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EMIGRATION.

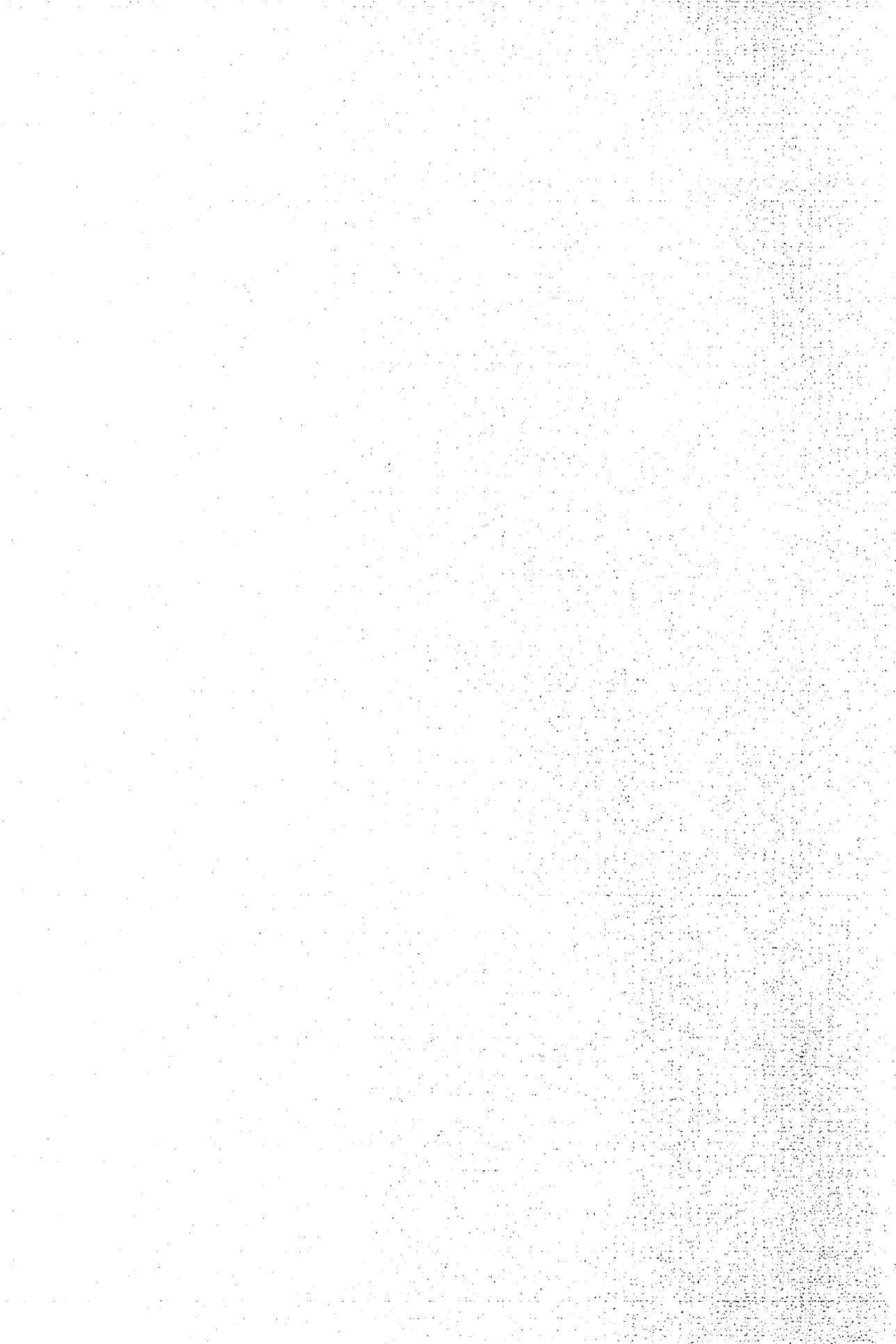
• Copy of a DESPATCH transmitting REPORT from
the Chief Agent of EMIGRATION in Canada for the
Year 1849, and other Documents.

(Mr. Wyld.)

Ordered, by The House of Commons, to be Printed,
25 March 1850.

173.

Under 4 03.





EMIGRATION.

RETURN to an Address of the Honourable The House of Commons,
dated 21 March 1850;—for,

“ COPY OF EXTRACT of a DESPATCH, dated the 11th day of February 1850,
transmitting the Copy of a REPORT from the Chief Agent of Emigration in
Canada, for the Year 1849, and other Documents containing Information
upon the Facilities afforded to EMIGRANTS from *Europe* for reaching the
Interior of the Province by the Completion of the *St. Lawrence Canals*.”

Colonial Office, Downing-street, }
25 March 1850.

B. HAWES.

(*Mr. Wyld.*)

Ordered, by The House of Commons, to be Printed,
25 March 1850.

SCHEDULE.

The Earl of Elgin. 11 February 1850. No. 152.—Enclosing Report of the Chief Agent for Emigration for the year 1849; and calling attention to the facilities for the Transport of Emigrants from Europe by the completion of the St. Lawrence Canals - - - 3

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COPY OF EXTRACT of a DESPATCH, dated the 11th day of February 1850, transmitting the Copy of a REPORT from the Chief Agent of Emigration in Canada, for the Year 1849, and other Documents containing Information upon the Facilities afforded to EMIGRANTS from Europe for reaching the Interior of the Province by the Completion of the St. Lawrence Canals."

(No. 152.)
COPY of a DESPATCH from the Earl of Elgin and Kincardine to Earl Grey.

Government House, Toronto, 11 February 1850.
(Received 5 March 1850.)

Earl of Elgin and Kincardine to Earl Grey, 11 February 1850.
28 December 1849.
Enclosure 2, p. 25.

My Lord,

I HAVE the honour to transmit herewith the copy of a Report from the Chief Agent of Emigration for the year 1849, and of a letter addressed to my Secretary by the Commissary General on the same subject; both these documents contain much interesting information. It is satisfactory to observe, that while the emigration service for the year has been efficiently conducted, a reduction in the expenditure incurred on its account has been effected.

Page 24.

2. The Minute of Council which accompanies Mr. Buchanan's Report, calls particular attention to the facilities for the transport of emigrants from Europe to the interior of this continent afforded by the completion of the St. Lawrence Canals. Passengers may now be conveyed from Quebec during the summer months, to cities in the Western States many hundred miles distant from the Atlantic, in comfortable vessels, of considerable tonnage, expeditiously, economically, and without transhipment. It is very important that this fact should be generally known, not only with a view to the interests of the revenue and trade of the provinces but also to those of its settlement; for it cannot be doubted that the advantages which this province offers to settlers with a moderate capital, would soon be better and more widely appreciated if a portion of the tide of immigration which now flows through New York were directed to this channel.

I have, &c.

(signed) Elgin and Kincardine.

Enclosure No. 1.

CANADA.—REPORT ON EMIGRATION, 1849.

To the Right Honourable the Earl of Elgin and Kincardine, Governor-General, &c. &c.

Office of Her Majesty's Chief Agent for the Superintendence of Emigration to Canada, Quebec, 28 December 1849.

My Lord,

I HAVE the honour to submit to your Excellency, for the information of Her Majesty's Government, my Annual Report relating to the Emigration to this Province during the season of 1849, accompanied by the usual Statistical Tables.

Enclosure, No. 1.

From the first Table in the Appendix, it will appear that the total number of souls embarked as steerage passengers was 37,489, and that the births on the passage were 76, giving a total of 37,565 souls. The deaths on the passage were 868, and those in quarantine 154, making the total mortality 1,022, and leaving, as the number of emigrants from the United Kingdom and the Continent landed in the province, 36,543. 964 persons arrived from New Brunswick and other ports in the Gulf of St. Lawrence, and 897 persons from Europe were classed as cabin passengers, giving as the total number of persons arrived in the colony, 38,494. This total, when compared with that of 1848, shows an increase of 10,555 souls, equal to 72½ per cent.

Total embarkation, and landed.

PAPERS RELATIVE TO EMIGRATION, CANADA.

The following is a comparative statement of the emigration of the past two years; viz.

	1848.	1849.
From England - - -	6,034	8,980
" Ireland - - -	16,582	23,126
" Scotland - - -	3,086	4,984
" Germany - - -	1,395	436
" Lower Ports - - -	842	968
	<u>27,939</u>	<u>38,494</u>

The increase on the emigration from England being nearly 50 per cent., Ireland about 40 per cent., and Scotland nearly 62 per cent. The Continental ports, on the other hand, show a decrease of 69 per cent.

From the Return already alluded to, Table No. 1, it will appear that the number of vessels engaged in the passenger-trade from Europe generally was 347, measuring 131,899 tons, and navigated by 5,567 seamen. Of this number 35 vessels (15,062 tons) brought out exclusively cabin passengers. Of the remainder, 80 had less than 20 adults as steerage passengers; 33 had from 20 to 50; 87 above 50 and under 100; 49 under 150; 24 under 200; 11 under 250; 14 under 300; 12 under 400; and two had over 400 adults on board.

The adult passengers on board the whole number of vessels (347) were 31,145; while these vessels, according to their tonnage and measurements, would have been permitted under the Passenger Act, to carry, exclusively of their crews, 60,382. The 134 ships from England might have legally carried 16,569 passengers more than the number embarked; the 59 vessels from Scotland might have carried 8,212 more than they had on board; the vessels from Irish ports were 150, and these were filled to within 3,852 adult passengers; and the four vessels from Continental ports had their legal number to within 104.

The average passages were, from England, 45 days; from Ireland, 45½; from Scotland, 41½; and from the Continental ports, Hamburg and Wismar, 49 days.

Mortality.

The emigration of 1849 shows a considerable increase in the mortality in comparison with that of 1848; viz.

	1848.	1849.
Deaths at Sea - - -	273	868
Ditto in Quarantine - - -	112	154
	<u>385</u>	<u>1,022</u>

The deaths on the passage were equal to 2.32 per cent. on the whole number of steerage embarked; those at quarantine were equal to 0.41 per cent., making the mortality amount to the proportion of 2.73 on every 100 souls embarked, being an increase on that of 1848 of 1.38 per cent.

In connexion with the subject of the mortality suffered by the emigration of 1849, the cases of several vessels and their passengers which are particularized in the notes appended to my periodical returns throughout the season, may be referred to. In general, the sickness at sea was quite within the usual average, and the deaths confined to the class of infants and young children or very weakly adults. But there was one case of extensively fatal ship-fever, that of the "Circassian," from Greenock; and there were several instances in which cholera had produced the most extensive ravages among the passengers within a very short space of time. The deaths from cholera on board three vessels from Limerick arrived in May—the "Lady Peel," the "Jane Black," and the "Jessie"—carrying 1,018 passengers, were no less than 103. Those on board the "Jane," from New Ross, with 372 passengers, were 33. Those on board the "Sarah," from Sligo, with 288, were 38. It is in the deaths caused by cholera that the mortality of the season has been increased so considerably beyond the proportion observed in 1848; the cases which are here noted in themselves accounting for a great part of the difference.

The Medical Department of the Quarantine Establishment will doubtless report all the peculiar circumstances connected with the appearance of cholera on board the Quebec passenger-ships, and its effects also after it had declared itself at Grosse Isle. Some of these circumstances are of great interest in relation to the continued inquiry into the nature of this fatal epidemic, but necessarily require to be treated of by a member of the medical profession.

The number of adult persons comprehended by the emigration embarked was males, 13,490, and females, 10,972; total 24,462. The mortality among this class on the passage was, males, 212; females, 201; total 413, equal to 1.73 per cent. The deaths in quarantine were 70 male and 45 female adults, making a per-centage of about 0.53 on the reduced number. The total deaths at sea and in quarantine, amongst the adult classes of the emigration, were 528, equal to 2.20 per cent. on the numbers embarked, and showing an increase in the ratio of mortality of about 1.20 per cent. over 1848.

The number of children under 14 years and infants embarked is as follows; viz., male children, 5,915; females, 5,486; infants of both sexes, 1,626. The births at sea were 76, making the total number of children, 13,103. Of these there died at sea altogether 455, being

being in the proportion of 3.47 per cent. Of the remainder there died in quarantine, 39, being 0.3 per cent. The whole mortality amongst the class under 14 was 493, or 3.78 per cent. being an increase of 1.45 per cent. over that of 1848.

In the next Table, No. 2 of the Appendix,* will be found a Return of the same Passenger-ships, showing the Number of Vessels from each Port and Country, the Total Number of Emigrants from each Port, with the Deaths on the Passage and in Quarantine. * Page 13.

The deaths on the passage and in quarantine from among 4,471 emigrants from England, excluding Liverpool, were 30, equal to 0.69 per cent.; those among 27,660 from Ireland, including Liverpool, since, as in former years, the emigrants from this port are almost altogether Irish, were 898, equal to 3.25 per cent.; those on 4,919 from Scotland were 91, equal to 1.86 per cent.; those on 439 from the Continental ports were 3, equal to 0.67 per cent.

The greatest proportionate mortality occurred on board of vessels from the ports of Newry, Limerick, Dublin, Liverpool and Greenock. Among 851 persons from Newry, the deaths were 61, equal to 7 per cent.; those among 7,285 from Limerick were 353, equal to nearly 5 per cent.; of 2,274 from Dublin, 91 died, or 4 per cent.; of 4,405 from Liverpool, there died 99, equal to 2.3 per cent.; of 625 from Greenock, 79 died, being upwards of 12½ per cent., or one-eighth of the number embarked.

The mortality from cholera, which has been already noticed, materially affects several of these results, so as to render them of less value than they might have possessed, if the deaths had been referable to diseases of a single class, or to one original cause. The port of Limerick has never before presented so large a proportionate mortality in its emigrants on the passage; and no fair conclusion is now to be drawn from its average for the past season. A large number of the Limerick vessels suffered more or less from cholera; and the deaths in three vessels alone were sufficient to affect this average in a sensible degree. The Greenock emigration of the year was of very limited number, and the deaths appear disproportionate, in consequence of one fatal case, the "Circassian." For the details of this case I beg to refer to the Report of 31st August,† included in the Appendix. It will be found to comprehend some peculiar circumstances, which, however, as they are important rather in a medical point of view than in connexion with the general superintendence of the emigration, I leave for remark to the Quarantine Department. † Page 22.

I have had with regret to report the total loss, in the course of the past season, of two Shipwrecks. emigrant vessels bound to this port, both cases being attended with a serious loss of life.

The brig "Hannah," from the port of Newry, was lost in the ice on the night of the 29th April. As there is not an Emigration Officer stationed at the port of Newry, I did not receive a copy of the Passenger List, and the one in possession of the master was lost with the vessel, I am therefore unable to state correctly the number of persons she had on board; but according to the best information I was enabled to obtain, it would appear that she sailed with 176 passengers; 14 persons went down with the vessel, and 35 perished subsequently from exposure. After being on the ice for 10 hours, the remainder were rescued from their perilous situation through the courage and humanity of Captain Marshall of the "Nicaragua." In the course of the same and following day, the "Nicaragua," not having accommodation for so many, they were distributed on board the following ships:—"Broom," Captain White; "Lord Byron," Captain Campbell; "Aldebaran," Captain Barras; and the "Port Glasgow," Captain Blandford; and experienced every kindness until their arrival at Quebec. The whole party on arrival were found to be almost destitute of clothing. A private subscription was, however, entered into for their relief; and the amount of this, with the head-money returned by Messrs. Hyde and M'Blain, the agents for the charterer of the ship, altogether 80*l.* 17*s.* 6*d.*, I divided among the survivors, in addition to several donations of clothing, which proved of essential service to them.

The other vessel was the brig "Maria," from Limerick, with 111 passengers, and a crew of 10 seamen. She foundered at sea on the night of the 12th of May, in consequence of her coming in contact with sunken ice. Only nine passengers and three of the crew were saved, through the means of the ship "Roslyn Castle," Captain Saddler, from Falmouth, and brought up to this port. The total loss by these two disasters amounted therefore to 151 lives.

I have found it necessary to take proceedings against the masters of several passenger-vessels, for nonfulfilment of contract or infringement of the Passenger Act. Complaints against emigrant vessels.

The passengers by the following vessels from Liverpool; viz.:

Helen	-	-	-	-	-	-	Jackson, master.
City of Lincoln	-	-	-	-	-	-	Rigby "
Kalmia	-	-	-	-	-	-	Gilpen "
Argo	-	-	-	-	-	-	Smith "
Larch	-	-	-	-	-	-	Wilson "
Aunt Mary	-	-	-	-	-	-	Baxter "
Forfarshire	-	-	-	-	-	-	Platt "

complained that they were induced to take passage in these vessels by a promise made on the part of the ship-broker at Liverpool, that they would receive, throughout the voyage, the New York scale of ship's allowance, which includes one pound of salted pork per week; and they produced shipping-tickets expressing these terms of contract. The ships, it was admitted, had confined the issue of provisions to the scale established by the Imperial Passenger Act, in which this allowance of pork does not occur. Upon ascertaining these facts, I caused the institution of legal proceedings by the Crown Law Officer, and in the

two last-enumerated instances, judgment was pronounced against the defendants, on the complaint for nonfulfilment of contract in respect to scale of provisions, as well as for a delay after the published period of sailing. In all the other cases the masters of the vessels readily compromised the matter, by refunding the full value of the allowance not supplied, for which they reserved a claim on the shipping broker.

Proceedings were instituted for various infringements of the Passenger Act against the following vessels; viz.:

Richard Watson	-	-	-	-	-	-	-	-	from Cork,
Josepha	-	-	-	-	-	-	-	-	Westport,
Sleepless	-	-	-	-	-	-	-	-	Limerick,
Friendship	-	-	-	-	-	-	-	-	Dublin,
Prompt	-	-	-	-	-	-	-	-	Limerick,

in all of which cases, however, satisfactory compensation was made to the complainants, so as to cause the discontinuance of the actions.

The Emigration Officer at Liverpool having reported that the ship "Wave" had cleared from his port with passengers, without having complied with the regulations of the Act, I entered proceedings against the master on arrival here. It was found that she had a number equal to 36 adult passengers on board, while her tonnage being 638, she could carry no more than 25½, without coming under the regulations of the Act. Proceedings were accordingly taken; and the captain having confessed judgment, he was fined 5*l.*, with costs. It is proper to add, that it appeared that the passengers had been fully supplied during the passage, according to law.

The only other complaint made during this season was by the passengers of the "Circassian," from Greenock. These passengers had agreed with the charterers, Messrs. Reid and Murray, after having paid their passage, that for an additional sum of 10*s.* sterling, the payment of which was endorsed on their passenger-tickets, they should be furnished with provisions according to a specified scale. The vessel had a long passage, having sailed from Greenock on the 14th June, and reached Quebec on the 29th August, making 77 days, of which period she was 17 days in quarantine. It would appear that provisions had been put on board only sufficient for six weeks, and, at the expiration of that time, the passengers were placed on short allowance, and had to purchase from the master all the articles they required, beyond the pound of bread-stuff required by law to be supplied by the vessel. On their arrival here, a claim for the arrears of provisions was made; but I found that an action for its recovery could not be sustained against the master; the passengers, therefore, assigned over their claim before a notary public, with the view to proceedings being taken in Glasgow against Messrs. Reid and Murray, as the parties liable for nonfulfilment of contract.

The "Circassian" has been already mentioned as presenting one of the instances of the largest proportionate mortality which the season has afforded; and such a result seems necessarily to have followed a tedious passage, with a deficiency of food. The operation of the amended Imperial Passenger Act, containing most stringent enactments with reference to supplies of suitable provision to passengers, will, it may be confidently hoped, preclude the recurrence of a similar disastrous case.

Table, No. 3,* is a Statement of the Number of Persons who have received Assistance, either from their Landlord or from their Parish, in furtherance of their Emigration.

The number sent out from England under the superintendence of the Poor Law Commissioners, and who received 1*l.* sterling each adult on landing, was 442, the amount paid being 348*l.* sterling; and 88 were aided by their respective parishes, either with a free passage or a small donation in money.

From Scotland the number who were assisted was ascertained to be 1,859, being an increase of 1,264 over the same class in 1848. Of this number 579 were sent out by his Grace the Duke of Argyll, from the islands of Tyree and Mull, and were provided with a free passage to Montreal. From that point, owing to their very apparent destitution, they were forwarded by this department to Hamilton, and from thence, through the assistance of the authorities at Hamilton and private individuals, were provided with land transport to Fergus, in the Wellington district.

The public prints having contained a notice from the "Inverness Advertiser," headed "Dreadful Sufferings of the Tyree and Mull Emigrants," which referred to this party, inquiry was made by the department into the correctness of this statement, and I feel satisfied the distresses of these people have been greatly exaggerated. Some of them were detained a few days at Hamilton until conveyance could be procured, but they did not suffer more than what may be considered inevitable under similar circumstances. The case was one of very common occurrence. A certain provision had been made by or for these emigrants, which, applied as far as it would go, left them still short of their destination. They formed a numerous party, and having advanced together to the limit of their funds, became at once exposed to some privation themselves, while they proved a considerable burthen on a particular confined neighbourhood. Eventually, through the humane exertions and the liberality of private individuals, the whole party were conveyed forward to their place of settlement.

On board the "Atlantic," from Ardrossan, there were 209 persons sent out by Mr. Chisholm, from South Uist, who were provided with a passage to Montreal, and in the "Tuskar," from Stornaway, there were 496 persons from Loch Borisdale, Isle of Lewes, sent

sent out by Colonel Gordon, provided with a passage to this port only. With the exception of 12 families, 50 persons, who, it was ascertained, had some small means, the whole of these people were destitute and required to be forwarded to their destination by this department.

Those by the "Cashmere" and "Water Hen," from Glasgow, were sent out by Lord Macdonald, from North Uist, 234 persons, who also became chargeable on the Emigrant Fund on landing at Montreal.

Three hundred and forty-one persons, on board the "Liskeard," from Inverness, were aided to emigrate by their landlord, Mr. Baillie, M.P., who not only provided them with a free passage to this port, but furnished, in addition, full means for their inland transport to their respective destinations.

The number aided in their emigration from Ireland was 4,992, being an increase over the same class in 1848 of 2,487. Of this number 126, it was ascertained, had been sent out by the Poor Law Unions. They were well provided, and received from 10s. to 20s. each person, to assist them in reaching their destination. This sum, however, was, with a few exceptions, paid to them on their embarkation, and it was ascertained that many had expended the greater part of the amount previous to their arrival, and were consequently without means of proceeding beyond this port; those, on the contrary, who received the money on arrival here, were enabled at once to proceed to their destination, and thus avoid all inconvenience or suffering.

The number of persons assisted to emigrate from the port of Dublin was 904, sent out by the following Unions; viz.—

Baltinglass Union	-	-	-	-	-	-	-	-	271
Athy Union	-	-	-	-	-	-	-	-	200
Naas Union	-	-	-	-	-	-	-	-	305
Davidstown Union	-	-	-	-	-	-	-	-	65
Ballinderry Union	-	-	-	-	-	-	-	-	63
									904

From Belfast, 124; viz.—

Magherafelt Union	-	-	-	-	-	-	-	-	22
Coleraine Union	-	-	-	-	-	-	-	-	57
Ballycastle Union	-	-	-	-	-	-	-	-	30
Downpatrick Union	-	-	-	-	-	-	-	-	15
									124

From Liverpool, 61; viz.—

Londonderry Union	-	-	-	-	-	-	-	-	61
These latter received 10s. each through this office on their arrival.									

From Sligo, 62; viz.—

Manorhamilton Union (all young women)	-	-	-	-	-	-	-	-	62
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From Londonderry, 74; viz.—

Letterkenny Union	-	-	-	-	-	-	-	-	62
Newtonlimavady Union	-	-	-	-	-	-	-	-	12
									74

From Limerick, 36; viz.—

Kerry Union	-	-	-	-	-	-	-	-	20
Kilrush Union	-	-	-	-	-	-	-	-	16
									36

1,261

The number who appear to have been assisted by private individuals in Ireland, was 3,543, who sailed from the following ports; viz.—

Waterford and New Ross	-	-	-	-	-	-	-	-	1,213
Limerick	-	-	-	-	-	-	-	-	1,137
Dublin	-	-	-	-	-	-	-	-	577
Liverpool	-	-	-	-	-	-	-	-	255
Newry	-	-	-	-	-	-	-	-	233
Donegal	-	-	-	-	-	-	-	-	51
Sligo	-	-	-	-	-	-	-	-	40
Belfast	-	-	-	-	-	-	-	-	33
Westport	-	-	-	-	-	-	-	-	4

The great majority of these people were landed in extreme poverty. In some instances a small sum of money had been given each family to aid their outfit; but generally nothing beyond a passage had been provided.

There were sent out from Galway, in the ship "Northumberland," by the Quit-Rent Office, 188 persons, who received on landing 20s. each adult, amounting to 136*l.* sterling, through this office.

The amount of landing-money paid during the past season, under the superintendence of this department, was as follows:—

	£.	s.	d.
To 394 persons from England	-	-	348
To 404 " " Ireland	-	-	215 15
To 341 " " Scotland	-	-	100
<hr/>			
1,139 persons	-	-	£. 663 15
			- sterling.

Callings of emigrants.

* Page 18.

Table, No. 4,* contains a Return of the Adult Male Emigration, distinguishing the Trades and Callings. The total of males embarked was 13,822. Of these there appear to have been 1,092 artisans or tradesmen; domestic servants, 78; farmers and farm-servants, 6,264; and unskilled labourers, 6,388. Of the artisans and tradesmen, 113 were miners from Cornwall, whose destination was chiefly the Western States.

Hospital assistance.

† Page 18.

Table, No. 5,† presents a general Hospital Return, showing the number of Emigrant Patients admitted for Medical Relief at the Quarantine Establishment, up to its close on the 20th November; at the Marine and Emigrant Hospital, Quebec; and at the General Hospital, Montreal; from which it appears the total number of cases under treatment, during the season in Canada East, was 1,549, and the total of deaths, 284; in Canada West, the cases amounted to 549, and the deaths to 294.

Distribution of emigrants.

‡ Page 19.

Table, No. 6,‡ is an approximate View of the Distribution of the Emigrants. It is not offered as strictly correct, for there exist no data from which a return of this nature may be compiled with accuracy. A comparison of the numbers ascertained to have landed at the several places of debarkation along the great line of water-communication, with the numbers who have subsequently proceeded from the same points, westward, in the course of the season, is the groundwork of the return for Canada West; but this result is in many cases modified upon representations of the local agents, under circumstances within their personal knowledge. For Canada East, the numbers are necessarily estimated only; the emigration into the United States is ascertained from steamboat and railroad returns.

The total number of souls landed in the province, at the port of Quebec, was 38,494.

The number of persons absorbed into the population of Quebec and its neighbourhood, is estimated at	-	-	400
There proceeded to the Eastern Townships by the direct route of Port St. Francis	-	-	100
At Montreal, in the city and surrounding district, chiefly on the southern side of the St. Lawrence, there have remained about	-	-	2,500
Total remaining in Canada East	-	-	3,000
The number of Emigrants ascertained to have gone to the United States, <i>via</i> St. John's, is	-	-	5,305
			5,305
The remainder, proceeding to Canada West, appear to have disposed of themselves as follows; viz.			
At Bytown, the Rideau and Ottawa District	-	-	1,017
At Kingston, Midland, Prince Edward and Victoria District	-	-	2,160
At Cobourg, Newcastle and Colborne District	-	-	3,632
At Toronto, Home and Simcoe	-	-	11,520
At Hamilton, Wellington, Gore, Brock and London District	-	-	6,330
At Niagara, Niagara District	-	-	2,028
Total remaining in Canada West	-	-	26,687
After reaching Canada West there proceeded to the Western States	-	-	5,172
From which however there must be deducted, who arrived in Canada <i>via</i> the United States	-	-	1,700
			3,472
And there proceeded to New Brunswick, &c.	-	-	30
			3,502
			38,494

It is proper to remark here, the number set down as having proceeded to the United States, whether from Lower Canada or the Upper Province, are intended to cover those of the year's emigration only who so proceeded.

§ Page 19.

Table, No. 7,§ 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 622,761, affording an average of 29,684 per year for 21 years past.

Expenditure of the department.

The total expenditure of the Emigration Department, including the expenses of the Grosse-Isle establishment, which are now borne by the fund supplied from the proceeds of the

the emigrant tax, amounts of 10,643*l.* 0*s.* 6*d.* Of this sum there was disbursed by the Commissariat Department, for the expense of the Quarantine Establishment, 3,163*l.* 10*s.* 2*d.*

The balance was disbursed for emigration purposes through the Agents of this Department, as follows; viz.

For Transport	-	-	-	-	-	£. 5,205	8	9	£.	s.	d.
For Provisions	-	-	-	-	-	653	4	10			
For Hospital Expenses	-	-	-	-	-	490	14	4			
For Agencies	-	-	-	-	-	1,130	2	5			
									7,479	10	4
									£. 10,643	-	6

At the Quebec Agency, the outlay was—

For Transport	-	-	-	-	-	£. 1,283	4	10			
For Provisions	-	-	-	-	-	155	1	8			
For Hospital Expenses	-	-	-	-	-	75	-	-			
For Agency, &c.	-	-	-	-	-	175	-	-			
									1,688	6	6

At Montreal—

For Transport	-	-	-	-	-	1,758	11	4			
For Provisions	-	-	-	-	-	89	15	1			
For Agency	-	-	-	-	-	201	6	11			
									2,049	13	4

At Kingston—

For Transport	-	-	-	-	-	1,644	11	5			
For Provisions	-	-	-	-	-	254	13	4			
For Hospital Expenses	-	-	-	-	-	295	17	7			
For Agency	-	-	-	-	-	254	4	2			
									2,449	6	6

At Toronto—

For Transport	-	-	-	-	-	519	1	2			
For Provisions	-	-	-	-	-	153	14	9			
For Hospital Expenses	-	-	-	-	-	119	16	9			
For Agency (to 31st October)	-	-	-	-	-	499	11	4			
									1,292	4	-
									£. 7,479	10	4

The number of persons forwarded from—	Adults.	Average Cost per Adult.
Quebec to Montreal, was	6,373	3/4
Quebec to Kingston, and intermedtate places	1,158	6/6½
Quebec to Toronto, and Ports on Lake Ontario	221	11/1½
Quebec to Lower Ports	15	25/
	<u>7,767</u>	

Montreal to Kingston, and intermediate places on the St. Lawrence	9,296	3/5
Montreal to Bytown, <i>via</i> the Ottawa	748	3/3½
Montreal to St. John's	381	2/6
	<u>10,425</u>	

Kingston to Cobourg and Port Hope, Toronto, Darlington and Windsor	8,063	4/4½
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Toronto to Niagara, Queenston, Hamilton, Oakville and Wellington	4,131	2/6½
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These statements, when compared with those of 1848, show a large diminution in the amount of assistance rendered throughout the Province.

The comparison appears as follows:—

	Adults Assisted.	Amount of Expenditure for Transport.
1848	29,476	£. 8,155 1 11
1849	30,386	5,205 8 9
Decrease		<u>£. 2,949 13 2</u>

The Total Expenditure, exclusive of the Quarantine Charges in 1848, was	£. 13,406	9	1
Ditto - - - ditto - - - ditto - - - 1849, was	7,479	10	4
Decrease in 1849 - - - -	£. 5,926	18	9

The average cost of the assistance rendered was, for the emigration landed in 1848, 10 s. 2 d.; in 1849, 4 s. 1 d.

It is not to be overlooked, however, that the reduction in the expenditure during the past season may be attributed partly to the closing of the agencies at Cobourg and Hamilton, but chiefly to the low rates of transport caused by the competition on the lake and river route between Montreal and Toronto, which continued from the opening of the navigation to the 16th July. The increased number of steamers plying direct from Quebec to the ports on Lake Ontario has also tended to render the rates of transport more reasonable. In the course of the ensuing season of 1850, a further considerable addition, it is expected, will be made to this class of vessels, so that I am in hopes the facilities of transport will be further increased, and that the competition will secure to the emigrants comfortable accommodation at a very reasonable rate. During the past season many of the German emigrants and others, whose destination was the Western States, were able to secure transport direct, and without transshipment from this port to Cleveland on Lake Erie, at the low rate of six dollars, 24 s. sterling each adult.

Emigrant tax, &c.

The emigrant fund of 1849 has been constituted of the amount of duty levied under the Provincial Act passed last session, 12 Vict. c. 6, and the sum of 1,500 l. sterling, the Imperial appropriation for the payment of the agents' salaries.

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

At Quebec :		£.	s.	d.
On 24,136 Adults, at 7s. 6d.	- - - - -	9,051	-	-
„ 8,200 Children, 5 to 15 years, at 5s.	- - - - -	2,050	-	-
„ 246 Uncertified, at 50s.	- - - - -	615	-	-
Post entry from last year	- - - - -	5	-	-
		£.	11,721	- -
At Montreal,				
737 Adults, at 7s. 6d.	- - - - - £. 276	7	6	
204 Children, 5 to 15 years, at 5s.	- - - - - 51	-	-	
1 Uncertified, at 40s.	- - - - - 2	-	-	
			329	7 6
Total Tax received - - - - -			12,050	7 6
Imperial appropriation, £.1,500 sterling, at 24s. 4d.	- - - - -		1,825	- -
		£.	13,875	7 6

On a comparison of this amount of resources with the amount expended by the department it would appear that a balance of 3,232 l. 7 s. would remain applicable to the purposes of the ensuing year. The accounts, however, which are here embodied into the annual statement, are necessarily made up by anticipation in some degree, to the 1st November only, and there may prove to have been some omissions in them. I have also to remark that the charges involved in the admission into the Marine Hospital at Quebec of 386 emigrant patients, have not been stated by that establishment. The cost of certain additional buildings, and of various repairs executed under the superintendence of the Board of Works at Grosse Isle, has not yet been ascertained. Allowing, however, by estimate, a sum to cover these items of charge incurred, I conclude, that about 2,000 l. will remain of the fund realized available for next year's service.

With more particular reference to the question of comparative expense in the two seasons, I beg to offer the following Abstract.—In 1848, the emigration embarked for Canada was 27,423; in 1849, it was 38,472. The expense of medical assistance provided in these two years amounted respectively to 5 s. 9 d. and 2 s. for each emigrant. The transport furnished in 1848, cost, on the average of the whole, 6 s. 2 d. per head; in 1849, the average cost of transport is 2 s. 10 d.; the average cost of provisions has been reduced from about 9 d. to about 4½ d. per head: and the number of agencies in Canada West having been reduced, while the emigration has proved more numerous, the average cost for superintendence is of course diminished; it stands for the two years as 1 s. 11 d. per head compared with 1 s. The entire expenditure of the department, under all these heads, produced, in 1848, an average cost for each emigrant embarked, amounting to 14 s. 7 d.; in 1849, the similar average is 6 s. 2½ d.

General remarks.

There is in these results of the year's transactions much encouragement to the continuance of the attempt to confine the assistance to cases of sickness. The advanced period of the past season at which it was resolved to make such an attempt, and the further delay which it was foreseen would take place in making known the limitation throughout the provinces of the United Kingdom, were the grounds upon which a discretionary power was extended to the Emigration Department for the transport inland of such persons as might appear in destitution. The moderate amount of the emigration, and the comparatively favourable condition in which it arrived, in regard to health, afforded

to the officers of the department fair means to exercise the closest scrutiny into every case, and no room was allowed for imposition under any circumstances. It may be possible still further to limit the application of this public aid, without risking a return of the state of things to guard against which it was originally extended; and with this view every opportunity has been employed to make it known that the Government will no longer afford assistance of this nature. In particular, communications have been addressed to most of the extensive landed proprietors, as well as others, both in Ireland and Scotland, who have been known to promote emigration to this country on a confined scale of provision, warning them of the miserable condition in which their emigrants must hereafter, in every case, find themselves, if they should trust to a provincial fund for their sustenance and inland transport after landing in the colony. But unless an effectual check were placed upon the emigration from Ireland generally and the Highlands, I fear the proportion of destitute families will continue so large as to make a provision for their distribution from the centres where they may occasionally accumulate a matter even of necessity. If employment were always open for this class of the emigration, within a moderate distance of their port of landing, or if the established population were not too generally averse to receive amongst them the recently-arrived emigrants, the latter might be left dependant on their own exertions. Under existing circumstances, the most resolute industry will not always preserve the emigrant labourer in Canada from want; and where large numbers are congregated with similar immediate necessities, and a very limited field of employment, the destitution is subject to extend so far as to cause injurious consequences in many respects. Private charity is exhausted, and local public funds fail; the emigrants suffer great misery, while a severe burthen is, not without reason, complained of by the community, on whom, honestly or dishonestly, they are compelled to subsist.

The case of the Scotch emigrants from Mull and Tyree is one only of several which even the past season has presented, showing the unfortunate result whenever the poorer classes of emigrants accumulate beyond the point to which the resources of the neighbourhood can be stretched for their relief. It occurred in an inland district, and the numbers involved were consequently limited compared with those who, on the withdrawal of all public aid, will frequently be found crowded into Quebec, Montreal, Kingston and Toronto.

The arrival of emigrants at the port of New York takes place annually in very large numbers; and I am aware that the funds which have been provided there for emigration purposes are applied nearly altogether in the provision of hospital assistance. But New York offers little analogy with the port of Quebec, for the city itself is of vast extent, and comprehends in its population a large proportion of immediate English and Irish descent; it is a centre from which numerous lines of transportation radiate, and it offers a certain amount and description of employment at all seasons of the year. Moreover, the emigration by way of New York, whether from the United Kingdom or from the Continent, is, without doubt, of a less impoverished class; the destitute emigrants are not in the proportion to the whole equal to that observed at Quebec; nor is it likely that the interests in England and Ireland which promote the emigration of the poorest and least intelligent of the population, with just the extent of means sufficient to convey them across the Atlantic, can be influenced to adopt the New York route in preference to Quebec.

The emigrant tax has plainly produced no direct effect on the average character of the emigration to Canada in respect to amount of resources: nor does there appear, connected with the imposition of this tax, or the changes that have been made in its rate, any fact from which it can be inferred that the consequent additional expense of the Quebec route has deterred its adoption by the poorer ranks. On the contrary, although the increasing demands on the department for transport at the public expense are assignable, in great degree, undoubtedly, to other causes, they furnish, perhaps, some ground for the apprehension that the tax is levied from the same people who would, in any case, emigrate by this route, and that it goes to reduce, *pro tanto*, the resources which would be otherwise directly applicable to their object. In other words, that the tax, if not collected from the emigrants and disbursed by the hands of the Government for their assistance, would be applied by themselves to the same purpose.

Resigning the expectation, therefore, that the future emigration to this country will be materially different from the past, and anticipating, for the ensuing season at least, a full proportion of destitution and helplessness, which will require all the efforts of the emigration agents in its protection and superintendence, I trust the department may be continued in the possession of a discretionary power to furnish transport, in addition to medical assistance, in such cases as may appear absolutely to require it, and under such circumstances as threaten injurious results to the frontier towns from the detention in their immediate neighbourhood of too large numbers of unemployed, and, consequently, destitute emigrants.

With reference to the character of the past year's emigration to Canada, it may be remarked that it has, as usual, been extremely varied. In the early part of the season I had occasion to notice the arrival of a number of families possessed of capital and intelligence, who promised to prove valuable additions to our colonial population. All these proceeded at once to purchase partially-improved properties, or to enter into trade. A proportion of the emigration consisted of farmers whose means will establish them with some advantage on wild lands, for the purchase of which, only a small outlay is required. But the great bulk of the emigration has been agricultural labourers, some of them with small means, but very many having nothing even for their immediate support. These latter were found chiefly among the Irish and some of the Scotch emigrants, who had been aided in their emigration by their landlords, or from other sources, as well as among a large class who

emigraté by means of the assistance received from their friends in this country. On comparing the numbers of these classes sent out during the last two years, they stand as follows :

	1 8 4 8.	1 8 4 9.
From England - - -	785	510
„ Ireland - - -	2,505	4,980
„ Scotland - - -	330	1,859
	<u>3,620</u>	<u>7,349</u>

Those from Ireland and Scotland show a large increase over last year, while in the number from England there is a decrease.

The English emigrants are always tolerably well supplied with necessaries ; and as they are chiefly sent out under the authority of the Poor Law Commissioners, they are provided with means on landing generally sufficient to enable them to reach their destination, or to points where employment may be obtained ; so that they seldom become claimants on any of the agents of this department for relief.

The Irish and Scotch, on the contrary, are less liberally supplied ; and notwithstanding the low rates of transport which existed during the greater part of this season, large numbers found themselves unable to proceed from Quebec. To have permitted them to remain at any one point during the prevalence of the late epidemic, would have proved fatal to many of them, as well as the inhabitants of the locality ; and it therefore became necessary that they should be distributed throughout the rural districts, where they might obtain suitable employment.

It would be an invidious task to designate the persons who, with a false view even of their own ultimate interests, encourage and promote the emigration of their dependents without securing to them a proper provision ; but it affords sincere pleasure to allude to such cases as that of the emigrants by the "Liskeard," from Inverness, sent out by J. E. Baillie, Esq., M.P., from the neighbourhood of Inverness. The provision made for these people comprehended not merely the cost of the Atlantic passage, but their inland transport to Glengarry and the London district ; so that they met with neither delay nor inconvenience, but at once proceeded with every encouragement to their destinations.

Many others of the Scotch emigrants had received, perhaps, the same amount of assistance ; but from the absence of equal judgment in its application, found it insufficient for their expenses. In several cases sums of money were ascertained to have been paid on the embarkation of emigrants at the Scotch or Irish ports, and, in some, funds had been furnished to them previously to their departure from their parishes. Under such circumstances the people on landing at Quebec almost invariably proved to be destitute, the money having gone to other purposes than that of their emigration. I have taken every opportunity to reiterate the recommendation of the Land and Emigration Commissioners, that all funds proposed to be devoted to the assistance of persons emigrating to Canada, beyond the amount of their passage-money and provisions for the voyage, should be paid to them on landing, either through the hands of this department, or some other certain channel.

It must be matter of sincere regret to all who feel interested in the prosperity of the province, that the emigration from Europe to America should so extensively adopt the New York line in preference to that by way of Quebec and the St. Lawrence. The disproportion between the numbers landed at the two ports becomes annually greater, not alone when a numerical comparison is drawn, but when the character of the emigration is considered together with the resources in its possession.

The number of souls landed at New York from foreign ports was, in 1846, 115,230 ; in 1847, 166,110 ; in 1848, 191,909 ; in 1849, to 31st November, 213,554 souls.

As the facilities which are afforded by the great uninterrupted water communication between Quebec and the North-western States become more generally known, particularly on the continent of Europe ; and when the greater economy of this route has been perfectly ascertained by all the classes from amongst whom the stream of emigration is supplied, a change in its direction to a very considerable extent must naturally take place, and the province receive corresponding benefit in a fuller employment of its industry and capital in the business of inland transportation.

Having thus brought before your Excellency every matter which I consider worthy of particular remark, I would beg to refer further to my several Reports and Returns which are comprehended in the accompanying Appendix, all of which I beg to submit to your Excellency's favourable consideration.

I have, &c.

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

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 1849.

Whence.	Number of Vessels.	Average Days on Passage.	Tonnage.	Number of Seamen.	Number Embarked.								Births.		Total Souls on Board.	Deaths on the Passage.						
					Cabin Passengers.	Adults.		Children 1 to 14 Years.		Infants.	Total Steerage.	M.	F.	M.		F.	M.	F.	Children 1 to 14 Years.		Infants.	Total.
						M.	F.	M.	F.										M.	F.		
England	134	45	53,404	2,377	319	3,319	2,236	1,479	1,285	455	8,774	9	7	9,109	16	19	26	31	23	115		
Ireland	150	45½	50,650	2,078	517	8,205	7,163	3,590	3,430	969	23,357	30	21	23,925	191	176	131	140	92	730		
Scotland	59	41¼	26,832	1,073	147	1,790	1,442	795	709	183	4,919	4	5	5,075	5	6	5	2	2	20		
Germany	4	49	1,013	39	-	176	131	51	62	19	439	-	-	439	-	-	-	-	3	3		
Lower Ports, &c.	48	18	-	-	4	332	265	163	193	11	964	-	-	968	-	-	-	-	-	-		
TOTAL	395	-	131,899	5,567	987	13,822	11,237	6,078	5,679	1,637	38,453	43	33	39,516	212	201	162	173	120	868		

Whence.	Deaths in Quarantine.						Total Deaths.	Total Landed in the Colony.										Grand Total Landed in the Colony.
	Adults.		Children 1 to 14 Years.		Infants.	Total.		Adults.		Children, 1 to 14 Years.		TOTAL.		Infants.	Total Steerage.	Cabin Passengers.		
	M.	F.	M.	F.				M.	F.	M.	F.	M.	F.					
England	2	3	3	3	3	14	129	3,301	2,214	1,450	1,251	4,751	3,465	445	8,661	319	8,980	
Ireland	37	15	9	5	3	69	799	7,977	6,972	3,450	3,285	11,427	10,257	925	22,609	517	23,126	
Scotland	31	27	9	4	-	71	91	1,754	1,409	781	703	2,535	2,112	190	4,837	147	4,984	
Germany	-	-	-	-	-	-	3	176	131	51	62	227	193	16	436	-	436	
Lower Ports, &c.	-	-	-	-	-	-	-	332	265	163	193	495	458	11	964	4	968	
TOTAL	70	45	21	12	6	154	1,022	13,540	10,991	5,895	5,494	19,435	16,485	1,587	37,507	987	38,494	

Emigration Department, Quebec, }
20 December 1849.

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

No. 2.

ABSTRACT STATEMENT of the Total Number of EMIGRANTS Embarked, Died on the Passage and in Quarantine, with the Number of Births, and the Total Numbers Landed in the Colony, distinguishing the Countries and Ports whence they sailed, during the Season of 1849.

ENGLAND.

Ports whence Sailed.	Number of Vessels.	Passengers.		Deaths.		Number of Births.	Landed in the Colony.
		Steerage.	Cabin.	At Sea.	In Quarantine.		
Aberayon	1	7	-	-	-	-	7
Aberystwith	3	62	-	-	-	-	62
Bideford	3	161	20	-	-	-	181
Bristol	6	77	2	-	-	-	79
Cardiff	1	-	2	-	-	-	2
Carlisle	1	9	-	-	-	-	9
Colchester	1	-	1	-	-	-	1
Dartmouth	3	6	2	-	-	-	8
Falmouth	5	298	19	4	-	1	314
Fowey	2	122	-	-	-	-	122

No. 2.—STATEMENT of the Number of Passengers, Deaths, Births, &c.—*continued.*ENGLAND—*continued.*

Ports whence Sailed.	Number of Vessels.	Passengers.		Deaths.		Number of Births.	Landed in the Colony.
		Steerage.	Cabin.	At Sea.	In Quarantine.		
Gloucester - - -	1	-	3	-	-	-	3
Hull - - - -	5	563	17	2	-	1	579
Lancaster - - -	1	10	-	-	-	-	10
Liverpool - - -	41	4,303	102	87	12	8	4,214
London - - - -	20	615	73	12	-	1	677
Maryport - - -	1	7	4	-	-	-	11
Newhaven - - -	1	28	2	-	-	-	30
Padstow - - - -	7	518	5	2	-	-	521
Penzance - - -	1	13	2	-	-	-	15
Plymouth - - -	14	1,579	55	7	2	3	1,628
Poole - - - - -	2	18	-	-	-	-	18
Portsmouth - -	1	-	5	-	-	-	5
Shields - - - -	2	23	-	-	-	-	23
St. Ives - - - -	2	106	-	-	-	-	106
Stockton - - - -	1	50	-	1	-	2	51
Newport - - - -	1	1	-	-	-	-	1
Sunderland - -	1	-	2	-	-	-	2
Swansea - - - -	2	26	3	-	-	-	29
Torquay - - - -	3	151	-	-	-	-	151
Whitby - - - -	2	21	-	-	-	-	21
	135	8,774	319	115	14	16	8,980

I R E L A N D.

Ports whence Sailed.	Number of Vessels.	Passengers.		Deaths.		Number of Births.	Landed in the Colony.
		Steerage.	Cabin.	At Sea.	In Quarantine.		
Belfast - - - -	11	2,487	25	8	-	4	2,508
Cork - - - - -	11	1,109	27	34	-	2	1,104
Donegal - - - -	4	474	14	4	1	1	484
Dublin - - - - -	10	2,252	24	84	7	8	2,191
Galway - - - - -	2	201	-	6	-	1	196
Killala - - - -	2	210	13	-	-	-	223
Kilrush - - - -	2	218	2	-	-	1	221
Limerick - - - -	43	7,031	254	313	40	14	6,946
Londonderry - -	4	467	12	-	-	2	481
New Ross - - - -	8	1,938	8	63	6	3	1,880
Newry - - - - -	6	851	10	60	1	2	802
Sligo - - - - -	12	1,516	25	44	1	-	1,496
Tralece - - - -	8	895	2	40	-	2	859
Waterford - - -	17	2,764	66	39	6	6	2,791
Westport - - - -	6	822	32	34	7	5	818
Wexford - - - -	1	8	-	-	-	-	8
Wicklow - - - -	1	1	-	-	-	-	1
Youghall - - - -	2	115	3	1	-	-	117
	150	23,357	517	730	69	51	23,126

No. 2.—STATEMENT of the Number of Passengers, Deaths, Births, &c.—*continued.*

SCOTLAND.

Ports whence Sailed.	Number of Vessels.	Passengers.		Deaths.		Number of Births.	Landed in the Colony.
		Steerage.	Cabin.	At Sea.	In Quarantine.		
Aberdeen - - -	5	122	22	-	-	-	144
Ardrossan - - -	1	450	-	1	-	-	449
Ayr - - - - -	2	7	3	-	-	-	10
Dundee - - - -	2	39	5	-	-	-	44
Greenock - - - -	3	625	-	8	71	2	548
Inverness - - -	1	349	-	-	-	2	351
Kirkwall - - - -	1	29	-	-	-	-	29
Leith - - - - -	4	127	4	-	-	2	133
Glasgow - - - -	33	2,456	106	11	-	3	2,554
Montrose - - - -	3	26	1	-	-	-	27
Port Glasgow - -	1	5	-	-	-	-	5
Stornaway - - -	2	684	-	-	-	-	684
Troon - - - - -	1	-	6	-	-	-	6
	59	4,919	147	20	71	9	4,984

GERMANY.

Ports whence Sailed.	Number of Vessels.	Passengers.		Deaths.		Number of Births.	Landed in the Colony.
		Steerage.	Cabin.	At Sea.	In Quarantine.		
Hamburg - - - -	3	319	-	3	-	-	316
Wisnar - - - - -	1	120	-	-	-	-	120
	4	439	-	3	-	-	436

LOWER PORTS, &c.

Ports whence Sailed.	Number of Vessels.	Passengers.		Deaths.		Number of Births.	Landed in the Colony.
		Steerage.	Cabin.	At Sea.	In Quarantine.		
New Brunswick -	17	339	4	-	-	-	343
Nova Scotia - -	17	320	-	-	-	-	320
Prince Edward Island	4	155	-	-	-	-	155
Newfoundland - -	10	150	-	-	-	-	150
	48	964	4	-	-	-	968

RECAPITULATION.

Countries whence Sailed.	Number of Vessels.	Passengers.		Deaths.		Number of Births.	Landed in the Colony.
		Steerage.	Cabin.	At Sea.	In Quarantine.		
ENGLAND - - - -	135	8,774	319	115	14	16	8,980
IRELAND - - - -	150	23,357	517	730	69	51	23,126
SCOTLAND - - - -	59	4,919	147	20	71	9	4,984
GERMANY - - - -	4	439	-	3	-	-	436
LOWER PORTS, &c. -	48	964	4	-	-	-	968
TOTAL - - - - -	396	38,453	987	868	154	76	38,494

Emigration Department, Quebec, }
20 December 1849.

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

No. 3.

NUMBER of PERSONS who appeared to have received ASSISTANCE to enable them to Emigrate,
during the Season of 1849.

VESSEL.	WHERE FROM.	Date of Arrival.	ENGLAND and SCOTLAND.		IRELAND.	
			Poor Law Commissioners.	Parish and Private Funds.	Parish Funds.	Landlords and Private Funds.
Spermaceti - -	Plymouth - -	May 15	8	24	-	-
Aberfoyle - -	New Ross - -	" 16	-	-	-	277
Emerald - -	Limerick - -	" 18	-	-	-	146
Lady Peel - -	" - -	" 22	-	-	-	60
Jane Black - -	" - -	" 22	-	-	-	59
Ava - -	Plymouth - -	" 24	90	-	-	-
Lady Campbell - -	Waterford - -	" 25	-	-	-	8
Jessie - -	Limerick - -	" 25	-	-	-	128
Sarah Maria - -	Sligo - -	" 26	-	-	62	-
Countess of Durham	Waterford - -	" 28	-	-	-	19
Perseverance - -	Dublin - -	" 28	-	-	-	91
Thompson - -	Sligo - -	" 29	-	-	-	8
John Francis - -	Waterford - -	" 30	-	-	-	70
Amazon - -	" - -	" 30	-	-	-	9
Dædalus - -	Plymouth - -	" 30	-	7	-	-
Secret - -	Bideford - -	" 30	17	-	-	-
Laurel - -	London - -	" 30	37	-	-	-
Jane Avery - -	Dublin - -	June 1	-	-	77	-
Elizabeth - -	Limerick - -	" 1	-	-	-	38
Bridgetown - -	New Ross - -	" 1	-	-	-	180
Empire - -	" - -	" 1	-	-	-	200
Hannah - -	Dublin - -	" 1	-	-	65	-
June - -	New Ross - -	" 2	-	-	-	170
Governor - -	Limerick - -	" 2	-	-	-	44
Dykes - -	Newry - -	" 3	-	-	-	90
Agnes and Ann - -	" - -	" 3	-	-	-	64
Dahlia - -	Plymouth - -	" 3	-	25	-	-
Transit - -	Limerick - -	" 5	-	-	-	29
Anna Maria - -	" - -	" 6	-	-	-	2
Ariel - -	" - -	" 7	-	-	20	17
Dewdrop - -	Padstow - -	" 7	-	16	-	-
Erin - -	New Ross - -	" 11	-	-	-	75
Helen - -	Liverpool - -	" 12	-	-	-	13
Souvenir - -	Limerick - -	" 24	-	-	-	24
Mary Campbell - -	Londonderry - -	" 24	-	-	12	-
Thistle - -	Waterford - -	" 24	-	-	-	25
Georgiana - -	" - -	" 25	-	-	-	40
Agamemnon - -	Westport - -	" 25	-	-	-	4
Swan - -	New Ross - -	" 27	-	-	-	110
William Bromham - -	Plymouth - -	" 27	39	-	-	-
Leviathan - -	Limerick - -	" 28	-	-	-	35
British Queen - -	" - -	" 28	-	-	-	39
Christiana - -	Donegal - -	" 28	-	-	-	45
Barron - -	Belfast - -	" 30	-	-	-	33
Oriental - -	London - -	" 30	61	-	-	-
Viceroy - -	Liverpool - -	July 1	-	-	-	35
City of Lincoln - -	" - -	" 2	-	-	-	100
Thurney Close - -	Limerick - -	" 2	-	-	-	42
Princess Alice - -	Dublin - -	" 2	-	-	-	200
Energy - -	Limerick - -	" 5	-	-	-	52
Sarah - -	Sligo - -	" 6	-	-	-	12
Riverdale - -	Belfast - -	" 6	-	-	79	-
Prince Albert - -	Limerick - -	" 6	-	-	-	70

Number of Persons who received Assistance to Emigrate—*continued.*

VESSEL.	WHERE FROM.	Date of Arrival.	ENGLAND and SCOTLAND.		IRELAND.	
			Poor Law Commissioners.	Parish and Private Funds.	Parish Funds.	Landlords and Private Funds.
Curraghmore - -	Waterford - -	July 8	-	-	-	18
Forfarshire - -	Liverpool - -	" 9	-	-	-	17
Radical - - -	Belfast - - -	" 15	-	-	30	—
Sleepless - - -	Limerick - - -	" 15	-	-	-	10
Jane Lockhart -	" - - -	" 15	-	-	-	100
Dauntless - - -	" - - -	" 20	-	-	-	117
The Duke - - -	Dublin - - -	" 30	-	-	104	150
Friendship - - -	" - - -	Aug. 2	-	-	-	59
Cynthia - - -	Donegal - - -	" 5	-	-	-	6
Kalmia - - -	Liverpool - - -	" 12	-	-	61	—
Amoy - - -	Belfast - - -	" 12	-	-	15	—
David Grant - -	Limerick - - -	" 13	-	-	-	37
Elphinstone - -	Plymouth - - -	" 13	40	—	—	—
Charlotte - - -	Glasgow - - -	" 14	-	333	—	—
Barlow - - -	Greenock - - -	" 14	-	246	—	—
Atlantic - - -	Ardrossan - - -	" 14	-	209	—	—
Elizabeth Browne	Sligo - - -	" 14	-	-	-	20
Jane - - -	Limerick - - -	" 14	-	-	-	60
Marchioness of Ailsa	Dublin - - -	" 15	-	-	153	17
Hugh - - -	Newry - - -	" 15	-	-	-	79
Mayflower - - -	Plymouth - - -	" 15	44	—	—	—
Liskeard - - -	Inverness - - -	" 17	-	341	—	—
Alert - - -	Waterford - - -	" 17	-	-	-	12
California - - -	Dublin - - -	" 17	-	-	200	60
Ganges - - -	Limerick - - -	" 18	-	-	-	24
Londonderry - -	Londonderry - -	" 18	-	-	62	—
Argo - - -	Liverpool - - -	" 18	-	-	-	72
Larch - - -	" - - -	" 18	-	-	-	18
Toronto - - -	London - - -	" 21	25	—	—	—
Panope - - -	Limerick - - -	" 22	-	-	-	1
Sir C. Napier -	Dublin - - -	" 29	-	-	305	—
Tuskar - - -	Stornaway - - -	" 30	-	496	—	—
Clio - - -	Padstow - - -	Sept. 3	7	—	—	—
Secret - - -	Bideford - - -	" 13	13	—	—	—
Ariel - - -	Kilrush - - -	" 15	-	-	16	—
Belle - - -	Padstow - - -	" 20	-	16	—	—
John Bull - - -	London - - -	" 22	41	—	—	—
Cashmere - - -	Glasgow - - -	" 28	-	87	—	—
Jessie - - -	Limerick - - -	" 30	-	-	-	3
Northumberland	Galway - - -	Oct. 2	-	-	-	188
Water Hen - - -	Glasgow - - -	" 5	-	147	—	—
			422	1,947	1,261	3,731

TOTAL - - - 7,361.

Emigration Department, Quebec, }
20 December 1849.

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

No. 4.

RETURN of the TRADES or CALLINGS of the EMIGRANTS who Arrived at the Ports of *Quebec* and *Montreal*, during the Year 1849.

Bakers - - - - -	21	Brought forward - - -	767
Butchers - - - - -	16	Painters - - - - -	4
Bricklayers and Stone-masons - - - - -	82	Plasterers - - - - -	5
Black and White-smiths - - - - -	110	Printers - - - - -	8
Boot and Shoemakers - - - - -	114	Quarrymen - - - - -	3
Braziers, Tin-smiths, &c. - - - - -	8	Ship-builders - - - - -	1
Cabinet-makers - - - - -	12	Sawyers - - - - -	12
Carpenters and Joiners - - - - -	146	Sail-makers - - - - -	4
Coopers - - - - -	16	Saddlers - - - - -	3
Coach-makers - - - - -	3	Stone-cutters - - - - -	7
Cart and Wheel-wrights - - - - -	23	Tailors - - - - -	92
Carriers - - - - -	2	Watch-makers - - - - -	1
Dyers - - - - -	1	Unenumerated Callings - - - - -	185
Drapers - - - - -	15	Male Servants - - - - -	78
Engineers - - - - -	26	Farmers and Agricultural Labourers - - - - -	6,264
Gardeners - - - - -	15	Common Labourers - - - - -	6,388
Hatters - - - - -	3		
Millers and Mill-wrights - - - - -	26		
Miners - - - - -	113	Deaths of Male Adults at Sea - 212	13,822
Moulders - - - - -	5	Ditto - ditto in Quarantine 70	282
Paper-makers - - - - -	10		
Carried forward - - -	767	TOTAL - - -	13,540

Emigration Department, Quebec, }
20 December 1849. }

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

No. 5.

RETURN of the Number of ADMISSIONS into HOSPITAL, DISCHARGES and DEATHS, of EMIGRANTS Arrived in *Canada* during the Season of 1849.

	Admitted.	Discharged.	Died.	Remaining.
Canada East :				
Quarantine Hospital - - - - -	826	656	154	16
Marine and Emigrant Hospital, Quebec - - - - -	397	262	86	49
Montreal General Hospital - - - - -	298	263	33	—
Ditto Point St. Charles Hospital - - - - -	28	17	11	—
	1,549	1,200	284	65
Canada West :				
Toronto - - - - -	208	140	68	—
Kingston - - - - -	159	58	101	—
Hamilton - - - - -	118	36	82	—
Minor Ports - - - - -	64	21	43	—
	549	255	294	—
TOTAL - - - - -	2,098	1,455	578	65

Emigration Department, Quebec, }
20 December 1849. }

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

No. 6.

DISTRIBUTION of the EMIGRANTS who Arrived in the Province of Canada during the Year 1849, as near as can be ascertained.

Number of Emigrants from the United Kingdom, <i>via</i> the St. Lawrence - - -	37,090
Ditto - - ditto - from Germany - - - ditto - - - -	436
Ditto - - ditto - from the Lower Ports, &c. - ditto - - - -	968
Ditto - - ditto - at the different Agencies in Canada West, by the route of the United States - - - -	1,700
TOTAL - - - -	40,194

DISTRIBUTION :

Estimated Number settled in the City and District of Quebec - - -	400	
Proceeded to the Eastern Townships, <i>via</i> Port St. Francis - - -	100	
Settled in the Montreal District, and in the city and vicinity - - -	2,500	
TOTAL remaining in Canada East - - -		3,000
Number settled at Bytown, and at various places on the Ottawa and Rideau - - - -	1,017	
At Kingston and Bay of Quinté, and in the Hastings, Prince Edward and Midland Districts - - - -	2,160	
At Cobourg, Port Hope, Windsor, Whitby and Darlington, and in the Newcastle and Colborne Districts - - - -	5,830	
At Toronto, and in the Home and Simcoe Districts - - - -	9,322	
At Port Credit, Oakville and Hamilton - - - -	6,330	
In the Wellington, Gore, Niagara, Brock and London Districts - - -	2,028	
TOTAL Number settled in Canada West - - -		26,687
Gone to New Brunswick, Nova Scotia and Newfoundland - - -	-	30
" the Western States - - - -	5,172	
" the United States from Montreal, <i>via</i> Lake Champlain - - -	5,305	
TOTAL supposed gone to the United States - - -		10,477
		40,194

Emigration Department, Quebec, }
20 December 1849.

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

No. 7.

COMPARATIVE STATEMENT of the NUMBER of EMIGRANTS Arrived at the Port of Quebec, since the Year 1829 inclusive.

COUNTRY.	5 Years, from 1829 to 1833.	5 Years, from 1834 to 1838.	5 Years, from 1839 to 1843.	1844.	1845.	1846.	1847.	1848.	1849.
From England - - -	43,386	28,624	30,813	7,698	8,823	9,163	28,725	6,034	8,980
" Ireland - - -	102,264	54,898	74,981	9,093	14,208	21,049	50,360	16,582	23,125
" Scotland - - -	20,143	10,998	16,289	2,234	2,174	1,645	3,623	3,086	4,984
" Germany - - -	15	485	-	-	-	896	7,437	1,395	436
" Lower Ports, &c. - - -	1,889	1,346	1,777	217	160	-	-	842	968
TOTAL - - -	167,697	96,351	123,860	20,142	25,375	32,753	90,150	27,939	38,494

GRAND TOTAL - - - 622,761.

Emigration Department, Quebec, }
20 December 1849.

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

No. 8.

EXTRACTS from the NOTES appended to the Periodical REPORTS of ARRIVALS of PASSENGER-SHIPS at the Ports of *Quebec* and *Montreal*, in the Season of 1849.

1.—From the 20th to the 31st of May 1849.

Note.—5,837 emigrants landed at this port during the period embraced in this Return. They have all landed in good health, notwithstanding that severe mortality occurred on board several of the Limerick vessels from cholera and dysentery. It would appear that the first-mentioned disease broke out among the passengers on leaving the Shannon, but after a few days disappeared, having, during the time it lasted, carried off 102 of the passengers on board of three vessels, viz., the "Lady Peel," the "Jane Black," and the "Jessie." The deaths on board the several other vessels were very few, as may be seen in the margin of this Return.

The classification of the male adults is as follows: 1,061 farmers, 961 labourers and 207 tradesmen and mechanics.

The passengers from England, with the exception of those sent out under the superintendence of the Poor Law Commissioners, were very respectable people, and many of them brought out large sums of money. Those from Scotland were also of a similar class; and there were several Welsh families with good means, who were proceeding to the Western States. On board the "Jessie" and "Jane Black," there were a number of tradesmen and farmers who possessed considerable capital; and among the cabin passengers enumerated in this Return were several half-pay officers, who have emigrated with their families to settle in Western Canada. On the whole, a larger amount of capital has been brought out by the passengers of this season than has come to my knowledge for several years past. On the other hand, many of those who emigrated voluntarily from Ireland were in extreme poverty, having with difficulty scraped together sufficient means, with the assistance of their friends at home and remittances from America, to enable them to reach this port. A large number were proceeding to join their relatives in the Northern States of the American Union, and there were some of the families whose destination was as far west as St. Louis, on the Mississippi. The number who have been aided in their emigration is 665, 514 of whom were from Ireland and 151 from England; the latter were sent out under the sanction of the Poor Law Commissioners, and received the usual landing-money (20s. sterling each adult). Those from Ireland received only, as far as I could learn, a free passage and a small sum of money previously to leaving, to assist them in procuring clothes and provisions for the passage. As they consisted principally of large families, and for whom it was impossible to procure suitable employment, I was under the necessity of granting many free passages. These were in no instance granted to any but persons accompanied by their families, and who, it was ascertained, were destitute of the means to proceed. It has been so far fortunate this season that, owing to the competition on the several routes, the rates of passage are very much reduced compared with former years, more particularly on the routes west of Montreal. Steamers which proceed direct between this port and Toronto have been taking steerage passengers for 10s. each adult, and for 7s. 6d. to Kingston, the charges of which last year were from 25s. to 30s., and I have known of persons being forwarded by the regular line of daily steamers for 7s. 6d. to Toronto. The deck passage on the boats on the Lake have been unusually low this season, having not as yet exceeded 1s. 3d. each passenger. These low rates of transport have very much lightened the expenditure of this department, as it reduces the number who require assistance, and those who are forwarded are at a very trifling cost. The number thus assisted was 816 souls, equal to 598 adults.

The emigrant vessels have arrived hitherto without any complaints for infringement of the Act. They have been well supplied with provisions according to law, and of good quality.

2.—From the 1st to the 10th of June 1849.

Note.—The emigrants arrived since the 1st instant have landed in good health; the deaths on the passage were 89, equal to about 1.08 per cent. Of this number 31 occurred on board the "Jane," from New Ross, from cholera and dysentery. The sickness appeared shortly after leaving Ross, and lasted about three weeks, when it disappeared entirely, as on arrival at Grosse Isle the remaining passengers were all found in perfect health.

The male adult emigrants are classed in the several passenger-lists as follows; viz., mechanics, 156; farmers and agricultural labourers, 748; common or unskilled labourers, 837.

Of the whole number about one-fourth have been aided in their emigration by their landlords and Poor Law Unions, and, with the exception of 41, are all from Ireland. They landed in extreme poverty, and appear generally to have friends either in Upper Canada or in the United States, and all required assistance to enable them to reach their friends, or to where they could procure suitable employment.

The total number of persons assisted from the several vessels in this Return was 1,070, equal to 792½ adults, at an average cost of 2s. 6d. each.

The emigrants generally were proceeding to Upper Canada, and about one-third, including all the Germans, to the United States.

3.—From

3.—From the 11th to the 30th of June 1849.

Note.—4,940 steerage and 130 cabin passengers were landed during the period embraced in this Return, of which number 543 were aided in their emigration by their landlords; of whom 443 were Irish and 100 English. The latter received 20s. sterling each adult, to enable them to reach their destination, and the Irish a free passage, with some little assistance previously to leaving, to procure clothes, &c.

Their health was generally good; the deaths on the passage were 69, and 71 sick were admitted to hospital at Grosse Isle; of these, 18 deaths and 48 sick were from the "Thetis," from Limerick; diseases, fever and dysentery.

Their destination was chiefly to Upper Canada, and about one-third to the United States; a great many of whom proceeded to friends there, and others for employment.

These vessels have all duly complied with the provisions of the Passenger Act; and the only complaint requiring the interference of this office was made by some of the passengers of the "Helen," from Liverpool, whose contract-tickets stated that they would be furnished with a pound of pork per week during the passage, which was not issued to them by the master. On their complaint being made known to me, the necessary steps were taken, and the master paid at the rate of 6d. per pound for each week they were on the passage, which amounted to 2s. 6d. each adult.

Assistance in transport and provisions has been extended to the emigrants on board these vessels to 1,115 souls, equal to 792 adults.

As this Report closes the month of June, I annex a statement of the emigration expenditure incurred under the superintendence of this department to this date, throughout the province, which amounts to 2,199l. 3l. 4s.; showing, on an increased emigration, a decrease, when compared with 1848, of 3,882l. 9s. 9d. It has been incurred under the following heads:—

	£.	s.	d.
Transport - - - - -	1,274	16	10
Provisions - - - - -	184	8	10
Medical Aid - - - - -	245	1	8
Agency Expenses - - - - -	494	16	-
	£. 2,199	3	4

And at the several Agencies as follows:—

	£.	s.	d.
Toronto - - - - -	522	6	1
Kingston - - - - -	356	7	3
Montreal - - - - -	702	6	11
Quebec - - - - -	618	3	1
	£. 2,199	3	4

Owing to the competition between the Companies on the route from Montreal to Toronto this season, I have been enabled to forward emigrants from this to Toronto at very reasonable rates, frequently as low as for 7s. 6d. the whole distance, which cost last year from 22s. 6d. to 25s.

The amount of emigrant tax received at Quebec to 30th June was 5,026l. 10s. currency.

4.—From the 1st to the 31st of July 1849.

Note.—This Return embraces the arrivals during the month of July, which number 7,512 souls; viz. 2,594 males, 2,104 females, 2,302 children, 326 infants under one year, and 186 persons classed as cabin passengers. They generally landed in good health: 81 deaths occurred on the passage, and 113 were admitted to hospital at Grosse Isle. The greatest amount of sickness occurred on board the "Thorney Close," from Limerick, which had seven deaths, and 45 cases sent to hospital at quarantine.

The average passage of these vessels, including their detention at Grosse Isle, was 48½ days. Several had unusually long passages: the "Aunt Mary," from Liverpool, the "Argus" and the "Grace," from Westport, and the "Eliza Morrison," from Belfast, were each upwards of 60 days on the passage; notwithstanding which their passengers arrived in good health.

I have found it necessary to enter proceedings against several masters for violation of contract and infringement of the Passenger Act. The violation of contract occurred chiefly on board the Liverpool vessels, which had been chartered by Messrs. J. & W. Shaw, passenger brokers. They engaged in their printed contract-tickets, that the passengers should be supplied with a pound of pork per week during the passage, and by this means induced a number of them to give the preference to their vessels. On application to the masters after sailing, they were informed that there was no pork on board for their use unless they paid for it. On arrival here they complained of the breach of contract; and after some little delay, I was enabled to induce some of the masters to refund the amount, retaining the passenger-tickets as their vouchers, to enable them to recover the amount they paid, from Messrs. Shaw & Co. Thus the master of the "City of Lincoln," to avoid costs of prosecution, and the master of the "Aunt Mary," refunded for the non-issue of pork at

the rate of 2s. 6d. each adult. Legal proceedings were also taken against the master of the "Forfarshire," and against the master of the "Aunt Mary," for detention at Liverpool after the day fixed for sailing; the "Sleepless," from Limerick, for not issuing the legal allowance of provisions; and the "Richard Watson," from Cork, for detention after the day fixed for sailing. In all these cases compensation was obtained for the parties complaining.

The majority of the passengers were proceeding to Upper Canada, and from 1,000 to 1,500, as near as could be ascertained, were proceeding direct to the United States; difficulty of obtaining employment in the province doubtless induced many others to proceed to that quarter.

Of the entire number, 1,136, have received assistance either from their landlords or from their parishes, to enable them to emigrate. They were all Irish. The remainder, 5,864, have come out at their own expense.

The male adults are classed in the lists, as follows: Farmers, 1,052; labourers, 1,375; mechanics, 151; and servants, 16. Total, 2,594.

The number of persons who received relief on landing, was 1,952, equal to 1,510 adults; and at Montreal, 2,505; equal to 1,932 adults. They were chiefly from the Liverpool and West of Ireland vessels. On board the "Duke," from Dublin, there were a large number of very poor persons; more than one-third of whom I had to assist to enable them to leave this city; the majority of them had no particular destination in view. There were but 97 male adults in the vessel, to 247 women and children, an unusual proportion. This is chiefly on account of the pauper passengers, 254, of whom were on board this vessel. The passengers per "Riverdale," from Belfast, present the same disproportion, having but 115 male adults to 304 women and children. A considerable number on board this vessel was sent out by the Coleraine and Magherafelt parishes, the majority of whom were females and children.

The expenditure for transport at this agency, during the month of July, amounted to about 200/. Owing to the opposition between the steam-boat companies, I have been enabled to forward a considerable number of poor families direct to their destination, which saved them from any delay, and from becoming a charge on the agencies at Montreal or Kingston. The rates paid were as follows:—

To Montreal, from 1 s. 3 d. to 2 s. 6 d. each adult.	
Kingston - - - - 7 s. 6 d. "	
Toronto, from 7 s. 6 d. to 10 s. "	
Hamilton - - - - 12 s. 6 d. "	

Some of the opposition steamers were withdrawn at the close of the month of July; and the rates now paid are very much higher; but more than three-fourths of our emigration have now arrived, and they have derived very considerable advantage from the lowness of the fares this season.

5.—From the 1st to the 31st of August 1849.

Note.—9,892 emigrants landed at this port during the month of August, of which number 240 were classed as cabin passengers. The male adults, 3,339, were returned in the passenger lists as follows; viz. farmers, 1,682; mechanics, 180; servants, 8; labourers, 1,469.

The deaths on the passage numbered 251, as stated in the margin. Cholera and fever appeared on board many of these vessels shortly after sailing, but in some cases, they were found perfectly healthy on arrival at Grosse Isle, the disease appearing to have expended itself; others again, were not so fortunate; among which were the "Josepha," "Sir Charles Napier," "Larch," and "Circassian," all of which vessels had several deaths after arrival in quarantine. The latter vessel suffered most severely; 70 of her passengers having died in hospital at Grosse Isle, and a further number in hospital in this city and at Montreal. They had a long passage, 11 weeks (including two weeks the ship was detained in quarantine). On arrival there, it was found that six deaths had occurred on the voyage, and 22 were admitted to hospital with typhus fever; shortly afterwards it became necessary to send a number of others; and, on the vessel being discharged from quarantine, upwards of 90 were detained at the station. This vessel reached Grosse Isle on the 12th of August, and on the 24th the first case of cholera occurred in the hospital—a convalescent from this vessel—since which date 53 died of cholera, and 17 of typhus fever. It is rather a singular fact, that the cholera during its stay on the island, was confined almost exclusively to these passengers, as only four other persons had died of it up to the 9th September.

Of the emigrants included in this return a large number, 2,995, were assisted to emigrate; of these, the chief part, 1,625, are Highlanders, from the Western Isles, who have been sent out by the Duke of Argyle, Mr. Chisholm, and Colonel Gordon. They all proceeded to settle in the Western section of the province—to the Eastern, Home, London, and Huron Districts. They are respectable orderly people, but many of them very poor. The passengers by the "Charlotte and Barlow," were all forwarded to Montreal by the ship, those by the remaining vessels landed here under the impression (from the information they received, and the promises made to them before leaving home) that they were to be forwarded to their destination by this department. But few of them could speak English; and, after investigating their cases as strictly as circumstances would permit, I was under the necessity of forwarding upwards of two-thirds of their number at the Government expense. Those by the

the "Liskeard," 341, were sent out by J. E. Baillie, Esq., M.P., from Inverness; and I received a credit of 100 L. sterling through the Colonial Land and Emigration Commissioners, to be expended in furnishing them with provisions, and forwarding them to their destination. The chief part went to the Glengarry Settlement, and about 30 were forwarded to Toronto, who were proceeding to their friends in the London District. From Ireland, the number assisted to emigrate was 1,110; of which number, 794, were from Dublin, sent out chiefly by the Unions, who received 20 s. sterling each adult on leaving, to enable them to reach their destination; the remainder were sent out by various landlords. Of those from England, 109, were sent out from various ports, under the superintendence of the Poor Law Commissioners, and 151 from Liverpool, of which latter 61 were from the Londonderry Union, who were paid on their arrival here, through this officer, the sum of 31 L. sterling. Eleven other families were sent out by Mr. Maunsell, of Dublin, who transmitted to this department 17 l. 5 s. sterling, to be distributed among them.

I have found it necessary to adopt urgent measures against the masters of several vessels herein reported for breach of contract, and violation of the Passenger Act; viz.

- "Josepha," from Westport, for detention after the day fixed for sailing.
- "Friendship," from Dublin, for short issue of provisions.
- "Prompt," from Limerick, for ditto ditto.
- "Kalmia," from Liverpool, for non-issue of pork as stated in contract-ticket.
- "Argo," from Liverpool, for ditto - - - ditto.
- "Larch," from Liverpool, for ditto - - - ditto.

In all these cases compensation was made to the satisfaction of the passengers without the necessity of resorting to legal proceedings.

The passengers per "Circassian," complained of breach of contract on the part of Messrs. Reid & Murray, passenger-brokers, Glasgow. They had paid 10 s. each adult, in addition to the passage-money, to be provisioned during the passage. The vessel was 78 days out, and the supply put on board for the use of the passengers ran short after six weeks, subsequently to which period they had to depend on their own resources, and the purchases they made from the captain, and from vessels they spoke at sea. The aggregate sum claimed by them amounts to 58 l. 16 s. 8 d. sterling, for which proceedings are about to be instituted, particulars of which will be given in a separate report. The excessive sickness and mortality of the passengers on board this vessel may be attributed to the length of the passage, and the inadequate supply of food.

The number of persons assisted from the several ships in this return was 2,218, equal to 1,771 adults (a large proportion of whom were Scotch Highlanders), at an expenditure of about 250 l.

The amount of Emigrant Tax received this season, to 1st September, at the port of Quebec, is 10,494 l. 15 s., and the expenditure of this department to same period, exclusive of the Quarantine Establishment, may be stated in round numbers at 5,000 l.

6.—From the 1st to the 30th of September 1849.

Note.—The emigrants arrived during the month of September have landed in good health, with the exception of those on board the "Sarah," from Sligo: the total mortality on the passage was 49 souls, 39 of which number occurred on board this vessel, from cholera, and six on board the "John Bull," from London..

The emigrants have chiefly come out voluntarily, as but 183 appear to have been assisted; of which number 87 were sent out in the ship "Cashmere," from Glasgow, by Lord Macdonald, from his property in North Uist. They were forwarded free to Montreal by his Lordship's agent. Their destination was the London District, but they were without the means of reaching their friends, and consequently became chargeable on the Emigrant Fund on arrival at Montreal. Of the remainder, 56 were from England 41 of whom received the usual landing-money on arrival here.

Among the emigrants of this month there were some highly respectable agriculturists, with capital, who have proceeded to settle in Canada West.

The number of persons assisted at this agency during the past month, was 415 souls, equal to 306 adults.

7.—From the 1st of October to the 2d of November 1849.

Note.—This Return closes the immigration for this season.

The passengers by these vessels have arrived in good health, but six deaths having occurred at sea, chiefly children on board the "Northumberland," from Galway. The passengers by this vessel were all sent out by the Quit-rent Office. They were provided with a free passage and provisions, and were paid through this office 20 s. sterling each adult on landing.

The passengers per "Waterham," from Glasgow, were also aided in their emigration by Lord Macdonald. They are from North Uist, and were forwarded by his Lordship as far as Montreal. They were all extremely poor, and at that port became chargeable on this department for their food and transport to Hamilton, their destination being the London and Huron Districts. On arrival at Hamilton, they were sent into the interior at the expense of the Hamilton and Toronto St. Andrew Societies.

The emigrants on board the other vessels all emigrated voluntarily. They are chiefly of the labouring class, and are with very limited means. Those on board the "Jeannie Johnston," from Tralee, were very poor; upwards of one-half of whom it was found necessary to assist on arrival here; 79 persons, equal to 55 adults from on board the "Standard," from Belfast, were also forwarded from this, and a few poor families from the "Lerwick," from Westport, it was found necessary to assist. They had a long passage, 62 days, and owing to the late period of their arrival, were exposed to much suffering.

Enclosure No. 2.

EXTRACT from a Report of a Committee of the Honourable the Executive Council on Matters of State, dated the 5th February 1850; approved by his Excellency the Governor-General in Council on the 8th of the same month.

THE Committee of the Executive Council have had under consideration, on your Excellency's reference, the Annual Report of the Chief Agent for the Superintendence of Emigration to Canada, which, as usual, contains a mass of valuable statistical information on the subject treated of; and the Committee of Council are respectfully of opinion, that in transmitting that Report to Her Majesty's Government, your Excellency might with propriety call attention to the superior advantages of the St. Lawrence over the American route, for the transport of goods and passengers from Europe to the Western States of the American Union.

The Committee of Council have reason to believe, that much ignorance prevails in Europe on the subject of the St. Lawrence route; and that even in the United Kingdom it is not generally known that the great line of ship-canals, connecting the tide-waters of the St. Lawrence with the inland lakes, is open for the navigation of vessels of from 300 to 400 tons burthen, and carrying from 4,000 to 5,000 barrels of flour. These ship-canals have been constructed in the most substantial manner; their entire length is about 66 miles, and the navigation which they open from Quebec is 1,600 miles, that being the distance to the port of Chicago, in the State of Illinois. Steamers adapted to the canal trade, and possessing comfortable accommodations for cabin and steerage passengers, ply from Quebec to all points on the upper lakes, so that goods and passengers may be conveyed from the ship's side at Quebec, without transhipment, to any of the ports on Lakes Ontario, Erie, Huron or Michigan. It is important to call attention to the great saving effected in time, as well as comfort, by taking the St. Lawrence route. The distance from Quebec to Chicago, in Illinois, which is about 1,600 miles, may be performed in about 10 days without transhipment; and the steamers touch at the ports of Cleveland, Sandusky, whence there is a railroad to Cincinnati, and Toledo in Ohio, Detroit in Michigan, and Mitwankie in Wisconsin, all which places can be reached in proportionate time. The dimensions of the locks on the Welland Canal are 150 feet long, by 26½ feet wide; and on the St. Lawrence Canals, 200 feet long, by 45 feet wide. The length of the Erie Canal is 363 miles, with a lockage of 688 feet. The locks, 84 in number, are 90 feet in length, by 15 feet in width, with a draft of four feet of water; and the canal is navigated by vessels carrying not more than from 600 to 700 barrels of flour. The length of the voyage from New York to Buffalo, there being at least one transhipment, may be stated at about 10 days; but it is very uncertain, as there are frequent delays arising from various causes. The rate of passage from Quebec to Cleveland, Ohio, without transhipment, is stated by Mr. Buchanan to have been during last season, just after the completion of the canals, six dollars, or about 24s. sterling for each adult. At this rate several German families, bound for the Western States, obtained passages. It may, however, be fairly assumed, that even this low rate will be still further reduced by competition. The Committee of Council have no information before them of the cost of passage paid from New York to Cleveland; but as there must be at least two transhipments, and as the time occupied in the passage is fully a week longer than by the St. Lawrence route, it is needless to say that the expense must be much greater. With regard to the cost of transport of goods, an important fact has been brought under the notice of the Committee of Council. It appears that the Great Ohio Railroad Company, having had occasion to import about 11,000 tons of railroad iron, made special inquiries as to the relative cost of transport by the St. Lawrence and New York routes; the result of which inquiries was, that a preference was given to the former. The rate of freight on this iron from Quebec to Cleveland, was about 20s. sterling per ton, and the saving on the inland transport alone \$11,000; and there can be no doubt that a much greater amount was likewise saved on the ocean freight. The Committee of Council are of opinion, that the superior advantages of the St. Lawrence route only require to be made known, to ensure for it a preference; and they trust that Her Majesty's Government will take measures for making them as extensively known as possible.

Certified.

(signed) J. Joseph, C. E. C.

Colonel the Honourable R. Bruce,
&c. &c. &c.

Enclosure No. 3.

Commissariat, Canada, Montreal,
15 November 1849.

Sir,

I HAVE the honour to transmit, to be laid before his Excellency the Governor-general, the accompanying copy of a report from Mr. Commissariat Clerk Harris, the gentleman of this department who was stationed at Grosse Isle to conduct the expenditure on account of the Quarantine Establishment there during the past season, reporting the final closing of that service, and containing statistical particulars relating to the emigration from the United Kingdom to Canada since the year 1833, which his Excellency may possibly find useful in his communications on this subject with the Imperial Government.

I have, &c.

(signed) *William Filder, C. G.*The Governor-general's Secretary,
&c. &c. &c.

Sub-Enclosure 1 in Enclosure No. 3.

Sir,

Montreal, 8 November 1849.

I HAVE the honour to inform you, that I have closed and rendered my accounts for the Quarantine service at Grosse Isle for the present season.

In connexion with this service, I beg to enclose the accompanying statement, compiled by Captain Scott and myself conjointly, by which it will appear that the immigration has been this year somewhat extensive, the number of immigrants that arrived having been nearly 38,000, showing an excess of 11,000 over that of last year, and which is greater than that of any year since 1832, with the exception of 1842 and 1847. The sickness and mortality were also very considerable, 159 deaths having occurred during the season, principally from typhus fever and cholera, and although the latter disease only made its appearance late in the summer, and continued but a fortnight, it carried off in that period 60 persons (including three at the healthy division) or nearly a fourth of the whole population of the island.

Although the number of sick admitted into hospital was rather more, in proportion to the immigration, than in 1848, yet the immigration itself was of a more healthy character than that of last year, the immigrants being a better class of people, and arriving generally in a good condition. The exceptions were mostly those from Limerick and the Highlands of Scotland; the most sickly vessel being one that brought out people from the latter country, of whom upwards of 90 were admitted into hospital with ship-fever, and they were in such an emaciated and filthy condition, that very few of them recovered; those that were convalescent from fever having been carried off by cholera.

The Quarantine Station is an island nearly three miles in length, which is separated into three divisions, the eastern end being appropriated for the hospitals, the centre division for the military, and the western for passengers of sickly ships, who are landed there. By this arrangement they are enabled to wash and purify their clothes and bedding, and the ships are in the meantime thoroughly fumigated, the passengers being detained on the island till they are free from sickness, when they proceed up the country with very little risk of carrying the seeds of disease with them, and scattering pestilence and death in their track, as was the case in 1847.

Those captains who do not wish their vessels to be detained in quarantine are permitted, on payment of a certain sum, to leave their passengers on the island and proceed to their destined ports, the passengers being in such case fed on the spot by the Commissariat till they are fit to go out of quarantine; and thus restored to health and strength, they are in a condition to undergo the hardships of a first arrival in Canada.

The ration issued to immigrants of this class consists of bread, beef, milk and vegetables, and a very few days makes a marked difference in their appearance, the majority of them having never been so well fed before.

From the enclosed comparative statement and analysis of payments, it will be observed, that the net amount of money expended by the Commissariat in the years 1848 and 1849 was 2,938*l.* and 3,163*l.*, respectively; but from the latter sum should be deducted 607*l.* for steam-boat transport, which in 1848 was provided by the Board of Works, and paid for by that department.

With that deduction, and taking into account the difference in the amount of immigration and sickness, it will appear that the expenses of the establishment for this season have been much less than they were in 1848.

The total cost to the province of employing the military on the Quarantine service amounted this year to about 300 l. currency, an inconsiderable sum, when it is taken into account that there is a perfect check instituted upon all matters connected with the service, and that the establishment is thus put on a respectable footing.

I have, &c.

The Commissary-general,
&c. & &c.

(signed) *P. Pearson Harris.*

(Certified.)

(signed) *J. Routh, D. A. Com.-genl.*

Sub-Enclosure-2 in Enclosure No. 3.

COMPARATIVE STATEMENT and ANALYSIS of Sums received and paid by the COMMISSARIAT DEPARTMENT at *Grosse Isle*, for QUARANTINE SERVICES, during the Years 1848 and 1849.

SERVICE.	Season of 1848.			Season of 1849.		
	£.	s.	d.	£.	s.	d.
RECEIPTS:						
Subsistence and Transport of Immigrants - - -	676	16	10	344	17	5
Money belonging to deceased Immigrants - - -	6	4	8	10	10	3
Wood supplied to Ships, &c. - - - - -	-	-	-	10	8	8
TOTAL Receipts - - - £.	683	1	6	365	16	4
PAYMENTS:						
Pay of Quarantine Establishment - - - - -	2,252	1	-	1,840	13	-
Supplies to Hospitals - - - - -	532	1	3	549	2	6
Ditto to Healthy Immigrants - - - - -	398	12	10	179	9	7
Implements, Tools, &c. - - - - -	84	15	5	55	12	3
Steam-boat Transport - - - - -	-	-	-	607	10	-
Cartage - - - - -	159	15	-	74	14	-
Washing Hospital Bedding, &c. - - - - -	56	10	4	124	18	3
Fuel Wood - - - - -	41	2	2	38	4	9
Stationery and Printing - - - - -	56	1	11	32	10	8
Digging Graves, and Cook's Wages - - - - -	17	4	4	8	2	5
Travelling Expenses - - - - -	11	9	1	13	15	10
Contingencies - - - - -	2	5	9	4	13	5
TOTAL Payments - - - £.	3,621	19	1	3,529	6	6
NET EXPENDITURE - - - £.	2,938	17	7	3,163	10	2

Montreal, 8 November 1849.

(signed) *P. Pearson Harris, C. C.*

RETURN,

