urania	Cork	-	99	Cork Union	74 11 0	-
"	Jane Black	Limerick	-	138	Athlone	138 0 0	-
"	Onwards	Liverpool	47	-	Colonel Wanderford.	-	-
May 28	Prince Regent	Hull	40	-	Parish.	-	-
May 29	Rose	Plymouth	-	13	Ditto	-	5 0 0
May 31	New Brunswick	Dublin	-	101	Londonderry Union	91 0 0	-
"	Ditto	Ditto	-	89	Carlow	85 15 0	-
"	Ditto	Ditto	27	-	Carriekmacross.	-	-
"	Ava	Southampton	-	41	Parish	-	30 0 0
June 4	William and Joseph.	Limerick	7	-	Landlords.	-	-
June 12	Crescent City	Liverpool	-	56	Ballyshannon Union	56 0 0	-
June 15	Electric	Bideford	6	-	Parish.	-	-
June 21	Sultan	Cork	-	100	Cork Union	76 2 6	-
June 25	Albion	Ditto	-	2	Foundling School	3 0 0	-
June 29	Thyatira	Dublin	-	53	Tullamore Union	-	53 0 0
"	Ditto	Ditto	37	-	Mr. Wandsworth.	-	-
June 30	Coolock	Ditto	-	28	Kildysart Union	-	28 0 0
July 8	Victoria	Ditto	-	138	Naas Union	-	128 10 0
Aug. 4	Kingston	Cork	-	6	Newcastle Union	-	6 0 0
"	Ditto	Ditto	9	-	Murquits of Lansdowne.	-	-
Aug. 13	Rosina	Glasgow	1	-	Parish.	-	-
Aug. 15	Odessa	Dublin	-	100	Mullingar	100 0 0	-
Sept. 3	Ch. Chalmer	Liverpool	19	-	Leitzenberg, Germany.	-	-
"	Allan Kerr	Glasgow	18	-	Landlord, Argyleshire.	-	-
Sept. 5	St. Lawrence	Cork	42	-	Lord Erskine.	-	-
Sept. 6	Primrose	Limerick	-	55	Mount-Bellew Union	33 0 0	-
"	Ditto	Ditto	-	7	Croom Union	5 0 0	-
"	Mihichi	Liverpool	-	6	Clatham Union	6 0 0	-
Sept. 7	Sillery	Skye	332	-	Mr. McDonald.	-	-
"	Eliza Keith	Cork	-	104	Parsonstown Union	104 0 0	-
Sept. 8	Pero	Ditto	27	-	Tralee Union.	-	-
Sept. 10	Johns	Plymouth	-	9	Parish	-	7 0 0
Sept. 22	Queen Victoria	Ditto	-	7	Ditto	-	5 0 0
Sept. 27	Jessy	Limerick	-	3	Croom Union	1 0 0	-
Sept. 28	Glenlyon	New Ross	-	315	New Ross Union	-	157 10 0
Oct. 24	Fingal	Liverpool	-	10	Strabane Union	5 0 0	-
			624	1,480		£ 798 8 6	420 0 0

RECAPITULATION.

	England.		Ireland.		Scotland.		Foreign.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
Parish Funds	76	£ 53 0 0	1,404	1,165 8 6	351	-	31	-
Free Passage only	46	-	196	-	-	-	-	-
Total	122	£ 53 0 0	1,600	1,165 8 6	351	-	31	-

Emigration Department, Quebec,  
December 1853.

A. C. BUCHANAN,  
Chief Agent.

EXTRACTS from the Notes appended to the principal Reports of Arrivals of Passenger Ships at the Ports of Quebec and Montreal in the Season of 1853.

## No. 1.

From the 1st to the 31st May.

6,514 souls landed at this port from the opening of the navigation to the 31st May, being a decrease, when compared with the corresponding period of 1852, of 896 souls; 6,381 were classed as steerage passengers and 133 as cabin.

They landed in good health, although many of the vessels have made unusually long passages for the season, the average being 43 days.

The deaths on the passage were eighteen: males two, females three, children eight, and infants five.

The male adults were classed in the passenger list as follows:—

Farmers	-	-	-	662
Labourers	-	-	-	1,149
Mechanics	-	-	-	306
Servants	-	-	-	109

2,226

The emigrants from England (which number, exclusive of those from Liverpool, about 1,300 souls) were chiefly farmers and agricultural labourers, with a party of Cornish miners and navvies; the farmers proceeded to Upper Canada, the miners to the Western States, and the navvies obtained employment on the Richmond railroad.

Those from Liverpool were nearly all Irish and of the labouring class; a number were proceeding to join friends, and others for employment.

On board the "Ava," from Southampton, there were 78 persons who were aided in their emigration, forty-one souls, equal to thirty-three adults, also received landing money, amounting to 30% sterling; the remainder were respectable farmers proceeding to Upper Canada, and a few to the Western States.

The emigrants direct from Irish ports were all of the labouring class; among them were 316 paupers, viz.—

99 females from the Cork union	were paid 15s. sterling on landing.
101	" Edenderry " 20s. " "
89 females and boys	Carlow " 20s. " "
27	" Carrickmacross " nil.

Of the party from the Cork union, seven were left at Grosse Isle, suffering from ophthalmia, two of whom were reported by the medical officer as quite blind.

The captain of the "Urania" having declined to enter into the necessary bond required by the Provincial Passenger Act, decided to take them back to their union; thirteen more of the same party have been sent to hospital in this city and to that in Montreal, labouring under the effects of the same disease; the other parties were in excellent health, and looked clean and tidy.

On receiving their landing money, such as would not accept of employment here were sent up the country under the care of this department; a number went to their relations in the United States.

The agent at Toronto reports that all who had reached that section of the country were immediately employed. The twenty-seven girls from the Carrickmacross union stated that they were to have received 10s. sterling each on landing; no instruction whatever had reached this department respecting them. From having stated that they were destitute and without the means of procuring lodgings, they received assistance: eight obtained employment in this city and neighbourhood, the remainder were sent up the country. A report of their case has been made and forwarded to the guardians of the Carrickmacross union.

The emigrants from Scotland were respectable tradesmen and farmers; 104 were mechanics, principally connected with railroad work. On board the "Robert Burns" some valuable stock was imported by a gentleman near Toronto, consisting of sheep and pigs.

Of the foreign emigrants 277 were Germans and 250 Norwegians; the latter all proceeded direct to Chicago; twenty-six of the Germans were employed on the Richmond railroad, about fifteen miles from Quebec, and fourteen proceeded to friends in the Waterloo districts (they possessed capital), and 234 went to their friends in the Western States.

The opinion expressed during the winter as to the scarcity of labourers this season has been fully realized, and the scarcity seems much greater than anticipated. Applications are coming in from all sections of the province for labourers and mechanics; wages for the former one dollar, and for masons and stonecutters 2 to 2½ dollars are paid per day in cash; the demand is still increasing, and not likely to be satisfied by any supply of emigrants which may be received this season.

The number of persons assisted from the several vessels in this return was 357, all females and children, who have come out to join their relations in this province and the Western States, at an outlay of 100*l.* 2*s.* 4*d.*

The emigration to this port during the month of May has been very satisfactory, no complaints of any kind have been made, and the emigrants speak favourably of the treatment which they received during the voyage.

Enclosed is the printed notice issued by this department, showing routes and rates of inland transport for 1853.

#### FOR THE INFORMATION OF EMIGRANTS.

Passengers are particularly cautioned on no account to part with their contract tickets to the Master or any other party whatsoever, without communicating with the Emigrant Office.

There is nothing of more importance to emigrants, on arrival at Quebec, than correct information on the leading points connected with their future pursuits. Many, especially single females and unprotected persons in general, have suffered much from a want of caution, and from listening to the opinions of interested and designing characters, who frequently offer their advice unsolicited. To guard emigrants from falling into such errors, they should, immediately on their arrival at Quebec, proceed to the office of the chief agent for emigrants, where persons desirous of proceeding to any part of Canada will receive every information relative to the lands open for settlement, routes, distances, and expenses of conveyance; where also labourers, artisans, or mechanics will be furnished, on application, with the best directions in respect to employment, the places at which it is to be had, and the rates of wages.

Emigrants are entitled by law to remain on board the ship forty-eight hours after arrival; nor can they be deprived of any of their usual accommodations and berthing during that period, and the master of the ship is bound to disembark them and their baggage free of expense, at the usual landing place, and at reasonable hours, as may be seen in the following extract from the Provincial Passenger Act:—

#### NOTICE to Captains of Passenger Vessels.

“And whereas inconvenience and expense are occasioned by the practice of masters of ships carrying passengers, anchoring at great distances from the usual landing places in the port of Quebec, and landing their passengers at unreasonable hours: Be it therefore enacted, That all masters of ships having passengers on board shall be held, and they are hereby required to land their passengers and their baggage free of expense to the said passengers, at the usual public landing places in the said port of Quebec, and at reasonable hours, not earlier than six of the clock in the morning, and not later than four of the clock in the afternoon; and such ships shall, for the purpose of landing their passengers and baggage, be anchored within the following limits in the said port, to wit: the whole space of the River St. Lawrence, from the mouth of the River St. Charles to a line drawn across the said River St. Lawrence, from the flag-staff on the citadel on Cape Diamond at right angles to the course of the said river, under a penalty of 10% currency, for any offence against the provisions of this section.”

Any offence against this section will be rigidly enforced.

Small capitalists in search of cleared farms are invited to call at this office, where they will be furnished with the descriptions of a number of farms in various stages of improvement, situated in different sections of the province, many of which combine the advantages of being in the neighbourhood of churches, schools, post offices, grist and saw mills; and, from their vicinity to Quebec and Montreal, the highest market-price may always be obtained for any surplus produce.

On the route from Quebec to their destination, they will find many plans and schemes offered to their consideration; but they should disregard such statements, unless well satisfied of their correctness. On all occasions when emigrants stand in need of advice, application should be made to the Government agents, who will gratuitously furnish every requisite information.

Ample notice having now been given, as well in Great Britain and Ireland as in Canada, that an Act has been passed by the Legislature, in which it is expressly stipulated that the emigrant tax levied under its authority should be applied *only* to the relief of destitute sick emigrants, all parties are therefore distinctly informed that no relief whatever will be afforded out of this fund, unless in cases of sickness.

Agents have been stationed at the following ports:—Quebec, Montreal, Toronto, and Hamilton,—who will furnish emigrants with advice as to routes, distances, and rates of conveyance, and give them information respecting the Crown and other lands for sale in their respective districts, as well as direct emigrants in want of employment to places where they will be most likely to obtain it.

#### CAUTION against Refusing Employment.

It is of the greatest importance that emigrants should be disabused of the very erroneous ideas which they almost all entertain as to the remuneration they will receive for their labour on arrival in this country. They should bear in mind that for the first season, and



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until they become acquainted with the labour of the country, their services are worth little more than one-half of those rendered by experienced labourers. Many have been offered advantageous engagements and permanent employment on their first arrival, which they refused, preferring to proceed, in hopes of better wages; but in this very many are disappointed. Six dollars to eight dollars per month, with board and lodging, is as much as farmers will or can afford to give to newly arrived emigrants. Good hands, after a year's residence, will generally command from ten dollars to fourteen dollars per month.

A large number of labourers are now required on the several railroads in course of construction in this province, viz:—

The Quebec and Richmond Railroad	-	-	-	100 miles.
The Montreal and Portland Railroad	-	-	-	31 „
The Prescott and Bytown Railroad	-	-	-	54 „
The Toronto and Simcoe Railroad	-	-	-	66 „
The Great Western, from Hamilton to Windsor	-	-	-	180 „

Wages from 4s. 6d. to one dollar per day.

Wanted at Toronto 5,000 men on the Toronto and Sarnia section of the Grand Trunk of Railway. The highest wages will be given to masons, bricklayers, and labourers.

Emigrants proceeding to the Eastern Townships, especially the populous and flourishing villages—Drummondville, Kingsey, Shipton, and Melbourne, and the county-town of Sherbrooke—will proceed by the regular steamer to Montreal, and thence by the St. Lawrence and Atlantic Railroad from Longueuil to Sherbrooke, 103 miles. This district, for its healthfulness, cheapness of land, facility of access, and manufacturing, agricultural, and commercial capabilities, is particularly deserving of the notice of emigrants of every class; and where there is a constant demand for mechanics and labourers of every description, especially farm servants.

Mr. S. M. Taylor, the agent of the British American Land Company, Montreal, will furnish intending settlers with full information, and to whom emigrants proceeding to this section of the province are recommended to apply.

#### BYTOWN AND THE OTTAWA RIVER SETTLEMENTS.

##### *To Emigrants requiring Employment or seeking Locations for Settlement.*

Owing to the diversion of the route of emigrants proceeding to the west from the Ottawa and Rideau Canal route to that of the St. Lawrence, but a few emigrants have proceeded during late years to that section of the country; consequently, labourers are now much wanted, and the rates of wages have consequently increased.

The lumber trade of the Ottawa, which annually requires from 25,000 to 30,000 men, is now, owing to the increased demand for that great staple of the country, about to be much extended; and as almost all those who transact this business are largely engaged in farming, a most favourable opportunity is now offered to emigrants to proceed to that section of the country: good, active men will get, the first year, from 2l to 3l per month, with their board; and, after they have become acquainted with the work of the country, and acquired the necessary skill, they will be competent to earn the highest wages, from 3l. 10s. to 4l. per month, or from 35l. to 40l. per annum.

Crown lands, and those belonging to private individuals, can be obtained on more reasonable terms than in any other section of the province; and farmers receive the highest cash prices for all the surplus produce they may have to dispose of.

Route from Montreal to Bytown, by steamer daily, 129 miles; Bytown to Aylmer, by land, 9 miles; Aylmer to Sand Point, by steamer, 45 miles; Sand Point to Castleford, by steamer, 8 miles; Castleford to Portage-du-Fort, 9 miles; Portage-du-Fort to Pembroke, by land and water, 33 miles.

Emigrants should remain about the towns as short a time as possible after arrival. By their proceeding *at once* into the agricultural districts, they will be certain of meeting with employment more suitable to their habits; those with families will also more easily procure the necessaries of life, and avoid the hardships and distress which are experienced by a large portion of the poor inhabitants in our large cities during the winter season. The Chief Agent will consider such persons as may loiter about the ports of landing to have no further claims on the protection of Her Majesty's agents, unless they have been detained by sickness or some other satisfactory cause.

Mr. Conlan, the sub-agent at Montreal, will furnish the best advice and information as to the routes, rates of passage, &c. from that port; also as to the demand for employment existing in the district.

ROUTES, DISTANCES, AND RATES OF PASSAGE FROM QUEBEC.

FROM QUEBEC TO MONTREAL, 180 MILES, BY STEAMERS, EVERY DAY, AT FIVE O'CLOCK; THROUGH IN 14 HOURS.

By the Royal Mail Packets	-	-	2s. 0d.	2s. 0d.
By Tait's Line	-	-	1 6	1 10½

FROM MONTREAL TO TORONTO, HAMILTON, BUFFALO, AND OTHER PORTS ON LAKES ERIE AND MICHIGAN. Daily by the Royal Mail Line at 9 o'clock A.M.

	Distances Miles.	Deck Fare in Stg.	Cy.
From Montreal to Cornwall	- 78	4s.	5s. 0d.
" " Williamsburg	- 104	6s.	7s. 6d.
" " Matilda	- 112		
" " Prescott	- 127		
" " Brockville	- 139	8s.	10s. 0d.
" " Kingston	- 189		
" " Cobourg	- 292	12s.	15s. 0d.
" " Port Hope	- 298		
" " Bond Head	- 313		
" " Darlington	- 317		
" " Whitby	- 337		
" " Toronto	- 367		
" " Hamilton	- 410		
" " Niagara and Lewiston	- 457	14s.	17s. 6d.
" " Buffalo, by rail-road	- 489	18s.	22s. 6d.

Passengers by this line tranship at Prescott to the Lake steamers.

Daily by the American Line, at 1 o'clock P.M.

	Miles.	Stg.	Cy.
From Montreal to Ogdensburg	- 138	6s.	7s. 6d.
" " Cape Vincent	- 190	8s.	10s. 0d.
" " Sacket's Harbour	242	12s.	15s. 0d.
" " Oswego	- 286	12s.	15s. 0d.
" " Rochester	- 349	16s.	20s. 0d.
" " Lewiston	- 436	14s.	17s. 6d.
" " Buffalo	- 467	18s.	22s. 6d.

Passengers by this line tranship at Ogdensburg to the Lake steamers for Oswego and Buffalo, and at Cape Vincent to the steamer for Toronto and Hamilton.

The passengers for both lines embark at the Canal Basin, Montreal, and arrive at Hamilton and Buffalo in 48 hours.

Passage from Quebec to Hamilton	-	-	17s. 6d.
" " Buffalo	-	-	25s. 0d.

FROM BUFFALO TO PORTS ON LAKES ERIE, MICHIGAN, &c., EVERY EVENING, AT NINE O'CLOCK, BY THE MICHIGAN CENTRAL RAILROAD LINE.

	Miles.	Stg.	Cy.
From Buffalo to Cleveland, on Lake Erie, by steamer	- 194	4s.	5s. 0d.
" " Sandusky, do.	- 254	4s.	5s. 0d.
" " Detroit, direct, do.	- 260	8s.	10s. 0d.
" " Chicago, by railroad	530	12s.	15s. 0d.
" " Do. by steamer, via Lake Huron and Michigan	- 1,075	12s.	15s. 0d.

Passage from Quebec to Chicago, 32s. sterling, or 8 dol.

Passengers for Cincinnati or St. Louis land at Sandusky, and proceed by railroad.

Steamers leave Kingston daily for the Bay of Quinte and the River Trent, calling at Picton, Adolphustown, Belleville, and other landing places in the Bay.

From Toronto steamers leave daily for Port Dalhousie, the entrance of the Welland Canal, and for Hamilton, calling at Port Credit, 15 miles; Oakville, 25 miles; Wellington Square, 37 miles; and Hamilton, 43 miles.

Steamers leave Toronto daily for Niagara, Queenston, and Lewiston; passage, 3s. 9d. At Lewiston the rail cars leave twice a day for Buffalo; fare, 5s.

Freight steamers carry passengers from Montreal to Kingston for 5s. each adult. To Toronto and Hamilton, 10s. cy., or 8s. stg.

OTTAWA RIVER AND RIDEAU CANAL.

From Montreal to Bytown and Places on the Rideau Canal, by Steam daily, through to Bytown in 12 hours. Leaves Montreal every morning at 8 o'clock.

	Distance Miles.	Deck Fare in Stg.	Cy.
From Montreal to Carillon	- 54	3s.	3s. 9d.
" " Grenville	- 66	4s.	5s. 0d.
" " L'Orignal	- 73	6s.	7s. 6d.
" " Bytown	- 129		
" " Kemptville	- 157	8s.	10s. 0d.
" " Merrickville	- 175		
" " Smith's Falls	- 190		
" " Oliver's Ferry	- 199		
" " Isthmus	- 216		
" " Jones' Falls	- 226		

Passengers proceeding to Perth, Lanark, or any of the adjoining settlements should land at Oliver's Ferry, 7 miles from Perth.

ROUTE TO THE UNITED STATES.

Emigrants proceeding to any of the following States of the American Union, viz.—Maine, New Hampshire, Massachusetts, Connecticut, Vermont, New York, and Pennsylvania.

By THE CHAMPLAIN AND ST. LAWRENCE RAILROAD COMPANY.—Mr. W. A. MERRY, Secretary.

Office on the Wharf, opposite the Steamboat Landing, Montreal.

To Boston	-	16s. sterling; 20s. currency.
To New York	-	12s. " 15s.

MONTREAL AND NEW YORK RAILROAD COMPANY.—Mr. J. FARROW, Secretary.

Office at the Railroad Terminus, St. Antoine Suburbs; and Mr. HOLT, Agent—Office, Great St. James Street.

To Boston	-	16s. sterling; 20s. currency.
To New York	-	12s. " 15s.

Trains of the above company leave Montreal daily for New York and Boston, through in 14 hours.

100 lbs. of luggage allowed each passenger free; all over that quantity will be charged extra.

NEW BRUNSWICK.

The best and most expeditious route is by the St. Lawrence and Atlantic Railroad, from Montreal to Portland; thence by steamer which leaves for St. John's, New Brunswick, every Monday and Wednesday evening, at 8 o'clock.

	Route.	Stg.	Cy.
From Quebec to Montreal, by steamer	-	2s.	2s. 6d.
" Montreal to Portland, by railroad	-	16s.	20s. 0d.
" Portland to St. John's, by steamer	-	16s.	20s. 0d.
		34s.	42s. 6d.

Throughout these passages children under twelve years of age are charged half-price, and those under three years are free.

The gold sovereign is at present worth 24s. 4d. cy.; the English shilling, 1s. 3d.; and the English crown-piece, 6s. 1d.

CAUTION TO EMIGRANTS.

Emigrants should exercise caution when paying their passage, and, when in any doubt, apply at once to this Office, where they will receive every advice and protection.

The agents now in Quebec authorized to book passengers are —

For the Royal Mail Line	Mr. A. SAMUELS,	} Office — on Napoleon Wharf.
" American Line	Mr. G. H. CHURCH,	

Emigrants only proceeding to Montreal will find it better not to take tickets, but pay their passage to the captain of the steamer they proceed by, as it will save trouble and prevent mistakes.

Emigrants on arriving at Buffalo, if proceeding further, will, on application to Mr. J. Movius, agent of the Michigan Central Railroad Company, receive correct advice and direction as to route.

Emigration Department, }  
Quebec, 27th July, 1853. }

A. C. BUCHANAN,  
Chief Agent.

*From the 1st to the 11th June.*

2,218 emigrants during the period in this return, all landed in good health; the deaths during the passage were about 10, chiefly children. The male adults are classed as follow :—

Farmers	-	-	-	238
Labourers	-	-	-	336
Mechanics	-	-	-	228
Servants	-	-	-	2
				<hr/>
				804
				<hr/>

About one half are foreigners, principally Norwegians; they appear to be a fine healthy body of emigrants.

About 100 were induced to proceed to Hamilton for employment, but expressed their intention of afterwards settling in the Huron Tract. They were provided with recommendations from Mr. Christie, M.P.P., to influential parties in that section of the province, and if they can be induced to remain, they will doubtless become valuable settlers, and thereby form a nucleus, and be the means of attracting thereto further parties of their countrymen.

The remainder, about 700, went to Milwaukee; the Germans, 200 in number, proceeded to Hamilton and the Western States; English and Scotch have chiefly proceeded to Upper Canada. A number of mechanics from Glasgow are employed in Montreal.

Of the emigrants from Ireland, about one half were going to the United States. A good many are employed on the Quebec and Richmond Railway.

A few families have been assisted, chiefly females and children, proceeding to join their friends.

No. 3.

*From the 12th to the 18th June.*

The emigrants during the past week have all landed in good health, notwithstanding their long passages, which average over 50 days.

A large number have emigrated for the purpose of joining their friends in Upper Canada and the United States.

The foreign emigrants, 400 in number, are all Norwegians, and have proceeded to the Western States. 56 young women in the "Crescent City," sent out by the Ballymahon Union, were smart, tidy-looking girls; they received 20s. sterling each on landing here, and they all proceeded direct to Toronto, where their services are much required, and where they will all do well.

The emigrants per "Jenny Johnston," from Tralee, were all very poor, a large proportion of them were women and children, emigrating to join their friends and relations; a considerable number required assistance from this department, to enable them to proceed to their destination.

All able-bodied men and disposed to work obtained immediate employment in the city and neighbourhood, at wages from 4s. 6d. to a dollar per day.

The English and Scotch emigrants were respectable in appearance, and many of them in comfortable circumstances. They went direct to Western Canada, save a small number to the Western States.

By the ship "Arran," from Liverpool, there was a party of 99 Germans. A few are employed here, and the remainder proceeded to Hamilton and the Western States.

No. 4.

*From the 21st June to the 2d July.*

5383 emigrants have landed here since the 21st June; they have arrived in good health; nearly two-thirds are native Irish, a large portion of whom were proceeding to friends and relations in the United States. 60 full passengers by the "Amazon," from Cork, had engaged their passage in that city direct for Boston and New York, having been able to come this route (owing to the opening of the railway communication between Montreal and these cities), for less money than proceeding direct by sea.

The increased tax on emigrants arriving at New York will, no doubt, tend materially to encourage this branch of our trade; emigrants are now conveyed from this city to Boston, in from 24 to 30 hours, for 18s. sterling, and to New York for 14s. sterling each adult.

There have been some complaints by the passengers by the "Blanche," from Liverpool, as to irregularity in the issue of provisions, and deficiency in quantity; the case was heard before the sitting magistrates, and judgment was given in favour of the passengers, and the

matter was finally settled by the captain, to their satisfaction, by the latter paying the costs of suit, and allowing 5s. to each of his passengers, the value of provisions short issued. There were also complaints made by the passengers by the "Huron," "Quebec Packet," and "Susan," all from Limerick, for subsistence money, and for inferior quality of oatmeal.

These vessels were chartered by Mr. Gleeson, passage broker, in Limerick, and it appears that the oatmeal put on board for the use of the passengers was, on the top of the bags, of fair quality, but on removing the small quantity of good meal, the rest of the bag was found to be very inferior and unfit for use without being sifted; it was not in fact "oatmeal," but a mixture of barley and seeds. The provisions having been inspected by the proper officer at Limerick, and the captain having offered to compensate the passengers, I did not deem it necessary to proceed further against them. The master of the "Huron" paid his passengers from 7s. 6d. to 15s. each adult, being the amount of subsistence money due as specified by the tickets. The "Susan" at from 5s. to 7s. 6d. each, part of which was claimed for subsistence money; and the master of the "Quebec Packet" allowed his passengers 2s. 6d. each, as compensation for the bad quality of the oatmeal. A special report of these vessels has been forwarded to the Government Emigration Officer at Limerick, with the view to cause inquiry into the facts.

Labourers and mechanics, such as masons, bricklayers, and carpenters, are much inquired for. 5,000 men are now wanted on the Toronto and Sarina Railroads, wages one dollar per day. Agents are here from Chicago and Cincinnati wishing to engage several thousand men, wages 6s. 3d. per day; and as an inducement, they offer a passage to Chicago, to be repaid out of their first wages. Daily applications are received from almost every section of the province for agricultural labourers and female servants, which I find it impossible to supply.

## No. 5.

*From the 2d to the 16th July.*

2,748 emigrants landed at this port between the 2d and 16th instant, more than half of whom were foreigners, chiefly Norwegians; all of whom proceeded direct to the Western States. A few of the Germans proceeded to Hamilton, to the German settlements in that section of the province.

On board the "Victoria," from Dublin, there were 138 sent out from the Naas Union. They received 1l. each adult, on landing here. A few remained about the city, but the greater part proceeded up the country; some to friends and relations in the United States.

Labourers and servants are still in great request, and the emigrants are fully employed at high wages; and in the country settlements the farmers are suffering serious inconvenience from the difficulty of finding hands to secure their crops.

The emigrants on board the several ships included in this return, have all landed healthy, and all speak favourably of the treatment they received during the period they were on board ship.

## No. 6.

*From the 16th to the 31st July.*

The emigrants arrived during the period embraced in this return, have all landed in good health, and free from complaints.

The emigrants from Glasgow, 487, were all respectable intelligent settlers, and, with the exception of about 50, proceeded direct to Toronto and Hamilton.

The Norwegians, 616, all went direct to Chicago and Milwaukee. A few of the Germans proceeded to Hamilton, the remainder to Buffalo and Chicago.

Those from England, were chiefly from Liverpool. On board the "Ann Kenny" and "Salem" there were 69 English, 7 Scotch, 417 Irish, and 238 foreigners. A few of the Irish were employed about the city, the remainder proceeded to Upper Canada and to the United States. The foreigners nearly all went to Chicago.

A number were very poor, and were chiefly women and children proceeding to join friends in Western Canada and the United States.

They were forwarded on their route at the expense of this department. The Irish emigrants, from Belfast and Londonderry, were respectable in appearance, and nearly all went to Upper Canada.

I annex a comparative statement of the arrivals at this port to the 31st July in 1852 and 1853, from which it will appear that there is a decrease in the emigration of this season of 2,615 souls:—

CANADA.

COMPARATIVE STATEMENT of Passengers arrived at the Port of Quebec to the 31st July 1852 and 1853.

From whence.	1852.	1853.	Increase.	Decrease.
England - - - -	6,227	5,764	- -	463
Ireland - - - -	9,943	8,937	- -	1,006
Scotland - - - -	3,531	2,154	- -	1,377
Norway - - - -	1,561	3,864	2,303	-
Germany - - - -	3,626	1,976	- -	1,650
Lower Ports - - - -	726	1,304	- -	422
	25,614	22,999	2,303	4,918 2,303
Total decrease in 1853	-	-	-	2,615

## No. 7.

*From the 31st July to the 20th August.*

5,528 emigrants have landed at this port during the period embraced in this return. They landed in good health, with the exception of a few by the "Lady Hobart," from Liverpool, who were suffering from smallpox. Five deaths occurred on the passage, and 67 were detained in quarantine. A young woman, named Kavanagh, was reported by the medical superintendent as insane. Captain Clarke has decided to take her home to her friends, in preference to giving the necessary bonds required by law.

The emigrants from Irish ports, 2,061 souls, were all of the labouring class, and show a large preponderance in the number of females and children.

The proportions were as follow:—

Male adults	- - - -	542
Females	- - - -	733
Children	- - - -	738

A large number of the females and children had emigrated to join friends, the greater part of whom required assistance.

291 adults and 290 children were assisted with free passages from this office.

Of 1,038 emigrants from the port of Liverpool,

902	were Irish,
74	.. English.
3	.. Scotch.
59	.. Germans.

Of this number, 147 adults and 112 children were forwarded to their friends.

The foreign emigrants number 744, 576 of whom were Norwegians; they all proceeded to the Western States. 168 were Germans, 98 of whom went to Strasbourg and Waterloo settlements; and the remainder (70) went to friends in the Western States.

A large number of Norwegians were poor, and 186 were assisted from this to reach Milwaukee.

The emigrants from Scotland were generally respectable farmers and mechanics, and all proceeded to Upper Canada, chiefly to Toronto and Hamilton. On board the "Odessa," from Dublin, there were 100 girls from the Mullingar Union, who received 20s. sterling, equal to 24s./4d. currency, through this office, on landing.

Their appearance was much in their favour. I could only induce 44 of them to proceed to Toronto, all of whom, I have since heard, were hired the day after they arrived; and that ten times that number would be absorbed without difficulty.

Labourers and mechanics of all classes are much wanted throughout the western section of the province, and their services are eagerly sought after as soon as they arrive.

The same demand exists in this section; and all disposed to remain here can obtain profitable employment so soon as they leave the ship.

## No. 8.

*From the 21st to the 31st August.*

The emigrants included within this return have all landed in good health, and free from complaints. They have chiefly emigrated to join their friends in Upper Canada and in the United States.

104 persons from the wreck of the "Charles Clarke," from Hamburg, arrived in the brig "Escape," from St. John's, Newfoundland. A subscription was made in St. John's for their relief, amounting to 122l. 15s. 3d.; 67l. 10s. was distributed in cash among them, and 56l. 5s. 3d. expended in clothing, &c.

The parties, on arrival here, were forwarded to Hamilton, free; 49½ adults proceeded to friends in the Waterloo settlements, and the remainder, equal to 35½ adults, proceeded to Buffalo on their route to the west.

## No. 9.

*From the 31st August to the 17th September.*

3,698 emigrants landed at this port, from the 3rd to the 17th instant, in good health, but 9 persons out of this number were sent to hospital at the quarantine station; and from the last return, dated 17th instant, but 3 persons were remaining in hospital, 2 of whom have since been discharged. Of the whole number over two-thirds are Irish, a large proportion of whom are females and children, and the great majority are emigrating to join friends and relations. The proportion of females and children to male adults is over 2 to 1.

The adult females have been somewhat increased by a party of 156 girls from the Mount-Bellew and Parsonstown Union.

These were paid 1*l.* sterling on landing here, and, with the exception of about 20, they were directed to Toronto and Hamilton, in which quarter their services are much wanted, and where they would all find immediate employment.

The chief agent for Canada West reports that of a party of 44 girls, forwarded to him during the month of August, the whole were engaged the day after their arrival; and that if ten times their number were landed in the morning, they could be similarly disposed of before sundown. He also reports a great scarcity of labourers, and that carpenters, masons, and bricklayers are much wanted.

On board the "Sillery," from Skye, there were 332 persons sent out from the Glengary estate. They were a fine healthy body of emigrants. They received a free passage as far as Montreal, and were allowed each 10 lbs. oatmeal on leaving the ship; and, owing to the increasing demand for labourers of all descriptions throughout the province, they cannot fail to do well.

The Norwegian emigrants, per "Hector," all proceeded to Wisconsin. A number of families were very poor, and unable to proceed without assistance; and as they had large helpless families depending on them, and relations in Wisconsin, they were provided with a free passage to Chicago at 3*s.* 6*d.* each adult.

The whole number of persons assisted from the several vessels in this return, were 387 adults, 332 children, and 51 infants, equal to 553 adults; these were all females and children, with the exception of a few men with large families.

## No. 10.

*From the 17th September to the 1st October.*

The emigrants included in this return have all landed in good health. The greater portion of them have come out to join their relations, who in many instances have sent them the necessary means for doing so; but few of the men could be induced to remain here for employment, although much wanted, and wages one dollar per day.

315 paupers from the New Ross Union came out in the "Glenlyon." They received 10*s.* sterling each from the captain.

About 100 proceeded to join relations in the States.

On board the "Jessy," from Limerick, there were a large number of families, women and children, emigrating to join their relations in West Canada and the Western States; and who, from being quite destitute of means to proceed, were forwarded at the expense of the emigrant funds.

## No. 11.

*From the 1st October to the 6th November.*

The emigrants arrived during the month of October have landed in good health, with the exception of those on board the "Fingal" from Liverpool, among whom thirty-four deaths occurred previous to arrival.

The greater part of the passengers by this vessel were transferred from the "Joseph Howe," which vessel had sailed from Liverpool on the 12th August, but, having put into Cork in distress, she was condemned, her passengers landed and sent back to Liverpool, from whence they sailed a second time on the 5th September, in the "Fingal;" but, owing to this detention, the stores of many of the poor families were expended, and, being thereby without the means for necessarily renewing their stock, they became altogether dependent upon the ship's allowance. To this cause, added to a long and stormy voyage, may in a great measure be attributed the sickness and mortality; as, immediately on being landed at Grosse Isle, where they were detained a few days to wash their clothes, they were allowed a wholesome nourishing diet, and during these few days of detention no further cases of disease appeared among them.

## CANADA.

The great majority of these passengers were Irish families coming out to friends. One poor woman, with four children, was going to her husband in New Orleans. Several other families were going to relations in Virginia, Kentucky, and Missouri.

Of 30 families found necessary to be assisted, there were but 12 male adults over 14 years, with 66 women and 70 children.

A number of the steerage passengers by the "Sarah Sands," and all those by the "Jane Glassin," from Liverpool, had originally been on board the ill-fated "Annie Jane," but left that vessel on her having put back to Liverpool.

They are mechanics and navvies coming out under engagements to Messrs. Jackson and Co. From 40 to 50 persons of the same class were on board the "Fingal."

The ships arrived during the past month have all had long and stormy passages.

The "Nordlyset," from Christiana, arrived on the 9th instant; 86 days' passage; all well.

The following vessels, with emigrants, sailed in the early part of September for this port; viz. :—

1st. "Jenny Johnston," Tralee, with 158 passengers, put into St. Andrew's, N.B., and landed her passengers;

2d. "Huron," from Limerick, with 271 passengers, put into Boston on the 7th instant;

3rd. "Perseverance," from Dublin, with 141 passengers;

4th. "Lavinia," from Waterford, with 47 passengers.

Labour of all descriptions continues in great demand throughout the province, and all the emigrants landed are fully and profitably employed.

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## Despatches from the Secretary of State.

No. 1.

No. 1.

COPY of a DESPATCH from the Duke of NEWCASTLE to the  
OFFICER ADMINISTERING the Government of Canada.

(No. 66.)

SIR, Downing Street, January 2, 1854.

I HAVE had under my consideration the Act\* passed by the Legislature of Canada, to amend and consolidate the laws relating to emigrants and quarantine.

\* This Act is printed  
in the Appendix to  
the present Paper.

I observe that the 5th section enacts that any vessel from any port whatever, arriving in the province, having on board, or having had on board at any time during the voyage more than one adult passenger to every twelve superficial feet of the deck, or more than one person, including the master, crew, and cabin passengers, for every two tons, shall incur certain penalties for each passenger constituting such excess. The apparent intention of this clause is to extend to emigrant vessels from other than the ports of the United Kingdom the limits as to space contained in the Imperial Passengers Act, which provides that ships from the United Kingdom may carry one passenger to twelve superficial feet only when they take a medical man, and that when not provided with a medical man the legal space shall be enlarged to 14 superficial feet. The effect of the provincial enactment would therefore be, in one class of cases, to allow vessels from foreign ports to arrive with a larger number of passengers on board than would be allowed by the Passenger's Act, and as this difference between the two laws may have escaped the notice of the Canadian Legislature, I have to instruct you to call the attention of your council to the point, and in the meantime the Act will be submitted for Her Majesty's confirmation.

I have, &amp;c.

(Signed) NEWCASTLE.

The Officer administering the Government,  
&c. &c. &c.

No. 2.

No. 2.

COPY of a DESPATCH from the Duke of NEWCASTLE to the  
OFFICER ADMINISTERING the Government of Canada.

(No. 73.)

SIR, Downing Street, February 15, 1854.

I RECEIVED and communicated to the Treasury your Despatch, No. 15,\* of the 24th of November last, transmitting certain claims by the Provincial Government against the Imperial Treasury, on account of expenses attending immigration to Canada.

\* Page 9.

The claims were, first, 9,000*l.* sterling for arrears of the annual sum of 1,500*l.* voted by Parliament towards expense of Immigration Agency in Canada, the arrears being for six years up to the 31st of March 1853; and secondly, 11,697*l.* currency, as a balance due to the province on the immigration expenses of 1847.

The Lords Commissioners of the Treasury had already ordered payment of 7,500*l.* for arrears of the allowance for agency. I enclose a letter by which you will see that their Lordships have now ordered payment of the further sum of 1,500*l.* which will discharge the claim of the province on this head up to the 31st of March 1853.

February 8, 1854.

With regard to the other claim for a balance due for the emigration expenses of 1847, you will perceive that their Lordships cannot intimate any decision without first communicating with the Commissariat officer, by whom all the accounts connected with this service have been adjusted.

In the meanwhile, I must take this opportunity of apprising you that it is not considered that application can continue to be made to Parliament for



CANADA.

assisting the province of Canada to support its immigration agency. A very large sum is expended annually upon the establishment necessary in this country for securing the departure of emigrants in the manner best calculated to ensure their safety and their good health on the voyage, and I cannot doubt that the Canadian Government will feel it only fitting to maintain on its own side of the water the establishments requisite for the proper reception and distribution of the people who arrive in Canada.

I have, &amp;c.

(Signed) NEWCASTLE.

The Officer administering the Government,  
&c. &c. &c.

Encl. in No. 2.

Enclosure in No. 2.

SIR,

Treasury Chambers, February 8, 1854.

I AM commanded by the Lords Commissioners of Her Majesty's Treasury to request that you will state to the Duke of Newcastle, with reference to your letter dated 29d ultimo, that the payment of 7,500*l.* on account of Emigration Agency in Canada having been made for five years, according to the request contained in the papers transmitted from Canada by Deputy Commissary General Robinson in June last, the further sum of 1,500*l.* is now payable, and their Lordships will instruct Mr. Robinson to pay that amount to the Provincial Government to complete the sum due for six years to 31st March 1853, out of the balance remaining unissued upon the grant for Emigration Services, in which this charge is provided for.

I am further to state that my Lords were under the impression that the claims of the Government of Canada upon British funds, in respect of expenses incurred on account of emigration in 1847, had been already liquidated, and they are unable to reply to his Grace's observation upon that subject without first communicating with Deputy Commissioner General Robinson, by whom all the accounts connected with this service have been adjusted.

The sum of 17,422*l.* 6*s.* 8*d.*, which remained unappropriated upon the grant of 1848, was last year returned to Parliament as a saving, and there are now no funds at their Lordships' disposal from which a further issue could readily be made.

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

I have, &c.  
(Signed) C. E. TREVELYAN.

No 3.

No. 3.

COPY of a DESPATCH from the Duke of NEWCASTLE to the  
OFFICER ADMINISTERING the Government of Canada.

(No. 77.)

SIR,

Downing Street, March 2, 1854.

WITH reference to my Despatch, No. 73, of the 15th ultimo, acquainting you that Parliament could not continue to be asked for a contribution towards the expense of Emigration Agency in Canada, I have the honour to acquaint you that in order to prevent any inconvenience in the financial year now about immediately to commence, the usual item of 1,500*l.* for this service will be inserted in the estimate for the twelvemonth ending on the 31st of March 1855, but that after that date no further application on this account can be submitted to Parliament.

I have, &amp;c.

(Signed) NEWCASTLE.

The Officer administering the Government,  
&c. &c. &c.

NEW BRUNSWICK.

NEW  
BRUNSWICK.

## Despatches from the Lieutenant-Governor.

No. 1.

No. 1.

COPY of a DESPATCH from Lieut.-Governor Sir E. HEAD to his Grace the Duke of NEWCASTLE.

(No. 38)

Government House, Fredericton, May 20, 1853.  
(Received June 7, 1853.)

MY LORD DUKE,

I HAVE the honour to transmit herewith for your Grace's information the return of the ship "Imperial," together with the report of Her Majesty's Emigration Agent at Saint John, dated Saint John, May 11, 1853.

I am, &amp;c.

(Signed) EDMUND HEAD,  
Lieut.-Governor.

His Grace the Duke of Newcastle,  
&c. &c. &c.

Encl. in No. 1.

Enclosure in No. 1.

SIR,

Government Emigration Office, St. John, May 11, 1853.

I HAVE to report the arrival of the packet ship "Imperial," from Liverpool, with 266 passengers, and enclose a ship return.

There were 130 railway labourers and their families in this ship, sent out by Messrs. Sykes and Co., the contractors for the line of railway from St. Andrew's to Woodstock. All these were forwarded to St. Andrew's this morning by steamer "Maid of Erin," chartered for the purpose. They are an uncommonly fine set of people, chiefly from the north of England.

The Hon. J. R. Partelow.  
&c. &c.

I have, &amp;c.

(Signed) M. H. PERLEY,  
H. M. Emigration Officer.

No. 2.

No. 2.

COPY of a DESPATCH from Lieut.-Governor Sir E. HEAD to his Grace the Duke of NEWCASTLE.

(No. 40.)

Government House, Fredericton, N.B., May 21, 1853.  
(Received June 7, 1853.)

MY LORD DUKE,

I HAVE the honour to transmit herewith for your Grace's information the ship return of the barque "Mary Ann," together with the report of Her Majesty's Emigration Agent at Saint John, dated Saint John, May 17, 1853.

I am, &amp;c.

(Signed) EDMUND HEAD,  
Lieut.-Governor.

His Grace the Duke of Newcastle,  
&c. &c. &c.

Encl. in No. 2.

Enclosure in No. 2.

SIR,

Government Emigration Office, St. John, May 17, 1853.

I HAVE to report the arrival of the barque "Mary Ann," from Londonderry, with 225 passengers, for which vessel a ship return is enclosed.

There were eight cases of measles on the voyage, of which disease two children died. Two children were born on the voyage, one of which only lived two days.

Two families, with children convalescing from measles, were landed on Partridge Island, for observation and purification, and the rest of the passengers came into port. Nearly one-fourth of them left for Boston this morning to join their friends there, who furnished the means of bringing them from Ireland.

There are now three small vessels on the voyage from the south of Ireland, having on board in all 290 passengers, of whom only 130 are males above the age of 14 years.

I am not informed at present of any other passengers from the United Kingdom for this province.

The Hon. J. R. Partelow.  
&c. &c.

I have, &amp;c.

(Signed) M. H. PERLEY,  
H. M. Emigration Officer.

No. 3.

NEW BRUNSWICK

No. 3.

Copy of a DESPATCH from Lieut.-Governor Sir EDMUND HEAD to the Duke of NEWCASTLE.

(No. 44.) Government House, Fredericton, New Brunswick, June 16, 1853.

(Received July 4, 1853.)

MY LORD DUKE,

I HAVE the honour to forward copies of two letters from Her Majesty's Emigration Officer at St. John, announcing the arrival at that part of four vessels with passengers; namely, the "Ellen and Margaret," "Garland," "Eudocia," and "Florence." 9th & 10th June 1853.

I also transmit herewith the usual ship returns for these vessels.

I have, &c.

(Signed) EDMUND HEAD, Lieut.-Governor.

His Grace the Duke of Newcastle, &c. &c. &c.

Enclosure 1 in No. 3.

SIR, Government Emigration Office, St. John, June 9, 1853.

Encl. 1 in No. 3.

No. 3. Garland,	
Cork	- 99
„ 4. Eudocia,	
Liverpool	331
„ 5. Florence,	
Cork	- 84
Total	- 514

I HAVE the honour to report the arrival of three vessels with passengers, named in the margin, and enclose a ship return for each.

Among the passengers by the "Garland," were 19 boys from the Foundling Hospital at Cork. For 16 of these I have agreed with competent tradesmen who take them as apprentices until 21, the other three are in the Hospital.

With reference to these boys, I will forward a separate and special report hereafter when the arrangements respecting them are completed.

The railway labourers in the "Eudocia" are sent out by Messrs. Sykes and Co., and will be forwarded to St. Andrew's by steamer to-day.

The whole of this party of men, women, and children are an uncommonly fine set of people.

I have, &c.

(Signed) M. H. PERLEY, Her Majesty's Emigration Officer.

The Hon. J. R. Partelow, &c. &c.

Enclosure 2 in No. 3.

SIR, Government Emigration Office, St. John, June 10, 1853.

Encl. 2 in No. 3.

I HAVE the honour to report the arrival the the barque "Ellen, and Margaret" from Cork with 101 passengers, and enclose a ship return.

Many of these passengers have been sent for by friends and relatives here, and the rest will probably remain here owing to the high rates of wages and present demand for labour.

I have, &c.

(Signed) M. H. PERLEY, Her Majesty's Emigration Officer.

The Hon. John R. Partelow, &c. &c.

No. 4.

No. 4.

Copy of a DESPATCH from Lieut.-Governor Sir EDMUND HEAD to the Duke of NEWCASTLE.

(No. 46.) Government House, Fredericton, New Brunswick, June 17, 1853.

(Received July 4, 1853.)

MY LORD DUKE,

(Answered, No. 39, July 28, 1853, page 53.)

I HAVE the honour to transmit for your Grace's information a copy of a Proclamation I have caused to be published in this colony in pursuance of the Imperial Act relating to the carriage of passengers by sea. Such Proclamation was drafted by the Emigration Officer at St. John, Mr. Perley, and revised by the law officers of the Crown.

I have, &c.

(Signed) EDMUND HEAD, Lieut.-Governor.

His Grace the Duke Newcastle, &c. &c. &c.

NEW  
BRUNSWICK.  
Encl. in No. 4.

Enclosure in No. 4.

By his Excellency Sir EDMUND WALKER HEAD, Baronet, Lieutenant-Governor and  
Commander-in-Chief of the Province of New Brunswick, &c. &c. &c.

A PROCLAMATION.

WHEREAS by an Act of the Imperial Parliament made and passed in the 15th and 16th years of the reign of Her present Majesty, entitled "An Act to amend and consolidate the Laws relating to the Carriage of Passengers by Sea," it is provided that it shall be lawful for the Governor of any of Her Majesty's Possessions abroad by Proclamation, to be by him from time to time issued for that purpose to declare what shall be deemed, for the purposes of the said Act, the length of the voyage of any ship carrying passengers from such possessions to any other place whatsoever; and also what articles of food and provisions may be substituted for those named in the said Act, and what medicines, medical instruments, and other matters shall be deemed necessary for the medical treatment of the passengers during such voyage.

Now, therefore, under the power and authority in me vested by the said Act of Parliament, I do hereby proclaim and declare that the length of the voyage of a "passenger ship," proceeding from this province to the undermentioned places shall be determined by the following scale, that is to say:

If the ship be propelled by sails alone—

To Western Australia	- - - - -	120 days.
To any other of the Australian Colonies	- - - - -	140 "
To the Western coast of America north of the Equator, and the Islands adjacent thereto	- - - - -	180 "

If the ship be propelled wholly by steam engines of not less power than after the rate of twenty horses to every 100 registered tons, or by such steam engines in aid of sails—

To Western Australia	- - - - -	85 days.
To any other of the Australian Colonies	- - - - -	90 "
To the Western Coast of North America, north of the Equator, and Islands adjacent thereto	- - - - -	90 "

And I do hereby further proclaim and declare that the supply of medicines, medical instruments, and other matters necessary for the medical treatment of the passengers during the said several voyages shall be regulated in accordance with the 40th section of the said Act, and shall be provided pursuant thereto in every respect.

Given under my hand and seal, at Fredericton, the first day of June, in the Year of our Lord One thousand eight hundred and fifty-three, and in the Sixteenth year of Her Majesty's reign.

By his Excellency's command,  
(Signed) J. R. PARTELOW.

No. 5.

No. 5.

COPY of a DESPATCH from Lieut.-Governor Sir EDMUND HEAD to the  
Duke of NEWCASTLE.

(No. 51.) Government House, Fredericton, New Brunswick,  
June 30, 1853.

MY LORD DUKE,

(Received July 18, 1853.)

I HAVE the honour to enclose copies of two letters from the Emigration Officer at Saint John, reporting the arrival at that port of two vessels from Youghal and Londonderry with passengers.

The usual "ship returns" are also enclosed in this Despatch.

I am, &c.

His Grace the Duke of Newcastle, (Signed) EDMUND HEAD.  
&c. &c. &c.

Encl. 1 in No. 5.

Enclosure 1 in No. 5.

SIR,

Government Emigration Office, St. John, 13 June, 1853.

I HAVE to report the arrival of the "Charles" from Youghal with 92 passengers, and enclose a ship return.

The passengers lately arrived have nearly all remained in the province, and especially the labouring men, for whom there is ample employment at high wages.

There are now on the voyage for this port four vessels, viz: two Norwegian vessels, from Londonderry, one Austrian vessel from Youghal, and one Irish vessel from Cork

bringing in all about 450 passengers. These passengers with those by Messrs. Reed's packet ships from Liverpool, will comprise nearly all the emigration for the rest of the season.

The Honourable J. R. Partelow,  
&c. &c. &c.

I have, &c.  
(Signed) M. H. PERLEY,  
Her Majesty's Emigration Officer.

Enclosure 2 in No. 5.

Encl. 2 in No. 5.

SIR, Government Emigration Office, St John, June 18, 1853.  
I HAVE to report the arrival of the barque "Patience" from Londonderry with 145 passengers, and enclose a ship return.

The "Patience" belongs to Ullaborg in Russian Finland, and came into port under the flag of Russia. The captain speaks good English, as do several of the crew, the rest Russ only.

I have rarely seen a passenger vessel enter port in so cleanly a condition as the "Patience." The passengers stated that they were treated with the greatest care, kindness, and attention by the captain and all his crew, and that there was not an angry word during the voyage.

The Honourable J. R. Partelow,  
&c. &c. &c.

I have, &c.  
(Signed) M. H. PERLEY,  
Her Majesty's Emigration Officer.

No. 6.

No. 6.

COPY of a DESPATCH from Lieut.-Governor Sir EDMUND HEAD to the Duke of NEWCASTLE.

(No. 53.) Government House, Fredericton, New Brunswick,  
July 30, 1853.

(Received August 15, 1853.)

MY LORD DUKE,

I HAVE the honour to transmit copies of three letters from the Emigration Officer at the port of St. John, addressed to the Provincial Secretary, reporting the arrival of four vessels at that port with passengers. 1st, 9th, and 23d July.

The usual ship returns enclosed in these letters are also forwarded with this Despatch.

His Grace the Duke of Newcastle,  
&c. &c. &c.

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

Enclosure 1 in No. 6.

Encl. 1 in No. 6.

SIR, Government Emigration Office, St. John, July 1, 1853.  
I HAVE to report the arrival of the Wallachian brigantine "Minta," under the Turkish flag, with 81 passengers, from Youghal, and enclose a ship return.

Although this vessel only came into port last night, yet several of the labouring men were engaged and went to work this morning at a dollar a day.

The emigrants landed here during the quarter ended yesterday are as follow:—

	Males.	Females.
Adults - - - - -	740	483
Between fourteen and one year - - - - -	197	174
Under one year - - - - -	31	30
Totals - - - - -	968	687

In all 1,655 souls. Of these, fully three-fourths have remained in the province and obtained profitable employment.

The emigration during the rest of the season will be chiefly confined to Messrs. Reed's monthly line of Liverpool packet ships, which offer superior accommodation and advantages.

The Honourable John R. Partelow,  
&c. &c. &c.

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

NEW  
BRUNSWICK.

Encl. 2 in No. 6.

Enclosure 2 in No. 6.

SIR,

Government Emigration Office, St. John, July 9, 1853.

I HAVE to report the arrival of the Norwegian barque "Merker," from Londonderry, with 130 passengers, and brigantine "Ocean," from Cork, with 72 passengers, for which ship returns are enclosed.

All these passengers landed in good health and will probably remain here, there being abundance of employment and good wages.

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

The Honourable John R. Partelow,  
&c. &c. &c.

Encl. 3 in No. 6.

Enclosure 3 in No. 6.

SIR,

Government Emigration Office, St. John, July 23, 1853.

I HAVE to report the arrival of the packet ship "Middleton" from Liverpool, with 247 passengers, all in good health, and enclose a ship return.

A portion of these passengers are railway labourers going to Saint Andrew's; the rest persons intending to settle in the province, having been sent for by friends.

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

The Honourable John R. Partelow,  
&c. &c. &c.

No. 7.

No. 7.

COPY of a DESPATCH from Lieut.-Governor Sir EDMUND HEAD to the Duke of NEWCASTLE.

(No. 63.) Government House, Fredericton, N.B., October 8, 1853.

MY LORD DUKE,

(Received October 24, 1853.)

22d Sept. 1853.

I HAVE the honour to transmit copy of a letter from Her Majesty's Emigration Officer at Saint John, enclosing "ship returns" for seven vessels which have arrived at that port with emigrants on board since his last report.

The passengers by all these vessels appear to have landed in an unusually healthy and satisfactory state.

His Grace the Duke of Newcastle, (Signed) I have, &c.  
&c. &c. &c. EDMUND HEAD.

Encl. in No. 7.

Enclosure in No. 7.

SIR,

Government Emigration Office, St. John, September 22, 1853.

I HAVE the honour to state that the following ships, with passengers, have arrived at this port since my last report:—

August 17,	Ship	"Liberia,"	Liverpool,	110	souls.
" 20,	Barque	"Sarah,"	Cork,	133	"
" 23,	Barque	"Mary Ann,"	L'Derry,	229	"
Sept. 12,	Brigantine	"Amandee,"	Westport,	61	"
" 13,	Ship	"Essex,"	Liverpool,	59	"
" 19,	Brig	"Guardian,"	Galway,	69	"
" 19,	Ship	"Imperial,"	Liverpool,	78	"
			Total	-	- 739

The three vessels in August arrived during my absence, the vessels in September since my return.

I am happy in being able to report that there was no sickness in any of these vessels, and not a single death on the voyage. At this moment there is not one emigrant at the Quarantine station.

Only a few of the passengers now reported have gone to the United States. A few families have proceeded to Montreal, having come by this route. From the facility by which Montreal can now be reached from here, via Portland, it is not at all unlikely that

emigrants for Upper Canada may hereafter land here in considerable numbers, as they will save both time and money by doing so, instead of going to Quebec.

NEW  
BRUNSWICK.

I have, &c.

(Signed) M. H. PERLEY,  
Her Majesty's Emigration Officer.

The Honourable John R. Partelow,  
&c. &c. &c.

No. 8.

No. 8.

COPY of a DESPATCH from Lieut.-Governor Sir EDMUND HEAD to the  
Duke of NEWCASTLE.

(No. 65.)

Government House, Fredericton,  
November 3, 1853.

(Received November 21, 1853.)

MY LORD DUKE,

I HAVE the honour to transmit a copy of a letter addressed by Her Majesty's Emigration Officer at Saint John to the Provincial Secretary, enclosing a "ship return" of the packet ship "Eudocia," lately arrived at that port with passengers.

19th October 1853.

I have, &c.

(Signed) EDMUND HEAD,  
Lieut.-Governor.

His Grace the Duke of Newcastle,  
&c. &c. &c.

Enclosure in No. 8.

Encl. in No. 8.

Government Emigration Office, St. John,  
October 19, 1853.

SIR,

I HAVE the honour to report the arrival of the packet ship "Eudocia" from Liverpool with ninety-nine passengers, and enclose a ship return.

These Liverpool packets are very superior vessels, and the passengers have excellent provisions with ample accommodation.

This line has been so successful that the owners have been encouraged to contract for two iron screw steamers to be built in the Clyde at the cost of 45,000*l.* sterling each, the one to be delivered in July and the other in October next.

The whole number of passengers landed at this port the present season is 2,858, of whom more than 2,000 have remained in the province.

The demand for labour, however, still continues, and female servants are in great request.

I have, &c.

(Signed) M. H. PERLEY,  
Her Majesty's Emigration Officer.

The Hon John R. Partelow,  
&c. &c. &c.

No. 9.

No. 9.

COPY of a DESPATCH from Lieut.-Governor Sir EDMUND HEAD to the  
Duke of NEWCASTLE.

(No. 70.)

Government House, Fredericton, New Brunswick,  
December 3, 1853.

(Received December 20, 1853.)

MY LORD DUKE,

I HAVE the honour to enclose a copy of a letter from Mr. Perley, the Emigration Officer at St. John, announcing the arrival of the ships "Liberia" and "Middleton."

1.

The latter vessel experienced heavy weather, and had a very long and tedious passage.

The ship returns for these vessels will explain the condition in which they reached the colony.

It is highly gratifying to see that the precautions taken in England, and the praiseworthy conduct of the owners and officers of the "Middleton" have brought the ship out under very unfavourable circumstances with the loss of only two infants. Such a result is the more striking, when compared with the frightful mortality which is reported in the papers to have occurred on board



NEW  
BRUNSWICK

many of the emigrant ships on their passage to the ports of the United States at the very same time.

I have, &c.  
(Signed) EDMUND HEAD,  
Lieut.-Governor.

His Grace the Duke of Newcastle,  
&c. &c. &c.

Encl. in No. 9.

Enclosure in No. 9.

Government Emigration Office, St. John,  
December 1, 1853.

SIR,

Nov. 21 &amp; 22.

I HAVE the honour to report the arrival of the packet ship "Liberia" and "Middleton" with passengers, and enclose the usual ship return for each.

I have never seen a vessel arrive (unless a wreck) whose sails and rigging were so thoroughly dilapidated as those of the "Middleton." Her hull must have been uncommonly strong to have stood what she appears to have encountered.

They are engaged for three years by the Messrs. Jackson and Co., at wages varying from 35s. to 36s. sterling per week, and they go on to-morrow by Portland to Richmond in Lower Canada.

The Hon. J. R. Partelow,  
&c. &c. &c.

I have, &c.  
(Signed) M. H. PERLEY,  
Her Majesty's Emigration Officer.

Sub-Encl. to  
Encl. in No. 9.

Sub-Enclosure to Enclosure in No. 9.

Extract from "Ship Return."

"The 'Liberia' is one of Messrs. Reed's comfortable packet ships. Food and water good and abundant. The emigrants in excellent condition on arrival."

"The 'Middleton' is one of Messrs. Reed's line of packets. This vessels encountered very severe gales, and was greatly damaged in sails and rigging. The quality of food was good; but owing to the severity of the weather and violent tossing of the ship, some of the water casks were stove, and the sugar was damaged. For a few days there was no sugar, and but half allowance of water, for which deficiency Messrs. Reed paid each passenger a sum of money which was perfectly satisfactory. The passengers were all in good health."

No 10.

No. 10.

COPY of a DESPATCH from Lieut.-Governor Sir EDMUND HEAD to  
the Duke of NEWCASTLE.

(No. 1.)

Government House, Fredericton, N.B.,  
January 11, 1854.

MR LORD DUKE,

(Received January 31, 1854.)

I HAVE the honour to enclose the report of Mr. Perley, Emigration Officer at St. John, which will, I trust, be found satisfactory.

I may state that I have appointed Mr. Thomas M'Avity to act as assistant Emigration Officer under Mr. Perley, as I am informed it will be convenient to have a person in that capacity.

The concluding sentences of Mr. Perley's report relating to the mode of disposing of Crown lands have not escaped my attention.

The difficulty adverted to by him arises from the obligations of the Civil List Act, which requires as a general rule that land should be sold only at public auction.

I have more than once brought the matter before my Council and suggested that an Act should be obtained enabling the Government to put up tracts of land, surveyed without any special application, at a certain upset price, and if no advance on the price should be offered at public sale, afterwards to dispose of lands once so offered by private contract at a minimum rate.

This is I believe the course adopted with advantage in some other colonies.

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

His Grace the Duke of Newcastle,  
&c. &c. &c.

Enclosure in No. 10.

NEW  
BRUNSWICK.

Encl. in No. 10.

To his Excellency Sir Edmund Head, Baronet, Lieutenant-Governor and  
Commander-in-Chief of the Province of New Brunswick, &c. &c. &c.

May it please your Excellency,

I HAVE the honour to submit herewith the annual abstract of immigration to New Brunswick for the year 1853.

1. The whole number of immigrants arrived in the province during the year was 3,762, In 1853 - 3,762  
being an increase on the year 1852 of 1,597 souls. „ 1852 - 2,165

2. There has been very little sickness among the emigrants that arrived in this province during the past year. The whole number of deaths on the voyage and in quarantine was less than one-third of one per cent. on the numbers embarked. The deaths were chiefly among infants and adults affected with chronic complaints of long standing.

Increase - 1,597

3. Much has been done the past season to improve the buildings, offices, and accommodations generally at the quarantine station at this port, under the direction of Mr. Thomas M'Avity, the efficient superintendent of Partridge Island. I have often had occasion to mention the kindness and skill of Dr. Harding, the resident physician, and I now have to add that these, combined with his long experience and active habits, and the general improvements at the quarantine station, render it every way efficient, and comfortable for any reasonable number of immigrants that may be landed there.

4. During the past season I have had no occasion to institute proceedings under the "Passengers Act." The new Act, which came into force on the 1st October 1852, has worked well. Where deficiencies in the supply of provisions have occurred either from accident or misapprehension, the deficiency has been made good on my representation. In one case (that of the packet ship Middleton), the passengers, 291 in all, were short of some articles during the latter part of the voyage, owing to sea-damage. The owners requested me to name the amount to be paid to the passengers as compensation, after hearing their statement. I fixed upon a sum which was perfectly satisfactory to all parties, and the owners instantly paid each passenger his amount in my presence.

5. The firmness with which the "Passengers Act" was enforced at this port in former years in every case of wilful violation, has had an excellent effect. In every prosecution which I have instituted since my appointment to office in 1843, a conviction has been obtained, and sometimes very large penalties. In consequence of this and the marked improvements in the late "Passengers Act," prosecutions are now rarely necessary, full compensation being generally obtained by my interference or request.

6. At least three-fourths of the immigrants of the past season have remained in the province. Fully one-half of all that arrived were English and Scotch, chiefly railway and agricultural labourers and their families. The number from Ireland was much smaller than usual. With the exception of those who came to join friends here, many of the Irish immigrants proceeded to the United States, their passages being paid by friends resident there. A few Norwegians landed in June last at Shediac, with the view, it was understood, of obtaining information respecting the Gulf coast of this province, to be communicated to their countrymen in Norway. These, and a very few passengers landed at Miramichi, constitute all the immigration in that part of the province during the past year. At St. Andrew's, 447 passengers were landed during the year, chiefly labourers for the St. Andrew's and Quebec Railway, the rest bound to Canada but driven in there by stress of weather, being too late in the season for Quebec. The latter were forwarded to Montreal, via Portland; and with respect to these, Captain Jones, the assistant emigration officer at St. Andrew's, has made a special report, which is herewith submitted.

7. I have great gratification in being able to report, that the past year has been marked by greater prosperity among all the industrial classes, and in every branch of business, than has ever before been enjoyed since New Brunswick became a colony. The prices of the staple exports of the country, timber and deals, have advanced to rates which are highly remunerative. The number of saw-mills driven either by steam or water power is constantly on the increase. Ship building has also been prosecuted with great activity, and, to an extent heretofore unparalleled. The vessels built are of much larger size than formerly, and, owing to the high character New Brunswick ships have obtained abroad for speed and durability, their price has become greatly enhanced. The harvest of 1853 was good, except a short crop of hay, and some damage to potatoes from the old disease. The actual commencement of railway construction on an extensive scale, has opened up new and profitable sources of employment. Altogether business is in a healthy state, and the province is rapidly advancing in every respect.

8. Besides the immigration from Europe, very considerable numbers of persons have entered the province from the neighbouring colonies of Nova Scotia and Prince Edward Island, and from elsewhere, attracted by the demand for labour, and high rates of wages; still the supply of labour has fallen far short of the demand. The farmers have perhaps suffered more than any other class, from an inadequate supply of agricultural labourers and female domestics. In the towns there has also been great scarcity of female servants, and a supply of these is now very much needed. Boys from twelve to eighteen years of age are greatly in demand throughout the province, by tradesmen, farmers, and mechanics.

NEW  
BRUNSWICK.

9. During the coming season almost any number of unskilled labourers may be certain of finding steady employment at three shillings and sixpence to four shillings sterling per day. Masons, joiners, house and ship-carpenters, bricklayers, and millwrights will also find ready employment at five shillings to eight shillings sterling per day, the highest rates being given to ship-carpenters and millwrights.

10. Great facilities for reaching New Brunswick are now presented by the semi-monthly line of large class packet ships at present plying between Liverpool and this port, to which it was proposed to add during the coming season, two powerful iron screw steam ships, of 1,700 tons burthen each, now building, if the owners are assured of certain aid from the province.

11. The opening of the railway from Portland to Montreal, has created a new line of traffic for emigrants from Europe bound to Canada through this port of St. John. The voyage from the United Kingdom here may be stated at ten days less than to Quebec, besides avoiding all the dangers of the Gulf and River St. Lawrence. From hence to Montreal via Portland, the time at present is thirty-five hours only, which it is proposed to reduce by placing two more large and powerful steamers on the route to Portland, so that one may leave here every day for that place, and thus prevent the least delay. This mode of reaching Canada will also be advantageous in the spring, as passengers arriving here in March or April may be permanently located there, long before ships can possibly reach Quebec by the St. Lawrence; and they may also join their friends in that province quite comfortably, late in the season, long after the navigation of the St. Lawrence has closed. From the arrangements now in progress, there is every reason to believe, that next season passengers from the United Kingdom for Montreal will reach that place, via St. John much more speedily than by Quebec, at no greater expense, if not more cheaply.

12. I beg once more to bring under your Excellency's consideration, the difficulties and delays attending the acquisition of Crown lands in this province by intending settlers, and I earnestly beg that some mode may be adopted for obviating these difficulties, which I am well assured have deterred, and are deterring many persons of the best class from becoming purchasers and settlers.

Which is respectfully submitted.

The Right Honourable Sir Edmund Head, (Signed) M. H. PERLEY,  
&c. &c. &c. H. M. Emigration Officer for New Brunswick.

Government Emigration Office,  
St. John, New Brunswick,  
January 9, 1854.

Sub-Enclosure to No. 10.

ABSTRACT RETURN of IMMIGRATION to New Brunswick during the Year 1853.

Quarters.	Whole No. of Vessels arrived.	Deaths on Board or in Quarantine.	Births on Board or in Quarantine.	Adults.		Between 14 Years and 1 Year.		Under 1 Year.		Totals.		Whole No.
				M.	F.	M.	F.	M.	F.	M.	F.	
Quarter ended March 31	1	—	—	8	4	1	1	—	—	9	5	14
" June 30 -	19	8	2	844	514	208	183	32	31	1,084	728	1,812
" Sept. 30 -	15	1	—	427	379	187	179	25	27	639	585	1,224
" Dec. 31 -	12	3	3	341	153	103	92	13	10	457	255	712
Totals - -	46	12	5	1,620	1,050	499	455	70	68	2,189	1,573	3,762

RECAPITULATION.

	Males.	Females.
Adults	1,620	1,050
Between 14 years and 1 year	499	455
Under 1 year	70	68
Totals	2,189	1,573

In the whole, Three thousand seven hundred and sixty-two souls.

(Signed) M. H. PERLEY,  
Government Emigration Office,  
St. John, New Brunswick,  
December 31, 1853.  
H. M. Emigration Officer for New Brunswick.

## Despatches from the Secretary of State.

NEW  
BRUNSWICK.

No. 1.

No. 1.

COPY of a DESPATCH from the Duke of NEWCASTLE to Lieut.-Governor  
Sir EDMUND HEAD, Bart.

(No. 39.)

SIR, Downing Street, July 28, 1853.

I HAVE received your Despatch, No. 46, of the 17th June forwarding copy of a Proclamation which you had issued under the provisions of the Passengers Act for 1852, declaring the length of the voyage of vessels carrying emigrants from New Brunswick to other parts of the world, &c., fixing the dietary and medicines, &c. to be supplied.

I have laid this Proclamation before the Queen, and I am commanded to signify to you Her Majesty's confirmation of the same.

You will observe that under the terms of the 85th clause of the Act of Parliament, it will be necessary that you should transmit authenticated copies of this Proclamation to the Governors of any Colonies in which you consider it likely that proof will require to be given of the same.

I have, &amp;c.

(Signed) NEWCASTLE.

Lieut.-Governor Sir Edmund Head,  
&c. &c. &c.



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**PRINCE EDWARD ISLAND**

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PRINCE EDWARD  
ISLAND.

Despatches from Lieutenant-Governor Bannerman.

No. 1.

No. 1.

COPY of a DESPATCH from Licut.-Governor BANNERMAN to the  
Duke of NEWCASTLE.

(No. 1.)  
MY LORD DUKE,

Government House, Prince Edward Island,  
January 13, 1854.

I HAVE the honour to transmit to you a return relating to emigration for  
the year 1853, as required by Lord Stanley's Circular Despatch of the 22d of  
March, 1845.

The Duke of Newcastle,  
&c. &c. &c.

I have, &c.  
(Signed) A. BANNERMAN.

Encl. in No. 1.

Enclosure in No. 1.

A Return of Emigrants, Prince Edward Island, January 1, 1854.

England.	Ireland.	Scotland.
16	36	10

Amount of emigrant tax levied under Act 15 Vict. c. 11. at the rate of 12s. for 19, and  
8s. on 43.

JAMES WARBURTON, Colonial Secretary.

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APPENDIX.

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(No. 1185.)

CAP. 86.

## An Act to Amend and Consolidate the Laws relative to Emigrants and Quarantine.

WHEREAS it is expedient to repeal the several Acts now in force respecting emigrants, and to consolidate those provisions thereof which have been found effective and expedient, with such amendments as experience hath shown to be requisite: Be it therefore enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and of the Legislative Assembly of the Province of Canada, constituted and assembled by virtue of and under the authority of an Act passed in the Parliament of the United Kingdom of Great Britain and Ireland, and intituled, an Act to re-unite the Provinces of Upper and Lower Canada, and for the Government of Canada, and it is hereby enacted by the authority of the same, that the Act passed in the twelfth year of Her Majesty's reign, and intituled an Act to repeal certain Acts therein mentioned, and to make further provision respecting emigrants, and the Act passed in the session held in the thirteenth and fourteenth years of Her Majesty's reign, and intituled an Act to encourage emigrants from Europe to the United States to use the St. Lawrence route, and the Act passed in the session held in the fourteenth and fifteenth years of Her Majesty's reign, and intituled an Act to provide for the commutation of certain bonds required under the Emigrant Act, and the Act passed in the session last aforesaid, and intituled an Act to amend the Emigrant Act, by reducing the tax on emigrants coming into this province, and for other purposes, shall be and the said Acts are hereby repealed, except as to any duty payable or penalty incurred under them or any of them; but no Act repealed by them or any of them shall revive by reason of their repeal.

II. And be it enacted, That there shall be raised, levied, and collected a rate or duty payable in the manner herein-after prescribed by the master or person in command of every vessel arriving in the port of Quebec or in the port of Montreal from any port of the United Kingdom or of any other part of Europe, with passengers or emigrants therefrom, and such rate or duty shall be five shillings currency for every adult passenger or emigrant, and three shillings and ninepence for every other passenger or emigrant between the ages of one and fourteen years, who shall have embarked from any port in the United Kingdom under the sanction of Her Majesty's Government, ascertained by a certificate from one of the officers of Her Majesty's Customs at the port at which such vessel shall have cleared or from any other port in Europe with the sanction of the Government of the country to which such port belongs, ascertained by certificate of the proper authority at such port, and seven shillings and sixpence currency for every passenger or emigrant who shall have embarked without such sanction: and such rate or duty shall be paid by the master or person in command of such vessel, or by some person on his behalf, to the collector of Customs at the port in this province at which such vessel shall be first entered, and at the time of making such first entry, which shall contain on the face of it the number of passengers actually on board the vessel; and no such entry shall be deemed to have been validly made or to have any legal effect whatsoever, unless such rates or duties be so paid as aforesaid: Provided always, that no child under the age of one year shall be reckoned among the number of passengers; and provided also, that any draft, order or other document made or signed by any person in the United Kingdom aforesaid, duly empowered to that effect by Her Majesty's Government, and directed to Her Majesty's Commissary-General or other officer having charge of the military chest in this province, and authorizing the payment to the collector of Customs aforesaid, of the rate or duty which would otherwise be payable by the master of any vessel for any emigrant or any number of emigrants on board such vessel, shall be taken and accepted by the collector as payment of the rate or duty payable on such emigrant or emigrants, and the sum mentioned in such order shall thereafter be received by such collector and paid over and applied in the same manner as other money raised under the authority of this Act.

III. And whereas masters of vessels are in the practice of embarking passengers after the vessel has been cleared and examined by the proper officer at the port of departure, and without delivering lists of such additional passengers to some officer to whom by law the same ought to be delivered, for the prevention and punishment of such practice: Be it enacted, that for every passenger not included in the list of passengers by any vessel sailing from a port in Her Majesty's dominions, delivered to the collector of Customs at the port of departure, or at the port where such additional passenger may have been embarked, or at the port at which such vessel may have touched after the embarkation of such passenger, the master or person in command of such vessel shall, in addition to the rate or duty payable as aforesaid, and at the same time and under the same penalties, pay to the collector of Customs at the port of Quebec or Montreal, at whichever the said vessel shall be first entered, the sum of forty shillings currency for each passenger so embarked as aforesaid and not included in one of the said lists.

IV. And be it enacted, that no master or person having the command of any vessel arriving in either of the ports last mentioned shall permit any passenger to leave such vessel until he shall have delivered to the collector of customs at such port a certified and correct passenger list in the form herein-after mentioned, nor until such list shall have been certified to be correct, and a certificate of such correctness and a permission to allow his passengers to leave the vessel, and a receipt for the duties payable by him under the provisions of this Act, shall have been given to him by the said collector of customs, under a penalty of not less than five pounds and not exceeding twenty-five pounds currency, to be paid by such master or person having the command of the vessel, for every passenger leaving the same contrary to the provisions of this Act: Provided always, that the said list shall contain the name of each head of a family being a passenger on board such vessel, his profession or trade, his country and the place of his destination, and the number of adult persons and children belonging to his family on board such vessel, and the name of each person not belonging to any family, with the like particulars of country, trade, profession, and destination.

V. And be it enacted, that if any vessel from any port or place on the continent of Europe, or from any other port or place out of Her Majesty's dominions, shall come within the limits of this province having on board or having had on board at any time during her voyage any greater number of passengers than one adult passenger for every twelve clear superficial feet on the lower or platform deck of such vessel appropriated to the use of such passengers and unoccupied by stores or other goods not being the personal luggage of such passengers, or having on board or having had on board at any time during her voyage a greater number of persons (including the master and crew and the cabin passengers, if any) than in the proportion of one person for every two tons of the tonnage of such ship, calculated in the manner used for ascertaining the tonnage of British ships, the master of such vessel shall thereby incur a penalty of not less than two pounds nor more than five pounds for each passenger or person constituting such excess: Provided always, that for the purposes of this section, each person of or above the age of fourteen years shall be deemed an adult, and two persons above the age of one year and under the age of fourteen years shall be reckoned and taken as one adult; and provided also, that this section shall not apply to any vessel arriving in this province before the first day of October one thousand eight hundred and fifty-three.

VI. And be it enacted, that the master of any passenger vessel shall, within twenty-four hours after such vessel shall arrive in the port of Quebec or of Montreal, and before any entry of such vessel shall be allowed, deliver to the collector of customs, at the port at which such vessel shall be entered a correct list, in the form of the Schedule A to this Act, of all the passengers on board such vessel at the time of her departure from the port or place whence she shall have cleared or sailed for this province, and a true statement of the other particulars mentioned in the said form, under a penalty upon such master of five pounds for each day during which he shall neglect so to deliver such list after the expiration of such twenty-four hours, and of two pounds for each passenger whose name shall be omitted in such list.

VII. And be it enacted, that in addition to the particulars herein-before required in the list of passengers to be delivered on each voyage by the master of any vessel carrying passengers and arriving in either of the ports of Quebec or Montreal to the collector of customs at such port, the master shall report in writing to the said collector the name and age of all passengers embarked on board of such vessel on such voyage who shall be lunatic, idiotic, deaf and dumb, blind, or infirm, stating also whether they are accompanied by relatives able to support them; and in case any such master or person having the command of any such vessel shall omit or neglect to report the particulars herein specified, or shall make any false report in any such particulars, he shall incur a penalty of not less than five pounds and not exceeding twenty-five pounds currency for every such passenger in regard to whom any such omission or neglect shall have occurred or any such false report or statement shall be made, for which penalty the owner or owners of every such vessel shall also be liable jointly and severally, and which may be sued for and recovered as herein-after provided.

VIII. And be it enacted, that the said report shall further contain the name, age, and last place of residence of any person who may have died during the passage of such vessel, and shall specify whether such passenger was accompanied by relatives or other persons, and the names of such relatives or other persons who were entitled to take charge of the monies, goods, and effects which may have been left by such passenger; and if there shall have been no such relatives or other persons entitled to take charge of the same, then the said report shall fully designate the quantity and description of such property, whether money or otherwise, which shall have been left by such passenger; and the said master or person in command of any such vessel shall pay over and fully account for the same to the collector of customs for the port at which the said vessel may be entered; and the said collector of customs shall thereupon grant unto such master a receipt for all such monies, goods, or effects as may be so placed in his hands by such master, which receipt shall contain a full description of the nature or amount thereof; and in case any master or person in command of any such vessel shall neglect or refuse to make such report, or to pay over and account for any such monies, goods, or effects, as required by this section, he shall incur a penalty of not less than five pounds and

## APPENDIX.

not exceeding two hundred and fifty pounds currency for every such case of neglect or refusal.

IX. Provided always and be it enacted, that nothing in this Act contained shall prevent the master or person having the command of any vessel from permitting any passenger to leave the vessel at the request of such passenger before the arrival of the vessel in the harbour of Quebec, but in every such case the names of the passengers who shall so leave shall be entered in the manifest on the list of emigrants made out at the time of the clearing of the vessel from the United Kingdom or other part of Europe as aforesaid, and shall be certified under the signatures of the passengers so leaving the vessel; and if the number of passengers remaining on board on the arrival of the vessel in the harbour of Quebec do not correspond with that mentioned in such manifest, after deducting the number who shall have so left the vessel, the master or person having the command of such vessel shall incur a penalty of five pounds currency for each passenger not found on board or entered on the manifest as having left the vessel as aforesaid.

X. And be it enacted, that every pilot who shall have had charge of any vessel having passengers on board, and shall know that any passenger has been permitted to leave the vessel contrary to the provisions of this Act, and shall not within twenty-four hours after the arrival of such vessel in the harbour to which he shall have engaged to pilot her inform the collector of customs at such place that a passenger or passengers has or have been so permitted to leave the vessel, shall incur a penalty not exceeding five pounds currency for every passenger with regard to whom he shall have wilfully neglected to give such information.

XI. And be it enacted, that every passenger on board any vessel arriving in the harbour to which the master or person in command of such vessel shall have engaged to convey him shall be entitled to remain and keep his baggage on board such vessel during forty-eight hours after her arrival in such harbour, and every such master who shall compel any passenger to leave his vessel before the expiration of the said term of forty-eight hours shall incur a penalty of not exceeding five pounds currency for every passenger he shall so compel to leave his vessel; nor shall any master or person in command of such vessel remove or cause to be removed, before the expiration of the said forty-eight hours, any berthing or accommodation used by his passenger, under like penalty, except with the written permission of the medical superintendent at the quarantine station.

XII. And be it enacted, that it shall be the duty of the medical superintendent at the quarantine establishment in this province, forthwith after the arrival thereof of any vessel carrying passengers, to examine into their condition, and for that purpose the said medical superintendent, or such other competent person or persons as may be thereunto appointed, shall have authority to go on board and through any such vessel, and to inspect the said list of passengers, and the bill of health, manifest, log book, or otherwise of the said vessel, and, if necessary, to take extracts from the same; and if, on examination, there shall be found among such passengers any lunatic, idiotic, deaf and dumb, blind or infirm person not belonging to any emigrant family, and any such person shall, in the opinion of such medical superintendent, be likely to become permanently a public charge, the said medical superintendent shall forthwith report the same officially to the collector of customs at the port of Quebec or of Montreal, at whichever the vessel is to be first entered, who shall require the master of such vessel, in addition to the rate or duty payable for the passengers generally, to execute jointly and severally with two sufficient sureties a bond to Her Majesty in the sum of seventy-five pounds currency for every such passenger so specially reported, conditioned to indemnify and save harmless this province, or any municipality, village, city, town, or county, or charitable institution within the same, from any expense or charge which shall or may be incurred within the space of three years from the execution of the said bond for the maintenance and support of any such passenger; and the said sureties shall justify before and to the satisfaction of the said collector, and by their oath or affirmation (which such collector is authorized to administer) shall satisfy him that they are respectively residents in this province, and each worth double the amount of the penalty of such bond over and above all their debts and liabilities, personal and real: Provided always, that it shall be optional with the master of such vessel either to enter into such bond jointly and severally with sufficient sureties, as aforesaid, or to pay to the collector of customs who might otherwise require such bond such sum of money as the chief emigration agent at Quebec (under any general instructions he may receive from the Governor) shall have fixed in that behalf as being just and equitable and sufficient to indemnify the province, or any municipality, village or city, town or county, or charitable institution within the same, against the risk of expense for the care, support, and maintenance of such passenger or passengers during the then next ensuing three years; and the money so paid shall form part of the Emigrant Fund.

XIII. And be it enacted, that in case any passenger in respect of whom any bond shall have been given as aforesaid, shall at any time within three years from the execution thereof, become chargeable upon this province, or upon any municipality, village, city, town, or county, or upon any charitable institution within this province, the payment of such charge or expense incurred for the maintenance and support of such passenger shall be provided for out of the money collected on and under such bond, to the extent of the penalty therein contained or such portion thereof as shall be required for the payment of such charges or expenses.

XIV. And be it enacted, that if the master of any vessel on board of which such passenger, specially reported as aforesaid, shall have been carried, shall neglect or refuse to execute the said bond, or to pay the sum which he may as aforesaid pay instead of giving such bond, forthwith after the said ship shall have been reported to the said collector of customs, such master shall incur a penalty of one hundred pounds currency, and the said vessel shall not be cleared on her return voyage until the said bond shall have been executed or the said sum paid, nor until the said penalty shall have been paid, with all costs which shall have been incurred on any prosecution for the recovery thereof.

XV. And be it enacted, that after any such bond as aforesaid shall have been executed, the collector of customs shall transmit the same to the receiver general of this province, to be by him kept and held, during the said period of three years from the execution of the said bond, or until the payment of the penalty therein mentioned (if incurred) shall be enforced; and for the purpose of ascertaining the necessity of such enforcement, it shall be the duty of the chief emigration agents, in Upper and Lower Canada, upon representation made to either of them, as the case may be, in their respective portions of the said province, to ascertain the right and claim to indemnity for the maintenance and support of any such specially reported passenger, and to report the same to the governor of this province through the provincial secretary, and the said report shall be final and conclusive in the matter, and shall be evidence of the facts therein stated, and the said penalty, or so much thereof as shall be from time to time sufficient to defray the expense incurred for the maintenance and support of any passenger for whom the said bond was given as aforesaid, shall be prosecuted for and recovered by suit or information in Her Majesty's name, in any court in this province having jurisdiction in civil cases to the amount for which such suit or information shall be brought.

XVI. And whereas inconvenience and expense are occasioned by masters of vessels carrying passengers anchoring at great distances from the usual landing places in the port of Quebec, and landing their passengers at unreasonable hours: Be it therefore enacted, that all masters of vessels having passengers on board shall be held, and they are hereby required to land their passengers and their baggage free of expense to the said passengers, at the usual public landing places in the said port of Quebec, and at reasonable hours, not earlier than six of the clock in the morning, and not later than four of the clock in the afternoon; and such vessels shall for the purpose of landing their passengers and baggage, be anchored within the following limits in the said port, to wit: the whole space of the river Saint Lawrence from the mouth of the river Saint Charles to a line drawn across the river Saint Lawrence, from the flag-staff on the citadel on Cape Diamond, at right angles to the course of the said river, under a penalty of ten pounds currency for any offence against the provisions of this section.

XVII. And whereas great inconvenience and expense are also occasioned to emigrants by steamers from Quebec, taking passengers from on board emigrant vessels, and proceeding directly up the river without returning to the wharf at Quebec: Be it therefore enacted, that if any steam vessel bound for any place beyond the limits of the port of Quebec upwards, shall go alongside of any vessel lying in the stream or elsewhere than at a wharf within the harbour of Quebec, and receive any passenger or passengers from such vessel, or shall receive any passenger or passengers while such steam vessel is elsewhere than at some wharf in or adjoining the city of Quebec,—such steam vessel shall after receiving such passenger or passengers, return to and remain at some wharf in or adjoining the said city during at least two hours before proceeding on her voyage, and shall during that time be provided with gangways and proper conveniences by which the passengers may pass from the said steam vessel to the shore, and back to the said steam vessel, with their families, goods and effects, under a penalty of ten pounds currency, upon the master of such steam vessel for any offence against the provisions of this section: Provided always, that it shall be lawful for such steam vessel to proceed on her voyage within the said two hours, if the master thereof shall obtain from the chief emigration agent at Quebec, a written permission to that effect.

XVIII. And whereas it is expedient to repeal the Acts now in force for compelling the performance of quarantine in certain cases and for preventing the introduction of infectious and contagious diseases into this province: Be it therefore enacted, that the Act of Parliament of the late province of Lower Canada, passed in the thirty-fifth year of the reign of King George the Third, and intitled, An Act to oblige ships and vessels coming from places infected with the plague or any pestilential fever or disease, to perform quarantine and to prevent the communication thereof in this province, and the Act of the Parliament of this province, passed in the twelfth year of Her Majesty's reign, and intitled, An Act to amend the Quarantine Act, shall be and are hereby repealed, except as regards any offence committed or penalty incurred under either of them before the passing of this Act, with regard to which they shall remain in force.

XIX. And be it enacted, that the Governor in Council shall have full power and authority from time to time to make such regulations as he shall think proper for enforcing compliance with all the requirements of this Act, and for ensuring the due performance of quarantine, by and in respect of vessels, passengers, and goods coming into the port of Quebec, to which he shall think it right for the preservation of the public health that such regulations should apply, and for the thorough cleansing and disinfecting of such vessels, goods and passengers, so as to prevent as far as may be possible the introduction of dis-

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semination of disease into or in this province, and from time to time to revoke, alter, or amend such regulations or any of them, and to make others in their stead; and such regulations shall have the force of law during such time as they shall respectively remain unrevoked, unless they be respectively limited to be in force only during a certain time or at certain times or seasons, in which case they shall have the force of law during the time and at the times and seasons during or at which they shall have been limited to be in force; and by such regulation it shall be lawful for the Governor in Council to require the master or person in charge of every vessel coming up the river St. Lawrence from below the quarantine station at Grosse Isle, except only such vessels as shall be therein designated and referred to as excepted, to bring such vessel to anchor at such place at the said quarantine station as shall be designated in the said regulations, and to report such vessel in writing to such officer at the said station as shall be designated for that purpose in such regulations, with all such particulars relative to the same and to the voyage, passengers and cargo thereof, as shall be required by such regulations or by any officer duly authorized under them to require the same, and to allow the proper officer to visit and inspect such vessel and every part thereof, and the passengers and crew and the cargo and other articles on board the same, and to answer truly all questions which shall be asked of him touching the same, and to send on shore at the said station and at such places there as shall be pointed out by the officer thereunto authorized by the said regulations, any or all of their passengers, crew, cargo, or other articles on board such vessel, as the said officer may think necessary for preventing the introduction of contagious or infectious disease, and to allow such passengers, crew, cargo, and other articles, and also the vessel itself, to remain so long at the said station and at such places thereat respectively, and to be so treated, cleansed, and purified as the said officer shall think necessary for the purpose aforesaid; and by such regulations it shall be lawful for the Governor in Council to assign to the several officers and persons to be employed at the said quarantine station, such powers and duties as may be necessary for carrying the said regulations and this Act fully into effect, and to declare that any such officer or person shall by virtue of his office or employment, be a justice of the peace or a constable or peace officer for Grosse Isle and the said quarantine station, and for such space around the same as shall be described in such regulations, and such officer shall accordingly be such justice of the peace or peace officer whether he be otherwise qualified or not; and by such regulations the Governor in Council may impose fines not exceeding one hundred pounds in any case, on persons contravening the same, and may provide that the offender shall be imprisoned until such fine be paid, and may direct that no vessel shall be entered or cleared at the port of Quebec or of Montreal, until all the requirements of such regulations shall be fully complied with, and may direct that any person, vessel or thing, who or which shall have passed or departed from or been removed from the said quarantine station, before all the requirements of such regulations shall have been complied with in respect of such person, vessel or thing, or without the written permission of the officer empowered to authorize such passing or departure, may be compelled to return or be carried back to the said station, and by force if necessary.

XX. And be it enacted, that the quarantine establishment at Grosse Isle shall consist of a superintendent of emigration, and a medical superintendent, with such medical assistants, hospital stewards, matrons, nurses, police force and other officers and servants as the Governor in Council shall deem necessary, and as the Governor shall appoint, and who shall receive such salaries, compensation, or allowances as the Governor in Council shall think proper; and it shall be lawful for the Governor to appoint a medical officer at Quebec to board, visit, and inspect such vessels in the harbour of Quebec, and to perform such other duties and to have such powers as the Governor in Council shall by any regulations to be made as aforesaid direct and appoint, and any such regulations shall be held to be included in those which the Governor in Council is empowered to make by the next preceding section, all the provisions whereof shall apply to them, and such medical officer shall receive such salary or compensation as the Governor in Council shall think proper.

XXI. Provided always and be it enacted, that no regulation made under either of the next foregoing sections, and affecting others than the officers and persons employed in carrying this Act into effect or under the provisions thereof, shall have the force of law, unless and until it shall have been published in the official Gazette of this province at least twice, and there be an interval of at least six days between each such publication.

XXII. And be it enacted, that all the expenses to be incurred in carrying the provisions of this Act into effect, or under the provisions thereof, shall be paid out of the monies levied under the authority of this Act.

XXIII. And be it enacted, that all and every the rates or duties, penalties or forfeitures imposed or declared under the authority of this Act, shall be a special lien upon the vessels by reason whereof such monies shall have become payable, and the master whereof shall have become liable in such penalty, and may be enforced and collected by the seizure and sale of the ship, her tackle or furniture, under the warrant or process of the justices or court before whom the same may have been sued for and recovered, and shall be preferred to all other liens or hypothecations, except mariners' wages.

XXIV. And be it enacted, that the monies levied under the authority of this Act shall be paid, by the collector of customs by whom they shall have been received, into the hands of the receiver-general, for the purposes herein-after mentioned.

XXV. And be it enacted, that the monies raised, levied, and received under the authority of this Act, shall be applied by such officers or persons and under such rules and regulations as the Governor of this province shall appoint and make from time to time for that purpose, as well in defraying the expenses of carrying this Act into effect and those of forwarding destitute emigrants to their place of destination and in otherwise aiding, relieving, and providing for them, as in defraying the expenses of medical attendance and examination of destitute emigrants on their arrival; and that it shall be lawful for the Governor in Council to apply any surplus which may now or shall hereafter remain out of the said monies or those raised under the Acts hereby repealed, after defraying the expenses aforesaid, in aid of any charitable institution affording relief to destitute emigrants and their children.

XXVI. And be it enacted, that all penalties imposed by this Act or by any regulation to be made by the Governor in Council under the provisions of this Act, and not exceeding twenty pounds in amount, shall be sued for by any collector of customs or by the chief emigration agent at the port of Quebec or of Montreal, and recovered with costs on the oath of one credible witness other than the prosecutor, in a summary manner, before any two justices of the peace in the city of Quebec or in the city of Montreal; and such justices may commit the offender to the common goal of the district until such penalty and costs shall be paid; and all penalties so imposed as aforesaid and exceeding the sum of twenty pounds, may be recovered by civil action by any such officer as aforesaid on like evidence in any court of competent jurisdiction; and one moiety of every such penalty shall belong to Her Majesty, her heirs and successors, and shall be paid into the hands of the receiver-general to be applied to the purposes to which the other monies levied under the authority of this Act are hereby appropriated, and the other moiety shall belong to the prosecutor: Provided always, that every offence against the provisions of this Act or any regulation made under the authority thereof, the penalty imposed for which by this Act or any such regulation, shall exceed the sum of ten pounds, shall be a misdemeanor punishable by fine or imprisonment or both, in the discretion of the court before which the offender shall be convicted.

XXVII. And be it enacted, that upon complaint being made in any case over which two justices have jurisdiction as aforesaid, before any one justice of the peace, he shall issue a summons requiring the party offending or complained against to appear on a day and at an hour and place to be named in such summons, and every such summons shall be served on the party offending or complained against, or shall be left at his place of residence or business, or on board any vessel to which he may belong; and either upon the appearance or default to appear of the party offending or complained against, it shall be lawful for any two or more justices to proceed summarily upon the case, and either with or without any written information, and upon proof of the offence or of the complainant's claim, either by confession of the party offending or complained against, or upon the oath of at least one credible witness other than the prosecutor (which oath such justices are hereby authorized to administer), it shall be lawful for the justices to convict the offender, and upon such conviction to order the offender or party complained against, to pay such penalty as is imposed by this Act, or by any such regulation as aforesaid, according to the nature of the offence, and also to pay the costs attending the information or complaint, and if forthwith upon such order the monies thereby ordered to be paid, be not paid, the same may be levied, together with the costs of the distress and sale, by distress and sale of the goods and chattels of the party ordered to pay such monies, the surplus, if any, to be returned to him upon demand; and any such justices may issue their warrant accordingly, and may order also such party to be detained and kept in safe custody until return can conveniently be made to such warrant of distress, unless such party shall give security to the satisfaction of such justices for his appearance before them on the day appointed for such return, such day not being more than three days from the time of taking such security; but if it shall appear to such justices by the admission of such party or otherwise, that no sufficient distress can be had whereon to levy the monies so adjudged to be paid, they may, if they think fit, refrain from issuing such warrant of distress in such case, or if such warrant shall have been issued, and upon the return thereof such insufficiency as aforesaid shall be made to appear to the justices, or to any two or more of such justices, then such justices shall, by warrant, cause the party ordered to pay such monies and costs as aforesaid, to be committed to goal, there to remain without bail for any term not exceeding three months, unless such monies and costs ordered to be paid and such costs of distress and sale as aforesaid, be sooner paid and satisfied: Provided always, that such imprisonment in the case of a master of any vessel shall not discharge the said vessel from the lien or liability attached thereto by the provisions of this Act.

XXVIII. And be it enacted, that no conviction or proceeding under this Act shall be quashed for want of form, or be removed by appeal or *certiorari*, or otherwise, into any of Her Majesty's superior courts of record within this province; and no warrant of commitment shall be held void by reason of any defect therein, provided it be thereby alleged that the party has been convicted, and there be a good and valid conviction to sustain the same.

XXIX. And be it enacted, that every person to whom shall be entrusted the expenditure of any portion of the moneys hereby appropriated, shall make up detailed accounts

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of such expenditure, showing the sum advanced to the accountant, the balance (if any) remaining in his hands, and the amount of the monies hereby appropriated to the purpose for which such advance shall have been made, remaining unexpended in the hands of the receiver-general, and that every such account shall be supported by vouchers therein distinctly referred to by numbers corresponding to the numbering of the items in such account, and shall be made up to and closed on the thirty-first day of December in each year during which such expenditure shall be made, and shall be attested before a justice of the superior court or a justice of the peace, and shall be transmitted to the officer whose duty it shall be to receive such account, within fifteen days next after the expiration of the said periods respectively.

XXX. And be it enacted, that the due application of the monies received for the public uses of the province under the authority of this Act, shall be accounted for to Her Majesty, her heirs and successors, through the Lords Commissioners of Her Majesty's Treasury for the time being, and in such manner and form as Her Majesty, her heirs and successors shall direct; and that a detailed account of all such monies shall be laid before the several branches of the Provincial Legislature within the first fifteen days of the then next session thereof.

XXXI. And be it enacted, that the word "master," whenever used in this Act, shall be held to apply to any person in command of a vessel; the word "vessel" shall include all ships, vessels, or craft of any kind carrying passengers; the word "passengers" shall apply to all passengers as well as to emigrants usually and commonly known and understood as such, and not to troops or military pensioners and their families, who are carried in transports or at the expense of the Imperial Government; the word "quarantine" shall apply to Grosse Isle, or other places at which such quarantine shall be directed to be performed; and any word importing the singular number shall include a plurality of persons or things, unless there be something in the context inconsistent with such interpretation.

## SCHEDULE A.

## Particulars relative to the VESSEL.

Vessel's Name.	Master's Name.	Tonnage.	From what Port or Place.	Total Number of Superficial Feet in the several Compartments set apart for Passengers other than Cabin Passengers.	Total Number of Adult Passengers, exclusive of Master, Crew, and Cabin Passengers, which the Vessel can legally carry.	Where bound.

## Names and Description of PASSENGERS.

Port of Embarkation.	Names of Passengers.	Adults.		Children between 1 and 14.		No. of Infants not over 1 Year.	Profession, Occupation, or Calling of Passenger.	Nation or Country of Birth.	Port at which Passengers have contracted to be landed.	Any further Particulars, as Deaths, &c.
		Age.		Age.						
		M.	F.	M.	F.					

## SUMMARY.

	Number of Souls.	Number of Adults to which they are equal under the Provincial Act.
Adults	-	-
Children between 1 and 14	-	-
Infants not over 1	-	-
Total	-	-

I hereby certify that the above is a correct description of the [description of vessel, as ship, brig, &c.] [name of vessel], and a correct list of all the passengers on board the same at the time of her departure from [place from whence she came], and that all the particulars therein mentioned are true.

Date 185 .

Signature of Master.

I hereby certify that the foregoing is a true copy of a Bill passed by the Legislative Council and Legislative Assembly of Canada, and assented to by his Excellency the Governor-General, on Friday, the Twenty-second day of April, One thousand eight hundred and fifty-three.

Clerk of Legislative Council.

APPENDIX, No. 2.

(No. 1,258.)

CAP. 159.

Appendix, No. 2.

An Act to amend the Law for the Sale and the Settlement of the Public Lands.

WHEREAS it is expedient to amend the law concerning the sale and settlement of the public lands: be it therefore enacted by the Queen's most Excellent Majesty, by and with the advice and consent of the Legislative Council and of the Legislative Assembly of the province of Canada, constituted and assembled by virtue of and under the authority of an Act passed in the Parliament of the United Kingdom of Great Britain and Ireland, and intituled, An Act to re-unite the provinces of Upper and Lower Canada, and for the Government of Canada, and it is hereby enacted by the authority of the same, that the Act passed in the session held in the fourth and fifth years of Her Majesty's reign, intituled, An Act for the disposal of public lands, and the Act passed in the twelfth year of Her Majesty's reign, and intituled, An Act to amend an Act therein mentioned and to make other provisions for the management and disposal of the public lands, and to limit the period for making free grants, shall be and the said Acts are hereby repealed, together with so much of any other Act or law as may be inconsistent with this Act.

II. Except as herein-after provided, no free grant of public land shall be made to any person whomsoever.

III. Any claim or claims to land arising out of any Act hereby repealed, or out of and under the authority of any order in council or other regulation of the Government heretofore or now in force, shall be adjudged and determined by the Governor, by and with the advice of the Executive Council, or by the Commissioner of Crown Lands in cases or classes of cases referred to his decision by the Governor in Council: provided always, that hereafter no claim for land not now actually located, shall be entertained whether arising from militia, united empire loyalists, or military rights.

IV. The Governor in Council may from time to time fix the price per acre of the public lands, and the terms of settlement and payment.

V. It shall not be lawful for any county or resident agent for the sale of public lands within his division, directly or indirectly to purchase any land which such agent shall be appointed to sell as aforesaid, and if such agent shall offend in the premises he shall forfeit his office.

VI. It shall be lawful for the Commissioner of Crown Lands to issue, under his hand and seal, to any person wishing to purchase and become a settler on any public land, an instrument in the form of a licence of occupation, and such settler may take and occupy the land therein mentioned and described, subject to the terms and conditions specified in such licence, and may maintain actions or suits in law or equity against any wrongdoer or trespasser as fully and effectually as he could or might do under a patent from the Crown, and the said licence of occupation shall be *prima facie* evidence of possession by the settler or his recognized assignee for the purpose of any such action or suit; and every settler or his assignee, upon the fulfilment of the terms and conditions of his licence, shall be entitled to a deed in fee for the land comprised therein, which deed shall, upon his application, be transmitted to him free of expense.

VII. It shall be the duty of the Commissioner of Crown Lands for the time being, to keep a book for the entry, at the option of the parties interested, of the particulars of any assignments made as well by the original nominee, purchaser or locatee, as also by any subsequent assignee or assignees, of any such claim on lands heretofore located or hereafter purchased in respect thereof, such assignment or assignments being first produced or exhibited to the Commissioner aforesaid, together with an affidavit of the due execution thereof, sworn before any justice of the peace, who is hereby fully authorized to administer the oath in this behalf, and such affidavit shall truly express the time of the execution of such assignment or assignments, and thereupon it shall be the duty of the said Commissioner to cause the material parts of every such assignment to be entered or registered in such book of entry or registry, and to endorse on every such assignment a certificate of such entry or registration; and every such assignment so entered or registered shall be valid against any one of a previous date or execution, but not then entered or registered; and in all cases of such assignments being duly registered, it shall and may be lawful that the patent issue in the name of such assignee or assignees; provided always, that in case the subscribing witness or witnesses to any such assignment



shall be deceased, or shall have left the province, it shall and may be lawful for the said Commissioner to register any such assignment upon the production of an affidavit or affidavits proving the death or absence of such witness or witnesses, and proving also the handwriting of such witness or witnesses.

VIII. The duties imposed upon the Commissioner of Crown Lands by the preceding section of this Act, for the registration of assignments of located claims, shall be held to extend to the registration of assignments of claims heretofore located or located hereafter; and all assignments of such locations in Lower Canada executed before notaries, or before one notary and two witnesses, shall be deemed sufficient, and shall be registered accordingly: Provided always, that all such assignments shall be unconditional; provided also, that all Commissioners for taking affidavits in the superior courts of law either in Upper or Lower Canada, shall have the same power and authority for administering oath in matters relating to the crown, clergy, and school lands, as are now exercised by justices of the peace.

IX. Notwithstanding anything in this Act contained, it shall and may be lawful for the Governor of this province, with the advice of the Executive Council, to appropriate as free grants any public lands in this province to actual settlers, upon or in the vicinity of any public roads in any new settlements which shall or may be opened through the lands of the Crown, under such regulations respecting such settlements as shall from time to time be made and declared by the Governor of this province in Council: Provided always, that no free grant shall exceed one hundred acres.

X. It shall be lawful for the Governor, by and with the advice of the Executive Council, to set apart and appropriate such of the said public lands as shall be deemed expedient to be so set apart and appropriated for the site of market places, gaols, court houses, places of public worship, burying grounds, schools, and for other like public purposes, and at any time before the issue of letters patent therefor, to revoke such appropriation and setting apart as may seem expedient, and to make free grants for the purposes aforesaid, the trusts and uses for which the grants shall be made being expressed in the letters patent granting the lands therein specified: Provided always, that no such grant for any such purpose shall be for a greater quantity of land than ten acres for every one of the purposes aforesaid, in any one instance in which, or for any one occasion for which land shall be granted as aforesaid.

XI. It shall be lawful for the Governor in Council, if he shall be satisfied that any such settler, or his recognized assignee, has been guilty of fraud, or has violated any of the terms or conditions of his licence of occupation, to revoke such licence, and resume the land therein mentioned and dispose of the said land, as if such licence had never been issued; and no claim in equity by any settler, or the assignee of any settler shall be pleadable in any court against a forfeiture and revocation under this Act, but the settler shall be deemed and taken to be as against the Governor in Council, or Commissioner of Crown Lands, or any person claiming under the said Commissioner a mere tenant-at-will.

XII. When any settler or other person shall refuse or neglect to deliver up possession of any land after the revocation by the Governor in Council of the licence of occupation as aforesaid, it shall be lawful for the Commissioner of Crown Lands to make or cause to be made an application to the county judge of the county, or to a circuit judge in the circuit in which the land lies, for an order in the form of a writ of ejection or of *habere facias possessionem*, and the said judge upon proof to his satisfaction that the land in respect of which the application is made was held under a licence of occupation, and that such licence has been revoked by the Governor in Council, shall and may grant an order upon the settler or persons in possession, to deliver up the same to the commissioner of crown lands, or his agent, and such order shall have the same force and effect as a writ of *habere facias possessionem*, and the sheriff shall and may receive such order and execute the same in like manner as he would receive and execute the said writ in an action of ejection or petitory action.

XIII. In all cases where claims to locations of land have been forfeited under any order in Council or which may hereafter be declared forfeited by order in Council, it shall and may be lawful for the Crown to resume such land under this Act, in manner and form aforesaid; and such land, when so resumed, shall be subject to the provisions of this Act, and be disposed of accordingly: Provided always, that the Governor in Council may, upon the special merits of any case extend a right of pre-emption to the original locatee, his heirs or assignees, upon such terms and for such price as to him may seem just under the circumstances of the case, or when such forfeiture shall be discovered to have been on an erroneous report, then it shall be lawful to re-grant such lot to the original locatee, his heirs or assigns.

XIV. It shall be lawful for the Governor in Council to reserve out of the proceeds of the school lands in any county, a sum not exceeding one-fourth of such proceeds, as a fund for public improvements within the county, to be expended under the direction of the Governor in Council, and also to reserve out of the proceeds of unappropriated Crown lands in any county a sum not exceeding one-fifth, as a fund for public improvements within the county, to be also expended under the direction of the Governor in Council: Provided always, that the particulars of all such sums, and the expenditure thereof, shall be laid before Parliament within the first ten days of each session; provided always, that not exceeding six per cent. on the amount collected, including surveys, shall be

charged for the sale and management of lands forming the common school fund, arising out of the one million of acres of land set apart in the Huron tract.

XV. It shall be lawful for the Governor in Council from time to time as he shall deem expedient to declare that the provisions of this Act or any of them shall extend and apply to the Indian lands under the management of the Chief Superintendent of Indian affairs, and the said Chief Superintendent shall, in respect to the lands so declared to be under the operation of this Act, have and exercise the same powers as the Commissioner of Crown Lands may have and exercise in respect to Crown Lands.

XVI. The Commissioner of Crown Lands shall cause lists of the crown, school, and clergy lots for sale in the several townships in Canada, to be made out from time to time, and advertised and exhibited in such manner as he may deem most advisable for giving general information on the subject.

XVII. The Governor may from time to time appoint, during pleasure, all such agents as he shall find necessary to carry out the provisions of this Act and the orders in Council made under it, which agents shall be paid in such manner and at such rates as the Governor in Council may direct.

XVIII. Whenever a patent has been or may hereafter be erroneously issued or which shall contain any clerical error, misnomer, or wrong description of the land thereby granted or intended to be granted, the Governor in Council may upon the report of the Commissioner of Crown Lands, (there being no adverse claim,) direct the defective patent to be cancelled and a correct one to be issued in its stead, which said corrected patent shall relate back to the date of the one so cancelled, and shall have the same legal effect as if it had been issued at the date of such cancelled patent.

XIX. In all cases in which grants or letters patent have issued or may hereafter issue for the same land inconsistent with such other through error or mistake, and in all cases of sales or appropriations of the same land inconsistent with each other, the Governor in Council may order a new grant equivalent to the land of which any grantee or purchaser may thereby be deprived: Provided always, that no such claim shall be entertained unless it be preferred within five years after discovery of the error.

XX. In all cases wherein by reason of false survey any grant, sale, or appropriation of land has been or may be found to be deficient, the Governor in Council may order a free grant equal in value to the ascertained deficiency: Provided always, that no such claim shall be entertained unless application was or shall be made within five years from the discovery of such deficiency, nor unless the deficiency is equal to one-tenth of the whole quantity described to be contained in the particular lot or parcel of land granted.

XXI. It shall and may be lawful for the Court of Chancery in Upper Canada, and for the Superior Court in Lower Canada, upon action, bill, or plaint to be exhibited in either of the said courts respecting grants of land situate within their jurisdiction, and upon hearing of the parties interested, or upon default of the said parties after such notice of proceeding as the said Courts shall respectively order, in all cases wherein patents for lands have or shall have issued through fraud or in error or mistake or improvidence, to decree the same to be void; and upon the registry of such decree in the office of the provincial registrar, such patents shall be deemed void and of none effect to all intents and purposes whatsoever; and that the practice and proceeding in court, in such cases, shall be regulated by orders to be from time to time made and issued by the said courts respectively; and any action or proceeding commenced under the twenty-ninth section of the Act intituled "An Act for the Disposal of Public Lands," may be continued under this section, by which the provisions of the said twenty-ninth section are re-enacted, and which, for the purpose of any such action or proceeding, shall be construed as merely continuing in force the said twenty-ninth section.

XXII. All affidavits required under this Act may be taken before the judge or clerk of any County or Circuit Court, or any justice of the peace, or any commissioner for taking affidavits or agent of the commissioner of Crown lands.

XXIII. The Governor in Council shall require from the Commissioner of Crown Lands and from every agent appointed under him, security for the due performance of his duty: Provided always, that all securities heretofore given under any Act hereby repealed, shall nevertheless continue valid and in full force.

XXIV. The Commissioner of Crown Lands shall transmit in the month of January in each year to the registrar of every county or registration district and secretary-treasurer of any municipality in Lower Canada, a list of the clergy and crown lands heretofore or hereafter sold or for which licences of occupation shall be granted in such county or registration district, and upon which a payment has been made; which said crown, clergy, and school lands shall be liable to the assessed taxes in the townships in which they respectively lie, from the date of such licence or sale; and the Commissioner of Crown Lands shall in like manner apprise each registrar of the cancellation of any licence of occupation or patent.

XXV. It shall and may be lawful for the Governor in Council from time to time to make such orders as may be necessary to carry out the provisions of this Act according to their obvious intent and meaning, or to meet any cases which may arise and for which no provision is made by this Act: Provided always, that such orders shall not be inconsistent with this Act; and provided also, that such orders shall be duly published in the official gazette and in such newspapers as the Commissioner of Crown Lands may direct,

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and be laid before the Legislature within the first ten days of the session next after the date thereof.

XXVI. That in any application for a patent by the heir, assignee, or devisee of the original nominee of the Crown, it shall be lawful for the Commissioner of Crown Lands to receive proof in such manner as he may direct and require in support of any claim for a patent when the original nominee is dead, and, upon being satisfied that the claim has been equitably and justly established, to report the same to the Governor in Council, and if approved the patent may issue to the party named in the order in Council founded on such report or to his assignee; anything in the Act passed in the eighth year of Her Majesty's reign, and chaptered eight, to the contrary notwithstanding: Provided always, that nothing in this clause contained shall limit the right of the party claiming a patent, to make his application at any time to the Commissioners appointed under the Act last cited.

XXVII. Whenever it shall be made to appear to the satisfaction of the Commissioner of Crown Lands, that any clergy reserve lot heretofore sold or leased has been abandoned by the original purchaser or lessee, or that such purchaser or lessee has permitted any instalment or any portion of rent to remain unpaid for the period of five years or upwards, or when it shall be made manifest that it is not the intention of the original purchaser or lessee or his assignee to fulfil the conditions of such sale or lease by reason of the principal and interest or the rent amounting in the aggregate to a sum beyond the actual marketable value of the lot, it shall be lawful for the Commissioner of Crown Lands, having first obtained an order in Council to that effect, to re-sell such lot as if no sale or lease had ever been made thereof, and the new purchaser shall have the same privileges and right of entry under any licence or certificate from the Commissioner of Crown Lands, as would pertain to any licence or certificate granted for any other sale of clergy lands under this Act: Provided always, that all such new sales shall be on the condition that one-fifth of the purchase money shall be paid in hand, and the remaining four-fifths in four equal annual instalments with interest.

XXVIII. The holder or person entitled to any land scrip not redeemed, shall be entitled to claim land in lieu of such scrip, as he could before the First day of August, One thousand eight hundred and fifty-one, and any such scrip shall be received in payment of any debt now due, or hereafter to fall due to the Crown, on any land sale: Provided always, that the term for receiving any outstanding scrip for that purpose shall not extend beyond the First day of July, One thousand eight hundred and fifty-four.

XXIX. All licences of occupation, certificates or receipts heretofore granted by the Commissioner of Crown Lands, for money received by him on the sale of Indian, Crown, school, or clergy lands, or any location ticket, shall have the same force and effect, and shall enure to the benefit of the party to whom the same was granted, or to his assignee, in the same manner and to the same extent, as the instrument in the form of a licence of occupation mentioned in the sixth section of this Act.

XXX. The Interpretation Act shall apply to this Act.

I hereby certify that the foregoing is a true copy of a Bill passed by the Legislative Council and Legislative Assembly of Canada, and assented to by his Excellency the Governor-General on Tuesday the Fourteenth day of June One thousand eight hundred and fifty-three.

Clerk Legislative Council.