



# RETURN

To an address from the Legislative Assembly ; for a copy of the Report of A. C. Buchanan, Esq, on the subject of Emigration.

By Command,

GEO. E. CARTIER,  
Secretary.

Secretary's Office,  
Quebec, 7th March, 1855.

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OFFICE OF HER MAJESTY'S CHIEF AGENT FOR THE SUPERINTENDENCE OF  
EMIGRATION TO CANADA.

QUEBEC, 31st December, 1854.

*To His Excellency, Sir Edmund Head, Baronet, Governor General, &c., &c., &c.*

MAY IT PLEASE YOUR EXCELLENCY :

I have the honor herewith to submit to Your Excellency, for the information of Her Majesty's Government, my annual Report of the Emigration into this Colony during the season of 1854, accompanied by the usual statistical tables.

Table No. 1, in the appendix, furnishes a synopsis of the season's Emigration, from which it will appear that the total number landed at this Port, was 53,183 viz : 52,365 steerage, and 818 cabin passengers. The number that left Europe was 51,965 steerage, and 811 cabin. There were born on the passage 83, the deaths at sea were 487, and in Quarantine 46 ; leaving the number of Emigrants landed in this Province from the United Kingdom and the continent of Europe 52,326, to which must be added 857 persons from the Lower Provinces making the total number of souls landed at this Port, 53,183.

This number, when compared with the Emigration of 1853, shows an increase of 16,484 or equal to near 45 per cent.

This is the largest Emigration into Canada in any one year, with the exception of 1847.

The following is a comparative statement of the Emigration of the last two years.

	1853.		1854.
No. from England.....	9585	....	18175
Ireland.....	14417	....	16168
Scotland.....	4745	....	6446
Germany.....	2400	....	5688
Norway.....	5056	....	5849
New Brunswick.....	496	....	857
Nova Scotia.....			
	36,699	....	53,183

This statement shows a large increase on the number of arrivals from each country. From England the number is nearly doubled, being equal to 90 per cent. From Ireland, the increase has been  $12\frac{1}{4}$  per cent. From Scotland equal to nearly 36 per cent. From Germany over 137 per cent. Norway  $15\frac{1}{2}$  per cent. and from the Lower Provinces 73 per cent.

Of the Emigration under the head of England 13,471, nearly three-fourths sailed from the Port of Liverpool; a large number were Foreigners and Irish. On examining the Lists of the several ships, it will appear that the number embarked were natives of

	Cabin.	Steerage.	Total.
England.....	238	2501	2739
Ireland.....	69	4194	4263
Scotland.....	57	670	727
Germany.....	19	4594	4613
Norway.....		199	199
Holland.....		231	231
Sweden.....	7	634	641
United States and Canada...	58		58
	448	13,023	13,471

It also appears that 295 Germans sailed from Hull, and 255 from Dublin, and 108 were brought to this Port by a London Ship, taken from the wreck of the "Cachalot" from Havre, for New York, abandoned at sea.

The Emigration from Europe, during the past two seasons, will appear as follows:

Natives of	1853.	1854.
England,.....	3928	7353
Ireland,.....	18972	20269
Scotland,.....	4913	7186
Germany,.....	3135	11034
Norway,.....	5123	5811
Sweden,.....	96	910
Holland,.....	32	231
Switzerland,.....	—	7
United States,.....	—	25
Canada,.....	4	33
	36,203	52,859

From this statement it will appear, that the foreign Emigrants, during the past season by this route, number 18,018, against 8389 in 1853. The number from England and Scotland also shows an increase of 5698, but from Ireland, this season's Emigration only exceeds that of last year by 1297 persons.

On a further reference to this Return, it will appear that the number of Vessels engaged in the passenger trade from Europe, was 386, measuring 204,058 tons, and navigated by 7474 Seamen. Of this number 235 Vessels came under the regulation of the Passenger Act, and 151 Vessels were exempt. The number from each Country was as follows:

	Vessels under the Act.		Vessels not under the Act.	
	No.	Passengers.	No.	Passengers.
England, .....	57	16886	89	1572
Ireland, .....	81	15878	16	366
Scotland, .....	37	5779	45	673
Foreign Ports,...	60	11615	1	7
	235	50158	151	2618

Of the whole of the number of Ships, 10 brought exclusively cabin passengers; 46 sailing vessels made two voyages; and the four Steamers of the Canadian Mail Line made 9 voyages during the season, and brought out 1786 steerage, and 429 cabin passengers from Liverpool.

The number of adults on board of the whole 356 Vessels were 43,476, while the Vessels could have legally carried, according to their tonnage measurement, 94,555, exclusive of the crews.

The average length of the passage from the United Kingdom, was 47 days, and from Continental Ports, 58 days. The average passage of the Steamers from Liverpool was 16 days.

On further reference to this table, it will appear, that the excess of female adults over males from Ireland, has been very considerable, equal to 2,209 adults, being double that of last season, and I find, on referring back to the returns of 1851, the first season in which any excess was perceived, that the number each season, has been gradually increasing, and now shows an excess during these four years of 5,270 more female than male adults.

A return of the ships and passengers arrived from each Port and Country, with the deaths on the passage, and in Quarantine, will be found at Table No. 2 in the Appendix.

The whole number of deaths among 18,488 persons from England, was 313, equal to 1.69 per cent, of which number 270 occurred among the Emigration from Liverpool, being equal to 2 per cent. on the number from that Port. The deaths from all the other English Ports were 43, or equal to 0.86 per cent.

From Ireland, the deaths among 16,261 persons, were 93, or equal to 0.57 per cent., among 6459 from Scotland, 13, equal to 0.20; and among 5763 from Germany, 75, equal to 1.30; from Norway; among 5,888, 39 equal to 0.66 per cent.

It may be observed that as in former seasons, the largest mortality was from the Port of Liverpool, but which this season appears to have been confined chiefly to the Foreign Emigrants, as among 4639 Germans who sailed from that Port, 136 died on the passage, being equal to 2.93 per cent. Table No. 3 presents a general Hospital return, showing the number of Emigrant Patients admitted for medical relief, with the results, at the Quarantine Establishment, up to its close; at the Marine and Emigrant Hospital, in this City during the year, and at the General Hospital in Montreal; from which it appears, that the total

number of cases treated at these several Institutions was 1647, and the deaths 224.

This return, when compared with that of 1853, shows an increase of 707 on the admissions, and 129 on the deaths.

The large increase in the mortality is to be attributed to the cholera, as I find the admission of Emigrants from this disease at the Marine and Emigrant Hospital, was 198, of which 92 died; the deaths from cholera at the Montreal General Hospital were 48; and at Grosse Isle 8; Total 148; so that, if the deaths from this disease are deducted, the health of the season's Emigration will bear an equally favourable comparison with that of any former year.

Table No. 4, contains a return of the adult Male Emigration, distinguishing the trades, &c., as specified on the passengers' lists.

The total number of Males embarked, was 19,548 of these there appear to have been 3195 artisans or tradesmen, which is an increase of 1637 persons of this class, over that of last year. Farmers and farm servants, 5632; servants, 117; clerks, 156; and unskilled labourers, 10,448.

Table No. 5, shows a comparative statement of the number of Emigrants landed at Quebec, since the year 1829 inclusive; amounting in the aggregate, to 825,157 souls; affording an average of 31,738 per annum, for 26 years past.

I have to report the loss of three vessels, with Emigrants, bound to this Port, during the past season, but which was happily unattended with any loss of life.

The first was the "Helen Thompson," from Troon, with 145 passengers, lost in the ice on the 18th May: 15 of the passengers reached this Port in the Brig "Dykes," and 130 were taken on board the Brig "Sarah," and landed at Richibucto, N. B.

The 2nd, the "Anne Kenny," from Liverpool, with 13 passengers, wrecked on Anticosti, on the 17th June; passengers all saved, and reached this Port by the Steamer "Doris."

The 3rd was the Barque "Tottenham," from Cork, with 101 passengers; lost near Port Nova, Cape Breton, on the 20th October, passengers and luggage all saved; they were forwarded by the Master, by a Schooner, to Halifax, and from thence, proceeded to Boston, their destination being chiefly to the United States. A large number of shipwrecked emigrants have been brought to this Port, taken from ships bound to Boston or New York.

The following is a return of the number of those received during the past season, viz:—

Vessels arrived at Quebec.	Vessels from which the Emigrants were received, from whence and where bound.			Number of Passengers.
	Name.	Whence.	Destination.	
Paragon .....	Winchester .....	Liverpool..	Boston .....	29
Mary Caroline .....	"	"	"	130
Ann .....	"	"	"	15
Transit .....	"	"	"	19
Robert Burns .....	"	"	"	41
Good Intent .....	Black Hawke...	"	New York...	70
Leonard Dobbin ....	Cachelot .....	Havre .....	"	108
Dykes .....	Helen Thompson.	Troon .....	Quebec .....	15
Wilkinson .....	"	"	"	14
		<b>Total....</b>	<b>.....</b>	<b>441</b>

The passengers from the "Winchester" were, on arrival here, taken in charge by the Agents of Messrs. Train & Co., and conveyed to Boston.

Those by the "Cachelot" were forwarded by this Department to New York, the cost of which was repaid by the Agents of that ship, Messrs. Lane, West & Co.

Those by the "Black Hawke" were also forwarded, but no part of this expense has been recovered.

The claims of the ships which rescued these people are still unsettled, amounting in some of the cases to a large sum. Those by the "Mary Caroline," had been over 30 days on board that vessel; and the Master not only expended all his ship's store, but he had to purchase from several vessels he spoke at sea.

The delay and difficulty which Masters of vessels experience in obtaining a re-imbursement of the expenditure, incurred by them in their humane act of saving the lives of their fellow creatures, has subjected them to much inconvenience, and even to personal loss; and it is greatly to be regretted, that, instead of stimulating them to increased exertions in the performance of acts which are not unfrequently attended with very great peril to life, as well as serious loss, by an immediate and liberal acknowledgment of their just claims, that great unwillingness on the part of those interested in their payment should become the subject of complaint by the Masters, and it is needless to observe, that the true policy in such cases is to encourage, instead of throwing impediments in the way of efforts specially made in the spirit of humanity.

A remedy for this might be found, by granting authority to the Collectors of this Port to settle these claims at a fixed scale, as allowed by the Lords Commissioners of the Admiralty, in the case of shipwrecked seamen, and remit the accounts to England for liquidation, in the manner prescribed and provided for, under the 50th clause of the Passenger Act.

But one vessel failed to reach her destination during the past season, the "Industry" from Sligo, with 99 passengers, returned to that Port after having reached 32° longitude, with a slight leak: it being too late to refit and reach this Port during the present season, the passengers have returned to their homes.

Table No. 6 furnishes a return of the number of persons sent out, during the season, by the Irish Poor Law Unions or who have received assistance from parish or other funds.

From this return, it will appear that 3407 persons received landing money on arrival here, amounting to £3 271 17s. sterling, £2,848 of which, was paid through this department; and the balance, £423 17s., was paid by Agents in this city.

The number from England was but 28, 14 of whom, received £8 10s. landing money, and 14 appear only to have received a free passage to this port.

The number aided in their emigration from Ireland, was 2963, viz., 61 male, 2591 female adults, and 311 children, being an increase of 1,559 of the same class of persons, sent out in 1853. They were from 58 different Unions, chiefly from the south and west of Ireland.

This class of our emigration continues to give great satisfaction, and, notwithstanding the large number who have been sent out during the past season, complaints of misconduct have only reached me against two, the South Dublin and Cork Unions, and I regret to say that the conduct of a portion of the females from the Dublin Union, has been any thing but good. 26 of the females from this Union, have been committed to the Montreal Gaol, as loose, idle and disorderly, and from a report received, 12 of them have been committed twice, and one for the third time.

These girls were all offered to be forwarded into the country settlements, where they would have at once obtained employment among the farmers, but they refused to leave the city, preferring a life of idleness and vice, to that of honest industry.

I regret to have to report so unfavorably of even so small a proportion of these females, as in the great majority of the cases, their conduct has given much satisfaction, and their services are eagerly sought for; at page 34 of the appendix, will be seen an extract from a letter received from the Mayor of Port Hope, reporting the arrival and disposal of a party of these young women. This is one of many similar ones, received, during the past season, by this Department, and it shows the manner in which these female emigrants have been provided for; and if ordinary care is taken, in their selection, and they are sent in the early part of the season, no difficulty exists in disposing of them in a satisfactory manner, but on reference to this return, it will appear, that over 500 of their number arrived here after the 15th Sept.; 276 of whom were landed after the 26th Oct., a period of the year much too late to permit their being provided for, in a satisfactory manner, before the approach of winter.

I would desire to impress upon the Poor Law Commissioners and Guardians of the Unions, the importance of strict attention being paid to the selection of the females they may propose to send out in future, both as regards their health and moral character, as, if due attention is paid to these qualities, and they are dispatched at any period not later than the month of July, this Province will provide for all they may be disposed to send. The system adopted as to the disposal of these young females, is as follows:

On arrival, they were paid their landing money in full, those who have friends, or any particular destination in view, are furnished with the route, and sent forward. In the early part of the season, considerable numbers at once found employment on arrival, in this city and Montreal, under the superintendence and with the sanction of this Department, as, unless they were taken by respectable parties, and with a prospect of permanent employ, they were recommended, in preference, to proceed to the country settlements.

Of the whole number arrived this season, between two and three hundred proceeded direct to their relations in the United States, chiefly to Boston and New York; those for the United States were required to contribute from 15s. to 20s. currency, towards their passage, which was generally sufficient to meet that expense. Those who proceeded under the direction of this Office, to Western Canada, were required to pay 7s. 6d. each, the balance of their passage-money being made chargeable on the Emigrant Fund. This was done in order to induce them to proceed into the country settlements, where their services were required, retaining the balance of their money to provide provisions for the journey, and to meet their more immediate necessities until they obtained employment. This was found to answer well, as previous arrangements having been made for their reception at different points along the route, they generally found themselves provided for, within a very short time of their arrival.

Of the foreign emigrants, 422 paupers were sent out by this route during the past season, from Baden, viz., 124 men, 90 women, and 208 children; the number from the same quarter, in 1853, was but 30 souls. It appears that these parties were sent out at the joint expense of the Municipalities and Grand Duchy of Baden; they were provided with a passage to this port, and received 10 guilders, each adult, on landing. These people, on landing here at so late a period of the season as October, and presenting an appearance of such squalor and destitution, scantily clothed, ignorant of our language, without any particular destination in view, and possessed of but the small sum paid to each on landing here, which, at most, would be barely sufficient for a week's support, cannot but give rise to the most serious reflections, and would appear to call for Legislative enactment, to protect the Province from the expense of supporting a foreign pauper emigration.

Had they been sent out here in the early part of the season, when a good demand existed for labour, and with the summer before them, the Province might

not object to receive them, and assume the responsibility of their support ; but to permit a foreign state to relieve itself of paupers, already physically ill adapted to labour, and thrown on a country requiring the aid of a robust and energetic emigration, (and not of sick, feeble men, helpless women and children, such as alluded to above,) and that too, at the near approach of a rigorous and inclement winter, would, independent of its cruelty, not only involve the Province in the serious responsibility of providing for their maintenance and support, but evidence a tacit admission of right to inundate it with the refuse of foreign pauperism.

In consequence of the stringent regulations enforced in the United States ports, with the heavy capitation tax, and coupled with the fact, that the rates of passage by the St Lawrence is very much lower, parties interested in the removal of their poor, have been induced to send them by this route, and I have been indirectly informed that there is a prospect of a large increase in this class of our foreign emigrants during the ensuing season. If the people are healthy and disposed to work, and arrive here in the early part of the season, I do not consider that any serious difficulty need be apprehended of the Province being able to provide for them satisfactorily, but the case is very different, and open to the most serious objections, when the same parties arrive here in the month of October. I find that during the past few years, the emigrants arriving here, after the 1st of Oct., have been gradually on the increase, as will be seen from the following statement ;

	Men.	Women.	Children.	Total.
1852.....	342	447	483	1272
1853.....	541	469	589	1599
1854.. ..	1853	1915	1969	5737

and as these parties are generally of the poorest class of our emigrants, and most likely to become chargeable on the public ; I would suggest that the tax on all emigrants on board of any ship, which may have cleared from any port in the United Kingdom, or from the Continent of Europe, after the 1st of August, should be 10s. each, being the rate now charged on emigrants to New York or Boston. The object in suggesting an increase to this tax, is certainly not with the view to placing any restriction on the emigration by this route, but solely to induce emigrants to come out in the early part of the season ; by increasing the tax it will also be the means of providing a fund to meet the expenses which the Province would necessarily become subject to on their account, when arriving in the fall of the year, now rendered the more necessary, as the grant of £1500 sterling from the Imperial Government, towards the expense of Emigration Agency, will be discontinued after the present year.

Legal proceedings were instituted in four cases, for violation of the Passenger Act, during the past season, viz : Captain Wallace of the brig Hannah, from Arbroath, for issuing impure and unwholesome water ; was fined £20 stg., with costs.

Captain Hughes, of the " John Davis," from Liverpool, was fined £5 stg., on a complaint of some of his passengers, of the illegal issue of their provisions.

Captain Ray, of the " Hotspur," from Liverpool, was also fined £5 stg., with costs, for the same offence.

Also against Captain Owen, of the barque " Vixen," from Liverpool, for a breach of the 9th and 13th clauses of the Passenger Act. Proceedings were instituted in this case, under instructions from the Emigration Commissioners, on



the report received from the Emigration Office in Liverpool; the master having confessed judgment, the magistrates fined him in a penalty of £5 stg., with costs.

Complaints were also preferred against the master of the "Crown," by a few of his passengers, the case was, however, compromised by the master paying to the complainants fifty dollars.

These were the only complaints instituted during the past season, and only one of them, the case against the master of the "Hannah" could be considered of a serious nature; in all the others, the evidence was so exceedingly conflicting, as to induce the magistrates to mark their sense of the complaints, by imposing the lowest penalty provided by the Act.

When we take into consideration the great number of emigrants of all ages and conditions, who crossed the ocean during the past season, and who were subject to all the inconveniences of a crowded 'tween decks, it is surprising that so few complaints of infringement of the Passenger Act were made; of the few complaints brought before the judicial tribunals, the majority were against vessels sailing from Liverpool, and this may be explained by the fact that the passengers embarking at this port, are collected from all parts of the United Kingdom and the continent of Europe, while on board of vessels from other ports, with the exception of the case of the "Hannah," before referred to, not a single complaint was brought under my notice.

I may here be permitted to observe, that with the ship masters who are regularly employed in the passenger trade, I very seldom find any well-grounded complaints, they appeared to be confined almost exclusively to transient vessels, occasionally taken up for a single trip, or where the master only joined the ship, frequently but a few days previous to sailing, and probably then put in charge of an emigrant ship for the first time. When all these matters are considered, it may be found surprising that complaints are so few, the absence of which, may in a great measure, be attributed to the care and attention with which the emigration officers in the United Kingdom, discharge their important and arduous duties; and as it appears that the Committee of the House of Commons, appointed to revise the Passenger Act, which sat last year, intend to resume their proceedings on the meeting of Parliament; I avail myself of this opportunity to offer a few suggestions for their consideration.

From close enquiry and observation during the past season, I find that the most objectionable feature in the working of the present Act, is the system of issuing the provisions in an uncooked state. On board the large vessels, and particularly those from Liverpool, where the emigrants are generally strangers to each other, the use of the cooking places becomes a fertile source of quarrels, and even bloodshed, the strong oppress the weak and timid, and I am assured that it is no uncommon occurrence that timid females and helpless young passengers are deprived of the facility of cooking their food, during the entire day, while the fires have been monopolized by their stronger fellow-passengers.

It is also well established by the statement of several respectable emigrants, made to me, that for days they preferred to subsist entirely on dry biscuit, rather than contend and fight for their turn at the fire.

To obviate this great evil, I would desire to see the same regulations enforced in the emigrant ships to North America as in those to Australia, and all the masters and surgeons whom I have consulted on the subject, are of opinion that the introduction of these regulations in the Emigrant ships to North America, would add materially to the comfort and health of the emigrants, and thereby remove the great source of difficulty and complaint which at present exists.

There is also, under the present arrangement, no adequate provision enacted for supplying medical comforts, and nutritious food for females, and preserved milk for young children during the passage. This omission in the details of the

Act, is one to which, from its importance, I would most anxiously call the attention of the Government, as to the want of proper comforts and nutritious food, may, in a great measure, be attributed the mortality which occurred among children as well as sick and weakly females. It is established by the medical gentleman in attendance upon the Hospital at Grosse Isle, that in his repeated enquiries from mothers, touching the great mortality of children on board of several emigrant vessels, they have acknowledged to him the painful fact, that while the children and young females were sick and greatly debilitated during long passages, the only sustenance they were able to provide for themselves was, the crude oatmeal mixed up with cold water; aged and weak persons were also often obliged to confine themselves to this mode of living, and it is therefore not surprising that bowel complaints of the worst and most severe character were of such frequent and fatal occurrence among this class of passengers.

I would also desire to see adopted as a general rule, that the surgeon should be required to obtain from the Medical Superintendent at Grosse Isle, a certificate that he has discharged his professional duties satisfactorily, and unless a certificate to this effect be produced, a portion of his pay should be withheld, and he should be rendered incompetent to proceed again in charge of an Emigrant vessel.

These restrictions might appear objectionable on the grounds of their tendency to enhance the cost of passage, if not also throw obstacles in the way of such of the poorer classes as may be disposed and able to emigrate, I do not however anticipate that the increased rate of passage would operate materially or prejudicially against the usual incitements to emigration. Apart, however, from every consideration as well as tendency of the restrictions here suggested, it must be assumed that the paramount duties of all Governments is the providing by Legislative enactments for the well being and protection of life of their subjects, and happily forming as this Province does an integral portion of a great Empire, I have every reason to hope that the amendments which are about being introduced into the Act will secure the ends contemplated.

Thirteen emigrants were bonded during the past season under the 12th section of the Provincial Passenger Act 16 Vict. cap. 86, by the following vessels:

Albatross,	New Ross	2	£150	0	0
Delta,	do.	1	75	0	0
Tottenham,	Cork,	1	75	0	0
Onwards,	Liverpool,	1	75	0	0
Columbus,	Dublin,	2	150	0	0
Georgiana,	Limerick,	1	5	0	0
Oregon,	Liverpool,	3	225	0	0
Canada,	Cork,	2	150	0	0

The parties by the "Tottenham," "Columbus," and "Georgiana," were sent out from the poor Law Unions; they had lost their sight from an attack of Ophthalmia, and were taken back by the masters in order to relieve themselves of the responsibility of the Bond; the two by the "Canada," would also have been taken back but their state of health, and the late period of the season would not permit it, they are now under treatment in the Marine Hospital.

Two females have been sent to the Beauport Asylum as lunatics, Mary Kelly, who arrived here on the 21st June, from the Rathdrum Union, by the ship New Brunswick from Dublin, and Ellen Ryan, on the 25th July, from the Limerick Union, by the ship "Théron," from Limerick. They arrived apparently in good health and proceeded as far as Montreal where they obtained employment, but were unable to retain their situation and were sent back to this city, and after being under medical treatment in the Emigrant Hospital, an order was issued for their admission to the Asylum.

I regret to have to report so unfavorably of even so small a proportion of these females, as in the great majority of the cases, their conduct has given much satisfaction, and their services are eagerly sought for; at page 34 of the appendix, will be seen an extract from a letter received from the Mayor of Port Hope, reporting the arrival and disposal of a party of these young women. This is one of many similar ones, received, during the past season, by this Department, and it shows the manner in which these female emigrants have been provided for; and if ordinary care is taken, in their selection, and they are sent in the early part of the season, no difficulty exists in disposing of them in a satisfactory manner, but on reference to this return, it will appear, that over 500 of their number arrived here after the 15th Sept.; 276 of whom were landed after the 26th Oct., a period of the year much too late to permit their being provided for, in a satisfactory manner, before the approach of winter.

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1853. ....	541	469	589	1599
1854.. ....	1853	1915	1969	5737

and as these parties are generally of the poorest class of our emigrants, and most likely to become chargeable on the public ; I would suggest that the tax on all emigrants on board of any ship, which may have cleared from any port in the United Kingdom, or from the Continent of Europe, after the 1st of August, should be 10s. each, being the rate now charged on emigrants to New York or Boston. The object in suggesting an increase to this tax, is certainly not with the view to placing any restriction on the emigration by this route, but solely to induce emigrants to come out in the early part of the season ; by increasing the tax it will also be the means of providing a fund to meet the expenses which the Province would necessarily become subject to on their account, when arriving in the fall of the year, now rendered the more necessary, as the grant of £1500 sterling from the Imperial Government, towards the expense of Emigration Agency, will be discontinued after the present year.

Legal proceedings were instituted in four cases, for violation of the Passenger Act, during the past season, viz: Captain Wallace of the brig Hannah, from Arbroath, for issuing impure and unwholesome water; was fined £20 stg., with costs.

Captain Hughes, of the " John Davis," from Liverpool, was fined £5 stg., on a complaint of some of his passengers, of the illegal issue of their provisions.

Captain Ray, of the " Hotspur," from Liverpool, was also fined £5 stg., with costs, for the same offence.

Also against Captain Owen, of the barque " Vixen," from Liverpool, for a breach of the 9th and 13th clauses of the Passenger Act. Proceedings were instituted in this case, under instructions from the Emigration Commissioners, on

the report received from the Emigration Office in Liverpool; the master having confessed judgment, the magistrates fined him in a penalty of £5 stg., with costs.

Complaints were also preferred against the master of the "Crown," by a few of his passengers, the case was, however, compromised by the master paying to the complainants fifty dollars.

These were the only complaints instituted during the past season, and only one of them, the case against the master of the "Hannah" could be considered of a serious nature; in all the others, the evidence was so exceedingly conflicting, as to induce the magistrates to mark their sense of the complaints, by imposing the lowest penalty provided by the Act.

When we take into consideration the great number of emigrants of all ages and conditions, who crossed the ocean during the past season, and who were subject to all the inconveniences of a crowded 'tween decks, it is surprising that so few complaints of infringement of the Passenger Act were made; of the few complaints brought before the judicial tribunals, the majority were against vessels sailing from Liverpool, and this may be explained by the fact that the passengers embarking at this port, are collected from all parts of the United Kingdom and the continent of Europe, while on board of vessels from other ports, with the exception of the case of the "Hannah," before referred to, not a single complaint was brought under my notice.

I may here be permitted to observe, that with the ship masters who are regularly employed in the passenger trade, I very seldom find any well-grounded complaints, they appeared to be confined almost exclusively to transient vessels, occasionally taken up for a single trip, or where the master only joined the ship, frequently but a few days previous to sailing, and probably then put in charge of an emigrant ship for the first time. When all these matters are considered, it may be found surprising that complaints are so few, the absence of which, may in a great measure, be attributed to the care and attention with which the emigration officers in the United Kingdom, discharge their important and arduous duties; and as it appears that the Committee of the House of Commons, appointed to revise the Passenger Act, which sat last year, intend to resume their proceedings on the meeting of Parliament; I avail myself of this opportunity to offer a few suggestions for their consideration.

From close enquiry and observation during the past season, I find that the most objectionable feature in the working of the present Act, is the system of issuing the provisions in an uncooked state. On board the large vessels, and particularly those from Liverpool, where the emigrants are generally strangers to each other, the use of the cooking places becomes a fertile source of quarrels, and even bloodshed, the strong oppress the weak and timid, and I am assured that it is no uncommon occurrence that timid females and helpless young passengers are deprived of the facility of cooking their food, during the entire day, while the fires have been monopolized by their stronger fellow-passengers.

It is also well established by the statement of several respectable emigrants, made to me, that for days they preferred to subsist entirely on dry biscuit, rather than contend and fight for their turn at the fire.

To obviate this great evil, I would desire to see the same regulations enforced in the emigrant ships to North America as in those to Australia, and all the masters and surgeons whom I have consulted on the subject, are of opinion that the introduction of these regulations in the Emigrant ships to North America, would add materially to the comfort and health of the emigrants, and thereby remove the great source of difficulty and complaint which at present exists.

There is also, under the present arrangement, no adequate provision enacted for supplying medical comforts, and nutritious food for females, and preserved milk for young children during the passage. This omission in the details of the

Act, is one to which, from its importance, I would most anxiously call the attention of the Government, as to the want of proper comforts and nutritious food, may, in a great measure, be attributed the mortality which occurred among children as well as sick and weakly females. It is established by the medical gentleman in attendance upon the Hospital at Grosse Isle, that in his repeated enquiries from mothers, touching the great mortality of children on board of several emigrant vessels, they have acknowledged to him the painful fact, that while the children and young females were sick and greatly debilitated during long passages, the only sustenance they were able to provide for themselves was, the crude oatmeal mixed up with cold water; aged and weak persons were also often obliged to confine themselves to this mode of living, and it is therefore not surprising that bowel complaints of the worst and most severe character were of such frequent and fatal occurrence among this class of passengers.

I would also desire to see adopted as a general rule, that the surgeon should be required to obtain from the Medical Superintendent at Grosse Isle, a certificate that he has discharged his professional duties satisfactorily, and unless a certificate to this effect be produced, a portion of his pay should be withheld, and he should be rendered incompetent to proceed again in charge of an Emigrant vessel.

These restrictions might appear objectionable on the grounds of their tendency to enhance the cost of passage, if not also throw obstacles in the way of such of the poorer classes as may be disposed and able to emigrate, I do not however anticipate that the increased rate of passage would operate materially or prejudicially against the usual incitements to emigration. Apart, however, from every consideration as well as tendency of the restrictions here suggested, it must be assumed that the paramount duties of all Governments is the providing by Legislative enactments for the well being and protection of life of their subjects, and happily forming as this Province does an integral portion of a great Empire, I have every reason to hope that the amendments which are about being introduced into the Act will secure the ends contemplated.

Thirteen emigrants were bonded during the past season under the 12th section of the Provincial Passenger Act 16 Vict. cap. 86, by the following vessels :

Albatross,	New Ross	2	£150	0	0
Delta,	do.	1	75	0	0
Tottenham,	Cork,	1	75	0	0
Onwards,	Liverpool,	1	75	0	0
Columbus,	Dublin,	2	150	0	0
Georgiana,	Limerick,	1	5	0	0
Oregon,	Liverpool,	3	225	0	0
Canada,	Cork,	2	150	0	0

The parties by the "Tottenham," "Columbus," and "Georgiana," were sent out from the poor Law Unions; they had lost their sight from an attack of Ophthalmia, and were taken back by the masters in order to relieve themselves of the responsibility of the Bond; the two by the "Canada," would also have been taken back but their state of health, and the late period of the season would not permit it, they are now under treatment in the Marine Hospital.

Two females have been sent to the Beauport Asylum as lunatics, Mary Kelly, who arrived here on the 21st June, from the Rathdrum Union, by the ship New Brunswick from Dublin, and Ellen Ryan, on the 25th July, from the Limerick Union, by the ship "Théron," from Limerick. They arrived apparently in good health and proceeded as far as Montreal where they obtained employment, but were unable to retain their situation and were sent back to this city, and after being under medical treatment in the Emigrant Hospital, an order was issued for their admission to the Asylum.

The expenditure of the Emigration Department, including the Quarantine establishment and the charges connected with the care of the sick, amounts to £16,915 6s. Of this sum there was disbursed for the expenses of the Quarantine Station, £6,649 13s. 4d., as follows:

Pay of Quarantine establishment.....	£1,802	16	3
Supplies to Hospital.....	420	12	10
Washing.....	58	15	6
Cartage.....	107	7	6
Firewood.....	122	2	3
Stoves and Pipes for use of Hospital.....	14	16	8
Carriage for conveyance of sick.....	50	0	0
Coffins.....	50	0	0
Provisions to healthy division.....	145	3	11
Steamboat service.....	1,580	0	0
Telegraph Company.....	50	0	0
Stationery, Printing, advertisements and Sundries.....	39	14	4
Amount expended under the authority of the Board of Works for repairs.....	1,547	18	3
Amount expended for steamboat service for conveyance of Emigrants from healthy division G. I. to Quebec..	575	0	0
Amount expended for pay of keeper of Emigrant Sheds at Montreal.....	41	15	0
Allowance to Protestant and Roman Catholic Missionaries.....	43	10	10
Total expenditure of Quarantine Establishment .....	£6,649	13	4
Salary of Inspecting Physician for the Port of Quebec during the season of navigation.....	£ 336	0	7
Amount of expenditure incurred for the Medical care and treatment of Emigrants in the Marine and Emigrant Hospital during the year ending 31st December .....	£ 523	1	3
		£ 859	1 10
Disbursed for Emigration purposes through Agents of this Department as follows, for the direct relief and assistance of Emigrants.....	7,726	4	2
For Agencies .....	1,680	6	8
		£ 9,406	10 10
		£16,915	6 0

The expenditure of this Department has been as follows:

Quebec Agency transport.....	£4113	2	0
For provisions.....	100	4	10
“ other relief.....	420	7	11
“ Agencies.....	443	1	0
		£5081	15 9
Montreal Agency, transport.....	£2523	2	2
For provisions .....	138	1	4
“ other relief.....	64	17	10
“ Agencies.....	316	11	9
		£3042	13 1

Toronto Agency, transport.....	£279	11	9		
For provisions.....	81	16	4		
“ Agencies.....	714	4	6		
Hamilton “.....	102	2	1		
Berlin “.....	104	7	4		
				£1282	2 0
				£9406	10 10

The expenditure of the past season, when compared with that of 1853, shews an increase of £7364 2s. 2d. constituted under the following heads :

	1853.	1854.
Quarantine establishment.....	£2490 0 7....	£4441 9 3
Repairs, &c.....	368 2 11....	2208 4 1
Medical Inspector and Marine and Emigrant Hospital at Quebec.....	896 2 7....	859 1 10
Emigration, indirect relief of Emigrants	4328 0 9....	7726 4 2
Agencies, &c.....	1468 17 0....	1680 6 8
	£9551 3 10	£16,915 6 0

The expenditure at the Quarantine establishment shews an increase, when compared with that of 1853, of.....£3791 9 10

Constituted as follows :

On pay of servants of the establishment..	512	4	6
On the supplies of the Hospital and other expenses directly connected with the care of the sick.....	382	13	5
Steamboat service.....	992	10	0
Do for conveyance of emigrants from healthy division to Quebec during the prevalence of Cholera.....	575	0	0
Repairs to Hospital building, &c.....	1223	6	2
Sundry items extra.....	105	15	9
	£3791	9	10

The great increase in the Quarantine expenditure has been for the steam boat hire. The contract in 1853 was for £20 per weekly trip; this last season, it was taken at £37 10s. per trip, occupying one day, but subsequently increased to £56 5s. in consequence of the time being extended to two days. The excess under this head alone, amounted to £992 10s. in addition to which, there was a charge of £575 for extra services for the conveyance of Emigrants from the healthy division during the prevalence of Cholera, as recommended by the Central Board of Health.

An increase of 25 per cent was also granted to all the under employe's, from the hospital steward downwards; these additions, with the prolonged period to which the establishment has been kept open, will fully account for the excess of expenditure. For further information respecting the internal management of this establishment, I would respectfully refer to the Report of the Medical Superintendent which has already been submitted to your Excellency.

I may here be permitted to offer a few observations with reference to this important establishment. It will, however, be unnecessary, as not falling within my peculiar province, to enter at length into any disquisition on the subject of



Quarantine, as a preventive of the spread of disease, I would only desire to submit my views, as to the necessity of ameliorating the establishment, and thereby rendering it as intended by Legislative policy, strictly subservient to great and important ends as well as more consonant to the dictates of humanity and public economy than heretofore.

In conformity with these views, I would earnestly recommend, that, independent of the necessity of an establishment for sick Emigrants, another of still greater importance and absolute necessity should be provided for the proper accommodation of the healthy, where they might have the privilege of remaining a short period after their arrival from a long sea voyage, enjoy the salutary benefit of washing and purifying their clothes and baggage, recruiting their wonted vigour, and making all necessary enquiries touching their future pursuits.

It would therefore be very desirable that this Lavatory Establishment should be so situated that all Emigrant vessels may be enabled to discharge their passengers where they could be thoroughly inspected, and all those labouring under disease or debility consequent thereon, removed to Hospital; the healthy classified, who should have the privilege of remaining 48 hours at the station for the purposes before mentioned.

The Emigrant Depot and Lavatory would require to be so situated as to afford safe and commodious anchorage for the shipping, and in such proximity to Quebec, as to permit the Steamers plying between this City and the West, to call daily and take off all such passengers as are allowed and prepared to leave.

By the adoption of an amendment of this character, I am impressed with the conviction that the most valuable results may be expected, both as regards the interests of society on the one hand, and the claims of humanity on the other; among its numerous benefits, I may remark that many of the difficulties and inconveniences under which the Emigrants have long laboured, and which at all times, have proved the fruitful causes of clamour and complaint would be removed, the accumulation of Emigrants on our wharves, and in the overcrowded, filthy and ill-ventilated abodes of this populous City, and Montreal, would be avoided: the ignorant and helpless, so often thrown in the way of the tempting allurements of the most depraved classes of society would be protected from imposition and vice.

By this change, I am also persuaded that a vast amount of other evils, and which at present exist and exercise the most important influence on this class, would not only disappear, but a very considerable saving in the public expenditure be effected.

This subject has not failed to engage the public attention during the past season: the Report of Dr. Nelson, the Mayor of Montreal, whose practical acquirements in every branch of sanatory and social economy, are entitled to every consideration, has expressed his opinion as to the ineligibility of the present site of the establishment, chiefly owing to its distance from Quebec. In this opinion of Dr. Nelson, I may remark, the Local Board of Health of this city concur, and justify me in submitting the propriety of its removal to a locality possessing superior advantages for all the purposes in contemplation.

I would respectfully refer these documents to Your Excellency's favorable consideration.

The principal and most important objection to the present establishment at Grosse Isle is, not only its great and inconvenient distance from the city, and thereby subjecting the Province to a serious expense for keeping up even a weekly communication, but it is an established fact, that during the prevalence of epidemic cholera the past season, emigrants were detained ten days at the healthy division of the Quarantine establishment, without having any cases of sickness, yet after re-embarking on board these vessels and proceeding to Quebec, several have fallen sick and had to be sent to the Marine Hospital on arrival.

It is also necessary to remark, that the emigrants, in consequence of the vessels being detained at the station, are exposed to another great hardship ; their beds, which are generally of straw, are necessarily thrown overboard for the purpose of cleansing and purifying the ship, and therefore, on their re-embarking, many have not the means to replace them, and as vessels may be two or three days in reaching this port, the poor people are obliged, during that period, to lie and sleep on the bare damp boards, a discomfort highly prejudicial to health if not productive of disease.

In this view, I would earnestly, but respectfully, press upon the consideration of your Excellency and the Provincial Legislature, the advantages of an early removal of the present Grosse Isle establishment, to the upper end of the Island of Orleans, a locality possessing within itself, all that is desirable for the efficient establishment of an Emigrant Depot, together with ample hospital accommodation and appliances for the sick and healthy emigrants.

Having personally visited and attentively inspected this locality during the course of the past season, I am satisfied that a desirable site could be acquired, which would offer all that is requisite for a most convenient and effective station. Its proximity (a matter of the highest importance,) is such that the steamers engaged in our western trade would call there, and receive the emigrants daily without any expense to Government.

The advantages and increased facilities thereby afforded to the shipping interest would be very great, and which can only be fully appreciated by those who may have had their vessels detained for eight or ten days at Grosse Isle.

It would also permit the removal of the emigrants who might fall sick in this city to a healthy, airy and cheerful locality, where a competent and efficient staff of officers and nurses would be in constant attendance to receive them, and thus prove the means of rendering the Marine and Emigrant Hospital available for the better accommodation of sailors or sick citizens.

To these views it may be urged that the expenses attendant upon the removal and the acquisition of the necessary property would prove a serious obstacle to their accomplishment ; but no pecuniary consideration, in my humble opinion, ought to operate against the amelioration of an establishment involving so many important, and such general interests.

In connection therewith I would also remark that the buildings and establishment at Grosse Isle are of a temporary nature, and that many of them would not justify a further expenditure of public moneys for repair.

I trust that I may be permitted to observe that the great importance of the question now brought before Your Excellency, and the very deep interest with which it has engaged the public mind during the past season, will, I hope, be admitted a sufficient apology for my anxiety in pressing it.

The Central Board of Health in their Report, as well as the Medical Superintendent of Grosse Isle, have recommended the adoption of regulations restricting the number of emigrants on board of steamers plying on our inland waters. This, I consider, would be most desirable, at least during the prevalence of any epidemic.

Under all the circumstances of the case, and conceiving as I do, that there can be no subject of more vital interest to a colony like Canada, possessing so many resources for its future greatness and prosperity, than the promotion by its Government of a vigorous and healthful emigration ; I shall not, I trust, be wanting in the recommendation of such measures as may tend to remove every obstacle in the way of securing so desirable an end.

In looking forward to the large emigration which may be annually expected by this route, the more particularly, now that the navigation of our noble river is thrown open to the active enterprise and commercial intelligence of our energetic neighbors, and as the route of the St. Lawrence becomes more

generally known and appreciated by the people in Europe, it is highly desirable that no improvement, arrangement or facility, may be wanting to foster and encourage this very important branch of our trade.

The expenditure of this Department shows a large increase when compared with that of the year 1853, amounting to £3,609 13s. 1d.

The average expenditure on the total Emigration landed in the Colony for the year 1853 was equal to 3s. 1½d. on each person, and, during the past season of 1854, it amounted to 3s. 6½d., being an increase of about 13 per cent.

This large increase occurring during a season which opened with unusual prosperity and with an unprecedented demand for labour, may appear singular, but it will be fully accounted for in the advance which had taken place in the rates of inland transport, varying from twenty-five to fifty per cent.

The appearance of Cholera, which visited almost every section of the Province, and, from which our Emigrant population suffered severely, also tended greatly to the increase of the expenditure; the more so, as it became a matter of necessity to forward parties who, under ordinary circumstances, would not have been entitled to assistance, in order to prevent any accumulation of Emigrants, who were supposed by public opinion, to carry the germ of disease within themselves.

The number of persons assisted at the Quebec Agency was equal to 6,700 adults, being an increase over that of 1853, of 2,000, and at an average cost of 12s. 3½d., against that of 10s. 3½d. in 1853.

There were forwarded to Montreal.....	2,824
“ “ Western Canada.....	2,122
“ “ Buffalo, Chicago, and the Western States.....	1,063
“ “ The United States, via Lake Champlain.....	691
	<hr/> 6,700

At Montreal, the number assisted was 6,051 persons, equal to 4,306 adults, at an average cost of 11s. 8½d., against 10s. 4½d. in 1853.

Of this number there were,

Male Adults.....	515
Female.....	2,600
Children.....	2,382
Do. under 3 years.....	554

The large increase of the Foreign Emigration by the route of the St. Lawrence, has added materially to the expenditure of the past season, and it has been found necessary both at this and at the Montreal Agency to extend assistance to large numbers of this class, chiefly Germans.

The amount of expenditure in Western Canada shows a small increase on that of last year, amounting to £301 8s. 8d.; £206 9s. 5d. of this sum has been incurred in the re-establishing of an agency at Hamilton, and the temporary appointment of an agent at Berlin in the Waterloo District.

From the growing importance of Hamilton and the great increase of the Emigrant traffic which passes through that city since the opening of the Great Western Rail Road, making it now the most direct route to the great West; it may be found desirable to establish a permanent and efficient agency there, for the purpose of affording every necessary protection and advice to the large Emigration which will now annually pass by that route.

The necessity of an agency at Berlin would not appear to be required during the ensuing season, as from its proximity to Hamilton, the duties could be efficiently performed by that office.

The number of Emigrants' letters addressed to the care of this Department, during the past season was 375; 173 of which contained remittances to the amount of £538 0s. 6d. The Montreal Agency received upwards of 260 letters of remittances amounting to near £300 cy.; they were all delivered and the amount paid over to the parties in whose favour they were addressed.

It may be observed that many of these money letters were received in answer to applications transmitted from this office for funds to enable parties to join their relatives.

At page 18 I beg to submit a copy of a report from Mr. Hawke, the chief agent for Western Canada, as the results of the past season's Emigration to that section of the Province, and to which I beg respectfully to refer your Excellency.

The Emigrant tax realized in the course of the past season was as follows:

At Quebec, 35,413 adults at 5s .....	£8,853	5	0
“ 13,459 children at 3s. 9d .....	2,523	11	3
“ 100 uncertified at 7s. 6d.....	37	10	0
“ 87 do at 40s.....	174	0	0
At Montreal, 560 adults at 5s .....	140	0	0
“ 236 children at 3s. 9d.....	44	5	0
Amount of Tax received.....	£11,772	11	3
Imperial appropriation, £1500 sterling at par.....	1,825	0	0
	£13,597	11	3

The number of shipwrecked Emigrants that reached this port during the past season, was 534. They were exempt from the payment of any tax, which otherwise would have realized the sum of £136, 5s. 4d.

The Emigrant fund has yielded as above stated the sum of £11,772, 11s. 3d. equal to 4s. 8½d on each Emigrant liable to duty, while the expenditure amounted to £16,915, 6s. 0d. equal to 6s. 9d. per head. The deficiency £5,142, 8s. 9d. has been met by the balance remaining over from last year which is now entirely expended, together with the Imperial appropriation of £1,500 sterling; but as this assistance is to be hereafter discontinued the resources of the department during the ensuing season will be exclusively dependent upon the sum derived from the Emigrant Tax.

In offering to give any approximate view of the distribution as well as disposal of the Emigration of the past season, many difficulties must unavoidably present themselves, and the more particularly in the absence of any data, from which an accurate return may be compiled, and I have only to reiterate what I have already had occasion in former years to do, that the changes which are annually taking place with regard to the enlarged and multiplied means of inland transport render it almost impossible to obtain any reliable account of the transit of our Emigrant population.

On referring to my several reports made from time to time, I find the estimate therein made as to the probable distribution of the Emigration of the past season as follows:

Total Emigration landed at Quebec.....	53,183
Emigrants of British origin.....	35,132
Foreigners.....	18,051
Foreign Emigrants direct to the United States.	14,000
British origin.....	8,000
Remained in Canada.....	31,183
In Western Canada,.....	27,000
Eastern do.....	4,000

In addition to the number who have proceeded to Western Canada by this route, that portion of the Province continues to receive considerable numbers by the route of the United States, whom Mr. Hawke estimates at not less than from 6000 to 7000 souls, so that the total accession to our population from the emigration of the past year may be estimated at about 38,000 souls.

From a return of the Emigration to the port of New York, it would appear that 313,747 arrived there during the year 1854, being an increase of over 30,000 on the Emigration of 1853, the Emigration from the United Kingdom, shows a decrease of 32,731 when compared with that of 1853. From Ireland a falling off of upwards of 34,000. From Scotland 1,600, whilst there appears to have been an increase of over 3000 on the number from England. But the great increase appears to have been in the German Emigration which shows an excess of over 47,000 on the number in 1853. The Norwegian Emigration to the United States appears to have almost entirely ceased, having fallen off gradually from 3000 in 1852, to 91 souls, the number landed during the past year.

The Norwegian Emigration to this Continent appears now to be confined almost exclusively to this route, and the numbers have shown a steady annual increase since its commencement in 1850.

The Emigration of 1854 has, on the whole, been satisfactory, and but for the appearance of cholera, would have been most successful.

In the early part of the season, and throughout the summer months, the demand for all classes of laborers and mechanics was unprecedented, and the greatest difficulty was experienced throughout the country in securing the necessary supply. This has, however, experienced a very considerable check within the last two months, and wages of all classes have experienced a fall of from 25 to 50 per cent. This great change has been caused by the unfavorable state of the European market, as to the value of our chief staple articles of export, and to the depressed state of the money market throughout the United States, which could not but materially affect all our industrial interests; this depression is, however, chiefly confined to the laboring classes and mechanics engaged about our cities and on the public works. The agricultural class, and all those Emigrants who possessed sufficient means to enable them to enter upon the occupation of land, have done well.

The high price of all agricultural produce, for several years past, has placed the Farmers of Canada in prosperous and independent circumstances.

A very considerable increase in Scotch and English farmers and agriculturalists, possessing capital, was observed among the Emigrants of the past season, which cannot but prove highly desirable and beneficial to the best interests of the country. The Emigrants from Aberdeen and Hull, which show a large increase on former years, were chiefly of this class.

There were also a number of respectable and wealthy Germans who have settled in the western section of the Province.

A small party of from 50 to 60 Norwegians have acquired some property in the Eastern Townships, near Sherbrooke, and, from the steady and industrious

habits of these people, I entertain great hopes of their proving a valuable acquisition to that important section of the Province, and, moreover, be instrumental in attracting to it other parties of their countrymen in succeeding years. This is the first party of Norwegians, of any consequence, who have established themselves in Canada, and their attraction thereto is attributed to the favorable reports which they had received from two of their countrymen, who settled in that district in 1853. Should they prove successful, and of which I have little doubt, we may look for a further addition to their numbers, during the ensuing season.

With reference to the prospects for 1855, I regret that it is not in my power to present so promising an aspect, nor is the season likely to open so favorably as that of the past year. It is not possible, in the present existing commercial crisis, and which has so seriously affected the best interests of the Province, that the wages of the past season can be maintained, and emigrants, therefore, must calculate upon a considerable reduction on the past year's rates during the ensuing season.

The distress which has so seriously pervaded most of the large cities in the American Union, will, no doubt, on the commencement of the Spring operations, induce a large number of their unemployed laborers to seek employment on our public works, and thereby necessarily occupy the field of labor, which has heretofore been open to the newly arrived Emigrants; I, however, fully anticipate a falling off in our Emigration during the ensuing season, for it is evident that the inducement, or rather the disposition, to emigrate from the United Kingdom is sensibly on the decrease, and, if I may judge from the present appearances, it is more than probable that that disposition will remain unchanged for some time.

The increased demand for labour, with a proportionate advance in wages, and steady employment at home, connected as these advantages are, with the return of large numbers of disappointed parties from the United States, cannot, I apprehend, but tend to diminish their numbers in 1855.

On the other hand the increased advantages offered by the St. Lawrence route since the opening of the Great Western Railway (which renders it now the cheapest and most direct route to the great West from Europe) are now becoming known.

Our unrivalled inland navigation from Quebec to Hamilton 590 miles, thence by railroad to Chicago a distance of 465 miles further, places the Emigrant at once in the heart of the Great Western States, and when it is considered that this journey can be performed in the space of about five days, and at a cost of somewhat less than £2 sterling, these facts, in addition to the well known protection afforded whereby Emigrants are exempt from many of the evils to which they have been too notoriously exposed in the United States, cannot but most materially benefit and encourage the Emigration from Europe by this route, and which at no distant day, must become the leading thoroughfare to the Great West, and to these causes in a great measure, may be attributed the steady annual increase in the amount of our Foreign Emigration.

At paper No. 7, of the Appendix will be seen a tariff of the rates of passage, distances, and best routes to the chief points in Western Canada and the United States; this paper is gratuitously distributed in large numbers on board of each Emigrant ship on arrival in this port; and every means are adopted to place reliable and correct information within the reach of all, and if they will but apply to any of the agents of this Department they will receive every advice and protection against imposition.

The Canadian Steam Navigation Company's vessels have brought out a considerable number of the better class of Emigrants, they have made nine trips from Liverpool during the season, and average 246 passengers each trip; their arrangements appear to have given very general satisfaction and the passengers report favourably of the accommodations.

This Company, from the difficulty of securing a sufficient number of steamers of the class adapted to Atlantic Navigation have, laboured under many disadvantages, and from being unable to secure punctuality in their periods of sailing have been less successful than they otherwise would have been, but from the information received, this difficulty will in future be avoided, and they will be prepared to commence this spring with a competent line of powerful and well appointed steamers, that will make the passage in from 12 to 14 days.

The regular establishment of an efficient line of steamers to this port cannot but prove of vast importance to the best interests of the Province, and will also, I trust, prove equally beneficial to the enterprising proprietors.

I have thus endeavoured in as brief a manner as possible to bring before Your Excellency a review of the most important transactions connected with this Department during the past season, all of which I respectfully submit to Your Excellency's favorable consideration.

I have the honor to be,

Your Excellency's most obedient servant,

(Signed,)

A. C. BUCHANAN,

H. M. Chief Emigration  
Agent for Canada.

(Copy.)

EMIGRATION OFFICE,  
TORONTO, 30th December, 1854,

DEAR SIR,—With reference to the Immigration of 1854, I am of opinion that the total number of Emigrants to Canada was a trifle over 60,000, of these as you are aware nine-tenths, or 54,000 landed at Quebec and Montreal. The remainder came to this Province *via* Oswego, Rochester and Lewiston.

What proportion of the former became actual settlers, I have no means of ascertaining, but I am not inclined to estimate the number at more than one-half or 27,000. Of the latter who entered Canada by the ports I have named, almost all remain, but as some of them came here to seek employment on our Public Works, it is but reasonable to suppose, that as soon as these are finished a few will return to the States.

The disposition to settle permanently in Canada, was never so strong as at present among Emigrants from the United Kingdom.

An unusual number who have resided for years in the States have come hither during the last year, and I have received frequent applications for information with regard to the price of land, the rates of wages and the nature of the climate, &c, from others who expressed a strong desire to reside once more under "British Rule," provided they could do so with a reasonable prospect of doing well. It is also somewhat unusual to witness the return of such a large number of Emigrants from the States to the United Kingdom, as have taken place during the past season, which has been estimated by some of the American news papers to exceed 20,000. Although the depressed state of business may in part account for this disposition to leave the States and settle in Canada, or return to their native land, it is evident that the recent movements of the "Native American," or as it is more generally called the "Know-nothing party" against Foreigners, and more especially against the Irish Roman Catholics, have been the chief cause; and if the hostile feelings manifested by the Americans should, as there is every prospect of their doing, influence their future Legislation, it will induce still larger numbers to come and settle in this Province, and check British Emigration to the United States.

During the Spring and Summer of 1854, the demand for labour in Canada has been unprecedented, and wages exorbitantly high; but owing to the sudden change which has taken place in our monetary concerns and the approach of winter, a depression has taken place which is likely to continue for some time; but there is every reason to believe that the year 1855 will be as prosperous in Canada as any of its predecessors.

The prices of all farm produce rule high, and our farmers were never better off. The quantity of Fall wheat sown greatly exceeds that of any previous year, and the preparations for what are known as Spring crops indicate that the increased breadth of tillage will be equally great. The Spring will also enable the contractors to proceed in their public or private undertakings with greater activity.

I think, therefore, that we may with confidence anticipate abundance of employment and fair wages for all the skilled as well as all the unskilled laborers who may land upon our shores in 1855.

The unhealthiness of the past season, in consequence of the prevalence of cholera throughout Canada, occasioned much distress, especially amongst the German emigrants; but the number of deaths amongst the emigrants of British origin was not large. I attribute this difference to the fact that the vessels in which the former were transported were generally more crowded, as they came to Quebec in large bodies together, and proceeded in the same crowded state up the St. Lawrence and the Lakes to their place of destination in the Western States.

With reference to limiting the number of Emigrants on board of our Canadian steamboats, I have nothing to add in addition to what I have already communicated, nor can I suggest any change in the management of the business of the Emigration Department which I should consider an improvement on the present system, except the passage of a law to restrict the number of passengers during the prevalence of cholera, or any epidemic disease, to such limits as medical men may consider safe. The means of transport on our waters are ample for almost any number of emigrants, the rates are reasonable, the steamers commodious, expeditious and safe, and those who really require assistance are always promptly relieved on application to the Emigrant Agents. I know of no part of the world where an equal number of persons, thrown suddenly together, have been conveyed the same distance, at the same rate, with less inconvenience, and as few accidents, as the vast body of emigrants who have been transported from Quebec to Hamilton during the last ten years.

I am, my dear Sir,

Yours truly,

(Signed,)

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

A. C. Buchanan, Esq.,  
&c., &c.



# APPENDIX TO REPORT ON EMIGRATION.

CANADA.—RETURN of the Number of Emigrants Embarked, with the Number of Births and Deaths during the Voyage and in Quarantine, the Total Number Landed at Quebec, distinguishing Males from Females and Adults from Children, with the Number of Souls from each Country; also the Number of Vessels, Tonnage, and Seamen employed, and the average Length of Passage, during the Season of 1854.

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 yrs.		Infants.	Total Steerage.				Adults.		Children, 1 to 14 yrs.		Infants.	Total.
						M.	F.	M.	F.			M.	F.		M.	F.				
England .....	146	46½	95992	3438	528	7162	4718	2708	2262	1080	17930	17	18	18488	34	24	88	82	54	282
Ireland .....	97	47½	42818	1625	107	4605	6814	2138	2122	458	16137	10	7	16261	25	18	16	14	11	84
Scotland .....	82	47	43141	1578	140	2708	1639	823	799	343	6312	5	2	6459	2	1	2	2	3	10
Continent of Europe	61	58	22107	833	36	4766	3866	1474	1416	564	11586	13	16	11651	12	13	32	28	26	111
Lower Ports, &c.....	55	.....	8138	385	7	307	225	164	142	12	850	.....	.....	857	.....	.....	.....	.....	.....	.....
Total.....	441	48½	212196	7859	818	19548	16762	7307	6741	2457	52815	45	38	53716	73	56	138	126	94	487

Whence.	Deaths in Quarantine.						Total Deaths.	Total landed in the Colony.										Grand Total Landed in the Colony.
	Adults.		Children, 1 to 14 yrs.		Infants.	Total.		Adults.		Children, 1 to 14 yrs.		Total.		Infants.	Total Steerage.	Cabin Passengers.		
								M.	F.	M.	F.	M.	F.					
	M.	F.	M.	F.													M.	
England .....	3	9	6	10	3	31	313	7125	4683	2614	2170	9739	6855	1053	17647	528	18175	
Ireland .....	4	3	.....	2	.....	9	93	4576	6793	2122	2106	6698	8899	464	16061	107	16168	
Scotland .....	1	.....	1	1	.....	3	13	2705	1638	820	796	3525	2434	347	6306	140	6446	
Continent of Europe ..	1	2	.....	.....	.....	3	114	4753	3351	1442	1388	6195	4739	567	11501	36	11537	
Lower Ports, &c.....	.....	.....	.....	.....	.....	.....	.....	307	225	164	142	471	367	12	850	7	857	
Total.....	9	14	7	13	3	46	533	19466	16692	7162	6602	26628	23294	2443	52365	818	53183	

Deaths on the Passage, 0,92 per cent. | Deaths in Quarantine, 0,8 per cent. | Total Deaths on the number embarked, 1 per cent.

Emigration Department,  
Quebec, 30th December, 1854.

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

## No. 2.

**ABSTRACT STATEMENT** of the number of Emigrants embarked, Births on the Passage, with the number Died at Sea and in Quarantine, and total landed in the Colony, distinguishing the Countries and Ports whence they sailed, during the Season of 1854:

Ports whence Sailed.	No. of Vessels.	Passengers.		Births.	Total.	Deaths.		Landed in Colony.
		Steerage.	Cabin.			At Sea.	In Quarantine.	
ENGLAND.								
Bristol ... ..	6	85			85			85
Cardiff ... ..	5	50			50			50
Carlisle ... ..	1	146			146			146
Falmouth ... ..	3	54	4		58			58
Fowey ... ..	2	396		1	397	6		391
Grangemouth ... ..	1	6			6			6
Hull ... ..	7	1057	17	2	1076	16		1060
Ipswich ... ..	1	6			6			6
Liverpool ... ..	79	13023	448	24	13495	239	31	13225
London ... ..	15	285	29	1	315	2		313
Maryport ... ..	3	17			17			17
Newcastle ... ..	2	16			16			16
Newport ... ..	2	14			14			14
Poole ... ..	1	22			22			22
Plymouth ... ..	9	2671	29	2	2702	19		2683
Sunderland ... ..	1	5			5			5
Shields ... ..	2	13			13			13
St. Ives ... ..	1	3			3			3
Swansea ... ..	1	1			1			1
Teignmouth ... ..	1	10			10			10
Torquay ... ..	1	13	1		14			14
Whitehaven ... ..	1	19			19			19
Workington ... ..	1	18			18			18
	146	17930	528	30	18488	282	31	18175
IRELAND.								
Belfast ... ..	9	918	16	1	935			935
Cork ... ..	13	2542	27	1	2570	5	7	2558
Dublin ... ..	8	1516	19	3	1539	11		1528
Galway ... ..	2	263			263			263
Limerick ... ..	31	4962	26	2	4990	55	1	4934
Londonderry ... ..	3	265		1	266			265
New Ross ... ..	7	2490	6	2	2498	6		2492
Newry ... ..	1	24			24			24
Sligo ... ..	2	392	4	5	401	4	1	396
Tralee ... ..	5	1416	1	1	1418	1		1417
Waterford ... ..	13	1050	7		1057	1		1056
Wexford ... ..	1	147			147			147
Youghal... ..	2	152	1		153			153
	97	16137	107	17	16261	84	9	16168

Abstract Statement of the number of Emigrants embarked, &c.—*Continued.*

Ports whence Sailed.					No. of Vessels.	Passengers.		Births.	Total.	Deaths		Landed in Colony.
						Steerage.	Cabin.			At Sea.	In Quarantine.	
SCOTLAND.												
Aberdeen	...	...	...	...	12	1559	48	...	1607	1	...	1606
Arbroath	...	...	...	...	1	46	...	...	46	...	...	46
Ardrossan	...	...	...	...	3	93	...	...	93	...	...	93
Alloa	...	...	...	...	1	2	...	...	2	...	...	2
Bamff	...	...	...	...	1	144	8	...	152	...	...	152
Dumfries	...	...	...	...	2	56	...	...	56	...	...	56
Dundee	...	...	...	...	3	17	11	...	28	...	...	28
Fraserburg	...	...	...	...	1	113	...	...	113	...	...	113
Glasgow	...	...	...	...	41	2053	64	6	2123	7	2	2114
Greenock	...	...	...	...	9	1778	9	1	1788	1	1	1786
Leith	...	...	...	...	4	48	...	...	48	...	...	48
Montrose	...	...	...	...	2	359	...	...	359	1	...	358
Troon	...	...	...	...	2	44	...	...	44	...	...	44
					82	6312	140	7	6459	10	3	6446
<hr/>												
GERMANY.												
Antwerp	...	...	...	...	4	394	...	1	395	7	...	388
Hamburg	...	...	...	...	23	4561	8	14	4583	58	1	4524
Bremen	...	...	...	...	3	779	6	...	785	8	1	776
					30	5734	14	15	5763	73	2	5688
<hr/>												
NORWAY AND SWEDEN.												
Arendal	...	...	...	...	1	188	...	...	188	...	...	188
Bergen	...	...	...	...	7	1454	...	1	1455	2	1	1452
Christiania	...	...	...	...	8	1749	4	4	1757	16	...	1741
Drammen	...	...	...	...	2	320	...	1	321	2	...	319
Gothenborg	...	...	...	...	2	259	14	3	276	13	...	263
Kragerö	...	...	...	...	3	523	...	...	523	...	...	523
Larvig	...	...	...	...	1	7	...	...	7	...	...	7
Osterrisör	...	...	...	...	1	62	...	...	62	2	...	60
Porsgrund	...	...	...	...	2	499	...	3	502	2	...	500
Stavanger	...	...	...	...	3	615	4	2	621	1	...	620
Waløe Salværk	...	...	...	...	1	176	...	...	176	...	...	176
					31	5852	22	14	5888	38	1	5849
<hr/>												
LOWER PORTS					55	850	7	...	857	...	...	857
<hr/>												
RECAPITULATION.												
England	...	...	...	...	146	17930	528	30	18488	282	31	18175
Ireland	...	...	...	...	97	16137	107	17	16261	84	9	16168
Scotland	...	...	...	...	82	6312	140	7	6459	10	3	6446
Germany, &c	...	...	...	...	30	5734	14	15	5763	73	2	5688
Norway and Sweden	...	...	...	...	31	5852	22	14	5888	38	1	5849
Lower Ports	...	...	...	...	55	850	7	...	857	...	...	857
					441	52815	818	83	53716	487	46	53183

(Signed,)

A. C. BUCHANAN,  
Chief Agent.

Emigration Department,  
Quebec, 30th December, 1854.

## No. 3.

**RETURN of the Number of Admissions to Hospital, Discharges, and Deaths of  
Emigrants arrived during the Season of 1854.**

	Admitted.	Discharged.	Died.	Remained.
Grosse Isle Hospital ... ..	690	644	46	...
Marine and Emigrant Hospital, Quebec...	615	447	130	38
General Hospital, Montreal ... ..	342	278	48	16
	1647	1369	224	54

(Signed,)

A. C. BUCHANAN,  
Chief Agent.

Emigration Department,  
Quebec, 30th December, 1854.

## No. 4.

**RETURN of Trades and Callings of the Emigrants who arrived at the Ports of  
Quebec and Montreal, during the year 1854.**

Bakers ... ..	51	Saddlers ... ..	18
Butchers ... ..	23	Sailmakers ... ..	5
Braziers, Plumbers and Tinsmiths ... ..	16	Sawyers ... ..	16
Bookbinders and Printers ... ..	19	Shipbuilders ... ..	17
Bricklayers and Stonemasons ... ..	228	Shoemakers ... ..	358
Cabinetmakers and Turners ... ..	20	Smiths ... ..	354
Carpenters and Joiners ... ..	617	Stonecutters ... ..	67
Cart and Wheelwrights ... ..	39	Tailors ... ..	433
Coachmakers ... ..	8	Watch and Clock makers ... ..	43
Coopers ... ..	40	Wool and Flax dressers ... ..	4
Curriers ... ..	2	Weavers ... ..	85
Dyers ... ..	4	Servants ... ..	117
Engineers ... ..	76	Unenumerated callings ... ..	163
Gardeners... ..	37	Farm labourers ... ..	5632
Hatters ... ..	3	Common labourers ... ..	10448
Millers and Millwrights... ..	131		
Miners ... ..	238		19548
Merchants and Clerks ... ..	156	Deaths of Male Adults:—	
Moulders and Foundrymen ... ..	24	At Sea ... ..	73
Painters and Glaziers ... ..	41	Quarantine ... ..	9
Papermakers ... ..	4		82
Plasterers ... ..	5		
Ropemakers ... ..	6	Total... ..	19466

(Signed,)

A. C. BUCHANAN,  
Chief Agent.

Emigration Department,  
Quebec, 30th December, 1854.

## No. 5.

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.	5 years from 1844 to 1848.	1849.	1850.	1851.	1852.	1853.	1854.	Grand Total.
England ... ..	43386	28624	30813	60453	8980	9887	9677	9276	9585	18175	228856
Ireland ... ..	102264	54898	74981	112193	23126	17976	22381	15983	14417	16168	454386
Scotland ... ..	20143	10998	16289	12767	4984	2879	7042	5477	4745	6446	90770
Continent ... ..	15	485	...	972	436	849	870	7256	7456	11537	38632
Lower Ports ... ..	1889	1346	1777	1219	968	701	1106	1182	496	857	11543
	167697	93351	123860	196354	38494	32292	41076	39176	36699	53183	824187

(Signed,)

A. C. BUCHANAN,

Emigrant Department,

Chief Agent.

Quebec, 30th December, 1854.

## No. 6.

RETURN of the number of Persons who received assistance to emigrate; the amount of money paid them on landing at Quebec, during the season of 1854.

Date.	Vessels' Name.	Whence.	No. of Persons.	Class.			By whom sent out.	Amount of Landing Money paid at Quebec.
				M.	F.	C.		
May 24	Thetis ...	Limerick...	60	...	60	...	Cashel Union	£ s. d. 60 0 0
" 26	Energy ...	do	32	...	28	4	Charles do	30 0 0
" 27	Jane Black	do	4	...	4	...	Ballyvaughan do	4 0 0
" "	do	do	12	...	8	4	Currofin do	10 0 0
" "	do	do	44	...	39	5	Ennis do	41 10 0
" "	do	do	36	...	32	4	Ennistymore do	34 0 0
" "	do	do	26	...	21	5	Killydysart do	23 10 0
" "	do	do	47	...	45	2	Kilrush do	46 0 0
" "	do	do	34	...	32	2	Scaroff do	23 0 0
" "	do	do	18	...	17	1	Tulla do	17 10 0
June 3	Tottenham	Cork	19	...	17	2	Urlingford do	18 0 0
" "	do	do	30	10	20	...	Cork Foundling Hesp.	45 0 0
" "	Joseph Howe	do	10	...	10	...	Cloughoe Union	10 0 0
" 9	Glenlyon...	New Ross...	37	...	34	3	Callan do	27 0 0
" 17	Lady Russell	Tralee	55	...	40	9	Kenmore do	55 0 0
" "	do	do	37	...	32	5	Cahirveen do	37 0 0
" "	do	do	54	...	45	5	Dingle do	54 0 0
" "	do	do	50	...	45	2	Tralee do	50 0 0
" "	Augusta ...	Sligo	21	...	10	5	Ballina do	18 10 0
" "	do	do	17	...	14	3	Killala do	15 10 0
" "	do	do	3	...	3	...	Glanamady do	3 0 0
" "	do	do	9	1	6	2	Westport do	8 0 0
" "	do	do	13	...	8	5	Newport do	10 10 0
" "	do	do	18	...	16	2	Clanmorris do	17 0 0
" "	do	do	10	...	9	1	Castlebar do	9 10 0
June 18	John Holwell	Liverpool..	20	...	19	1	Carrick-on-suir do	19 10 0

## No 6.—(Continued.)

Date.	Vessels Name.	Whence.	No. of Persons.	Class.			By whom sent out.	Amount of Landing Money paid them at Quebec.		
				M.	F.	C.		£	s.	d.
June 20	New Brunswick ...	Dublin ...	60	5	48	7	Ballinrobe do ...	56	10	0
" "	do ...	do ...	75	14	38	23	Rathdrum do ...	63	10	0
" "	do ...	do ...	120	...	106	14	Parsonstown do ...	113	0	0
" "	do ...	do ...	43	...	46	43	Athlone do ...	41	10	0
" 26	Delta ...	New Ross ...	10	...	6	4	Waterford do ...	8	0	0
July 6	Waterford ...	Galway ...	80	...	80	...	Galway do ...	80	0	0
" "	do ...	do ...	4	...	4	...	Tuam do ...	4	0	0
" 7	Blanche ...	Cork ...	40	...	39	1	Kanturck do ...	40	0	0
" "	do ...	do ...	33	...	33	...	Skibbereen do ...	33	0	0
" "	do ...	do ...	9	...	9	...	Skull do ...	9	0	0
" "	do ...	do ...	36	...	34	2	Bantry do ...	36	0	0
" "	do ...	do ...	21	...	19	2	Castletown do ...	20	0	0
" "	do ...	do ...	17	...	13	3	Millstreet do ...	17	0	0
" 10	Northern Light ...	Liverpool ...	59	...	58	1	New Ross do ...	58	10	0
" "	do ...	do ...	9	...	6	3	Lismore do ...	7	10	0
" "	Triton ...	Galway ...	69	...	44	22	Galway do ...	58	0	0
" "	do ...	do ...	21	...	16	4	Oughterarard do ...	19	0	0
" 12	St. Lawrence ...	Cork ...	30	...	27	3	Nenagh do ...	28	10	0
" 22	Pemberton ...	do ...	59	...	56	3	Youghall do ...	59	0	0
" 25	Theron ...	Limerick ...	108	...	105	3	Limerick do ...	106	10	0
" "	do ...	do ...	2	...	2	...	Kilmallock do ...	2	0	0
" "	do ...	do ...	31	...	17	13	Croon do ...	24	10	0
" 26	Simonds ...	Liverpool ...	10	...	10	...	Ballina do ...	10	0	0
" 29	Mauritius ...	Londond'ry ...	4	...	2	2	Londonderry do ...	6	10	0
" "	Columbus ...	Dublin ...	223	...	223	...	South Dublin do ...	223	0	0
August 10	Satellite ...	Cork ...	61	...	60	1	Clonmel do ...	60	10	0
" "	do ...	do ...	109	...	104	4	Cork do ...	109	0	0
" 11	Dykes ...	Tralee ...	19	...	19	...	Killarney do ...	19	0	0
" 12	Janes ...	Limerick ...	14	...	6	7	Rathkeale do ...	10	10	0
" 19	Mary Carson ...	Liverpool ...	104	...	67	24	Gort do ...	92	10	0
" 20	Harriet ...	Dublin ...	32	...	25	4	Balrothery do ...	30	0	0
" 22	Georgiana ...	Limerick ...	21	...	21	...	Limerick do ...	23	0	0
" "	do ...	do ...	21	...	17	4	Rathkeale do ...	19	0	0
" "	do ...	do ...	18	...	7	11	Glynn do ...	12	10	0
" "	do ...	do ...	30	...	22	8	Newcastle do ...	26	0	0
" "	do ...	do ...	36	...	30	6	Listowel do ...	33	0	0
" "	do ...	do ...	36	...	75	3	Limerick do ...	76	10	0
September 1	Triumph ...	do ...	78	...	75	...	Do do ...	125	0	0
" 15	William & Josep ...	do ...	128	...	124	4	Do do ...	77	0	0
" 28	Anna Maria ...	do ...	78	...	76	2	Do do ...	51	10	0
October 10	Jessy ...	do ...	54	...	48	5	Galway do ...	229	10	0
" 26	Canada ...	Cork ...	251	...	203	43	Cork do ...	11	0	0
" "	do ...	do ...	7	...	6	...	Cork Foundling Hosp. ...	21	0	0
" 28	New Brunswick ...	Dublin ...	21	...	21	...	Rathdrum Union ...	4	0	0
May 26	Oriental ...	Plymouth ...	6	...	1	4	Parish do ...	0	0	0
July 3	Richard & Harriet ...	Hull ...	14	...	3	8	Do do ...	4	10	0
September 30	Lady Peel ...	Plymouth ...	8	...	1	5	Do do ...	64	0	0
May 26	Oregon ...	Liverpool ...	80	...	15	47	Baden, in Germany ...	200	13	0
October 4	Enterprise ...	Dublin ...	191	...	42	94	Do do ...	150	14	0
" 18	Oregon ...	Liverpool ...	151	...	33	67	Do do ...	...	...	...
			3421	191	2694	536	Sterling £	3271	17	0

RECAPITULATION.				England.				Ireland.				Continent of Europe.			
				No.	£.	s.	d.	No.	£.	s.	d.	No.	£.	s.	d.
Parish Funds...	...	...	...	14	8	10	...	2971	2848	...	...	422	415	7	...
Private Funds	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Free Passage only	...	...	...	14	...	...	...	...	...	...	...	...	...	...	...
				28	8	10	...	2971	2848	...	...	422	415	7	...

(Signed.)

A. C. BUCHANAN,

Chief Agent.

Emigration Department, Quebec, 30th December, 1854.

No. 7.

1854.

# ROUTES, DISTANCES AND RATES OF PASSAGE.

FROM QUEBEC TO MONTREAL.—180 miles, by steamers, every day, at five o'clock, through in 14 hours.

	Steerage.		Cabin.	
	Stg.	Cy.	Stg.	Cy.
By the Royal Mail Packets ... ..	3s. 0d.	3s. 9d.	14s.	17s. 6d.
“ Tait's Line ... ..	3s. 0d.	3s. 9d.	10s.	12s. 6d.

FROM MONTREAL TO WESTERN CANADA.—Daily by the Royal Mail Line Steamer, at 9 o'clock, A. M., or by Railroad to Lachine, at 12 o'clock.

	Distances.	Deck Fare.		Cabin Fare.	
		Stg.	Cy.	Stg.	Cy.
From Montreal to—	Miles.				
Cornwall ... ..	78	5s.	6s. 3d.	11s.	13s. 9d.
Prescott ... ..	127 }	6s.	7s. 6d.	14s.	17s. 6d.
Brockville ... ..	139 }	8s.	10s. 0d.	20s.	25s. 0d.
Kingston ... ..	189 }	12s.	15s. 0d.	28s.	35s. 0d.
Cobourg ... ..	292 }	14s.	17s. 6d.	34s.	42s. 6d.
Port Hope ... ..	298 }	16s.	20s. 0d.	36s.	45s. 0d.
Bond Head ... ..	313 }	24s.	30s. 0d.	56s.	\$14
Darlington ... ..	317 }	32s.	40s. 0d.	80s.	\$20
Whidby ... ..	337 }				
Toronto ... ..	367 }				
Hamilton ... ..	410 }				
Detroit ... ..	596				
Chicago ... ..	874				

Passengers by this line tranship at Kingston to the Lake Steamers, and at Toronto for Buffalo.

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

		Deck Fare.		Cabin Fare.	
		Stg.	Cy.	Stg.	Cy.
From Montreal to—	Miles.				
Ogdensburg ... ..	138	6s.	7s. 6d.	14s.	17s. 6d.
Cape Vincent ... ..	190	8s.	10s. 0d.	20s.	25s. 0d.
Sacket's Harbour ... ..	242	12s.	15s. 0d.	24s.	30s. 0d.
Oswego ... ..	256	14s.	17s. 6d.	26s.	32s. 6d.
Rochester ... ..	349 }	16s.	20s. 0d.	30s.	37s. 6d.
Lewiston ... ..	436 }	20s.	25s. 0d.	34s.	42s. 6d.
Buffalo ... ..	467	26s.	32s. 6d.	38s.	47s. 6d.
Cleveland ... ..	661	28s.	35s. 0d.	...	...
Sandusky ... ..	721	28s.	35s. 0d.	...	...
Toledo and Monroe... ..	975	28s.	35s. 0d.	...	...

Passengers by this line tranship at Ogdensburg to the Lake Steamers for Oswego and Lewiston. The Passengers for both Lines embark at the Canal Basin, Montreal.

Steerage Passage from Quebec to Hamilton ... .. 23s. 9d.  
 “ “ “ “ Buffalo... .. 25s. 9d.

## No. 7.—(Continued.)

## FROM HAMILTON TO THE WESTERN STATES, BY THE GREAT WESTERN RAIL ROAD.

—THE NEW SHORT ROUTE TO THE WEST.—Trains leave Hamilton daily for Detroit, connecting at that City with the Michigan Central Rail Road for Chicago.

	Distance.	Emigrant Train.		First Class Train.	
		Stg.	Cy.	Stg.	Cy.
To Dundas ... ..	Miles. 6	0s. 6d.	0s. 7½d.	1s. 0d.	1s. 3d.
Flamboro ... ..	9	"	"	"	"
Paris... ..	20	2s. 0d.	2s. 6d.	3s. 8d.	4s. 6d.
Woodstock ... ..	48	3s. 0d.	3s. 9d.	5s. 0d.	6s. 3d.
Ingersoll ... ..	47	3s. 6d.	4s. 4½d.	7s. 0d.	8s. 9d.
London ... ..	76	4s. 9d.	6s. 0d.	9s. 0d.	13s. 3d.
Eckford ... ..	96	6s. 0d.	7s. 6d.	14s. 0d.	17s. 6d.
Chatham ... ..	140	7s. 0d.	8s. 9d.	"	"
Windsor ... ..	186	8s. 0d.	10s. 0d.	20s. 0d.	25s. 0d.
Detroit, Michigan ... ..	465	16s. 0d.	20s. 0d.	44s. 0d.	55s. 0d.
Chicago, Illinois ... ..					

Steamers leave Chicago daily for Milwaukee and all other Ports on Lake Michigan.

Emigrants on arriving at Chicago, if proceeding further, will, on application to Mr. H. J. Spalding, Agent of the Michigan Central Railroad Company, receive correct advice and direction as to route.

Passengers for the Western parts of the United States of New York, Ohio, Pennsylvania, and Indiana, must take the route via Buffalo.

OTTAWA RIVER AND RIDEAU CANAL.—From Montreal to Bytown and places on the Rideau Canal, by steam every Evening, by Robertson, Jones & Co.'s Line.

	Distance.	Deck Passengers.	
		Stg.	Cy.
From Montreal to—	Miles.		
Carillon ... ..	54	2s.	2s. 6d.
Grenville... ..	66	3s.	3s. 9d.
L'Original ... ..	73	3s.	3s. 9d.
Bytown ... ..	129	4s.	5s. 0d.
Kemptville ... ..	157	6s.	7s. 6d.
Merrickville ... ..	175		
Smith's Falls ... ..	100		
Oliver's Ferry ... ..	199		
Isthmus ... ..	216		
Jones' Falls ... ..	226		
Kingston... ..	258		

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



## No. 7.—(Continued.)

## ROUTE TO THE EASTERN PARTS OF THE UNITED STATES.

Emigrants proceeding to any of the following States of the American Union, viz.:—Maine, New Hampshire, Massachusetts, Connecticut, Vermont, New York and Pennsylvania,—By the Champlain and St. Lawrence Rail Road Company,—Mr. W. A. Merry, Secy.; Office opposite the Steamboat Landing, Montreal.

From Montreal to—	Emigrant Train.	
	Stg.	Cy.
Bur ington ... ..	8s. 0d.	10s. 0d.
Whitehall ... ..	12s. 0d.	15s. 0d.
Troy ... ..	18s. 0d.	22s. 6d.
New York ... ..	19s. 0d.	23s. 9d.
Boston . . . . .	26s. 0d.	32s. 6d.

Trains of the above Company leave Montreal daily.

From Toronto Steamers leave daily for Port Credit, 15 miles; Oakville, 25 miles; Wellington Square, 37 miles; Hamilton, 43 miles; also Port Dalhousie on the entrance of the Welland Canal, Niagara, Queens-ton and Lewiston—passage, 3s. 9d.

Steamers leave Kingston daily for the Bay of Quinté and the River Trent, calling at Picton, Adolphus-town, Belleville, and other landing places in the Bay.

## TO NEW BRUNSWICK.

The best and most expeditious route is by the St. Lawrence and Atlantic Rail Road, from Montreal to Portland—thence by Steamer, which leaves for St. John's, N. B., every Monday and Wednesday evening, at 8 o'clock.

Route.	Stg.	Cy.
From Quebec to Montreal, by Steamer ... ..	3s.	3s. 9d.
Montreal to Portland, by Railroad ... ..	24s.	30s. 0d.
Portland to St. John's, by Steamer ... ..	16s.	20s. 0d.
	43s.	53s. 9d.

## Freight Steamers leave Montreal Daily for Kingston, Toronto and Hamilton.

Passage to Kingston ... ..	4s. Stg.	5s. Cy.
" Toronto and Hamilton ... ..	8s. Stg.	10s. Cy.

Throughout these Passages, Children under 12 years of age are charged half price, and those under 3 years are free.

Passengers by Steamers from Quebec to Hamilton—Luggage free; if by Railroad, 100 lbs. is allowed to each passenger; all over that quantity will be charged.

The Gold Sovereign is at present worth 24s. 3d. Cy.; the English Shilling, 1s. 3d.; and the English Crown-piece, 6s. 1d.

Through Tickets can be obtained on application to this office.

Emigration Department,  
Quebec, August, 1854.

A. C. BUCHANAN,  
Chief Agent,

## No. 8.

*Extracts from the notes appended to the periodical Reports of arrivals of Passenger Ships at the Port of Quebec and Montreal in the season of 1854.*

## RETURN No. 1.

*From 17th to 26th May, 1854.*

NOTE.—The emigrants arrived from the 17th to the 26th May, number 8,135, showing an increase of 4,387 over the corresponding period in 1853. They have landed in good health, notwithstanding the fear entertained by many, that the existence of Cholera in the United Kingdom would not fail to introduce it here; happily, so far, these fears have not been realized, and although sickness has existed on board several of the vessels, it has been chiefly from measles and small Pox. The only cases of Cholera which appeared, was on board the “Primrose,” from Limerick, 25 of the passengers died, two of which occurred previous to her sailing, the last death was on 3rd May, 15 days previous to her arrival at the Quarantine Station; and although several of the passengers were sent to Hospital, suffering from extreme debility, no further symptoms of the disease appeared among them.

The increase over last season is chiefly from English ports, which gives an excess of 2,500 over last season. The port of Liverpool contributes over 1,800 persons, more than one-half of whom are foreigners, chiefly German. This is a branch of our Emigration which is likely to increase very much, as owing to the favorable reports which the Emigrants of previous years have sent home of the St. Lawrence route; and the rate of the passage being much lower than to the United States, the attention of the Shipping Agents, as well as the Emigrants, have been directed to this route.

The foreign emigrants who have arrived this season, have brought out a large amount of money with them, generally in drafts on New York, and gold. The Norwegians all proceed to Wisconsin. The Germans are more generally scattered over the American Union, and a number of respectable wealthy families have gone to settle in Western Canada.

The Scotch and English emigrants are of a superior class, and I have not seen a more substantial or respectable class of Farmers arrive at this Port for many years, a large portion of whom intend settling in Western Canada, to which they cannot but prove a valuable acquisition. About 100 young females have been sent out by the Irish Poor Law Unions; they received £1 sterling each on landing here; the greater part of them proceeded to Toronto, where they immediately found employment.

Employment is most abundant, and I have never known such a general complaint from all parties throughout the Country as this season, of the difficulty and almost impossibility of obtaining labourers, servants, and all classes of Mechanics. Constant applications are daily made to this Department from all sections of the Province, which it is impossible to fulfil.

## No. 2.

*From the 27th to the 28th May.*

Two thousand seven hundred and twelve emigrants arrived in this port on the 27th May, in good health. The deaths on the passage were but 33, chiefly children, 19 of which occurred on board the *Lady Hobart*, from Liverpool, viz., 3 adults and 16 children. The great majority of emigrants by these vessels

were respectable farmers and Mechanics, all of whom were emigrating to friends; very few even of the labouring class could be induced to step here, and avail themselves of the present great demand for labourers.

221 female paupers arrived by the *Jane Black* from Limerick, and 10 in the *Joseph Howe* from Cork. They received 20s. sterling each on landing; they were sent out by the following Unions, viz.

Ennistymore, ... ..	32	adults,	4	children,	£34	0	0
Killadysart, .....	21	"	5	"	23	10	0
Kilrush, .....	45	"	2	"	46	0	0
Scariff, .....	32	"	2	"	33	0	0
Tulla, .....	17	"	1	"	17	10	0
Ballyvaughan, .....	4	"	0	"	4	0	0
Corofin, .....	8	"	4	"	10	0	0
Ennis, .....	39	"	5	"	41	10	0
Clougheen, .....	10	"	0	"	10	0	0
	<hr/>		<hr/>		<hr/>	<hr/>	<hr/>
	208		23		£219	10	0

From 75 to 80 of these young women were hired in Quebec the day they landed, the rest proceeded, some to friends in New York and Boston; upwards of 120 were forwarded to Upper Canada, and were all immediately employed within a few hours of landing.

### No. 3.

*From 29th of May to 3rd of June.*

3,529 Emigrants landed at this Port in good health from the 29th May to the 3rd instant.

The Foreign Emigration, which is largely on the increase by this route, numbers 1311 persons, 1203 of whom come direct from continental Ports, and 108 by the "Leonard Dobbin" from London, were from the ship "Cachelot" from Havre to New York, abandoned at sea; the parties were forwarded to New York by the agents of the "Cachelot."

The Foreign Emigration by the vessels in this return, have with few exceptions, proceeded direct to the Western States.

The English Emigration number but 246 persons, chiefly from Fowey, were respectable farmers, and a few miners. The Emigrants from the Port of Liverpool are chiefly Irish.

The vessels enumerated in this return, four in number, although they brought out 170 passengers, did not come within the regulations of the Act, having less than one passenger for every 25 tons of their registered tonnage.

The "Good Intent" from Fowey, had on board besides her own compliment of passengers, 76 persons taken from the wreck of the "Black Hawke" from Liverpool to New York, abandoned at sea. These poor people lost all their luggage; they expressed themselves very grateful for the care and kindness which they received from Captain Gill, and the passengers on board this vessel.

The Emigration from Ireland, number 1306 persons; a large proportion of whom were parties emigrating to join friends in Western Canada, and the United States. By the "Tottenham" from Cork, there were 19 females from the Urlingford Union, they received through this Department 20s. sterling each on landing, and were forwarded to Belleville, Upper Canada, furnished with a letter of recommendation, and I have heard since, that they all obtained situations on

the day they arrived there. There were also by this vessel, 10 boys and 20 girls sent out by the governors of the Cork Foundling Hospital, they received 30s. each on landing here, and have all been placed in situations in this city; the boys at trades, and the girls with respectable families.

The first complaint this season was made by the passengers per "Brig Hannah" from Arbroath, against the master, for issuing impure and unwholesome water. Proceedings were instituted, and after a lengthened enquiry the master was convicted, and fined £20 sterling with costs. Employment of every description continues most abundant, and there is a great scarcity of labourers throughout the country.

The Emigration on the whole has been very satisfactory.

The extent of applications for assistance has been less than last season, in comparison with the number of arrivals, the only persons requiring relief have been women and children, who have come out to join their relations.

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#### No. 4.

*From the 4th to the 20th June.*

The Emigrants arrived during the period embraced in this return, have landed in good health, with the exception of those by the "Glenmanna," from Liverpool; 44 deaths occurred among the passengers from measles and diarrhea, and 8 were reported sick on arrival at Grosse Isle.

Sickness has appeared to a greater extent among the Emigrants from Liverpool this season, than from any other port. There were a good many foreigners on board of each of the ships from this port, chiefly Germans and Swedes, and disease has appeared to exist to a greater extent among them than with our own countrymen.

Of the total Emigration from Liverpool, 2190, over 700 were foreigners, which would give the number of foreigners in this return 2974, over half of which are Norwegians, and who, with but few exceptions, proceeded direct to the Western States. 14 Norwegian families (60 persons) by the "Flora" from Christiana, have proceeded to settle in the Eastern Townships, where they have been induced to proceed from the representations received from a few of their countrymen, who settled in Sherbrooke two years since, and where it would appear they have done well, and are held in high estimation by the Inhabitants; four of the families of this season have purchased farms, and the rest of the party are employed on the Railroad.

The English and Scotch Emigrants are respectable farmers and agricultural labourers, and have proceeded to Western Canada.

Of the Irish, 648 were female paupers sent out by the Poor Law Unions; they received 20s. sterling each, on landing here; a few were employed in this City, and a number went to their friends in the United States, fully three-fourths proceeded direct to Western Canada, where they would all meet with immediate employment.

Employment continues most abundant, and daily applications are received from all sections, of the Province, for labourers and mechanics, but which it is impossible to supply.

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#### No. 5.

*From 21st June to 3rd July.*

The Emigrant ships included in this return have landed their passengers in good health; of the whole number of Emigrants landed 4206, 1802 were foreigners, chiefly Norwegians, 1444 came by vessels direct, and 358 *via* Liverpool. They have proceeded to the Western States.

The Emigrants of this season appear generally in good circumstances, or at least possess sufficient means to enable them to reach their destinations.

I only assist helpless families, of females and children, who have emigrated to join friends, all others disposed, or willing to work, have not only obtained it at once, but their services have been eagerly sought after; common labourers are now receiving from 5s. to 7s. 6d. per day.

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No. 6.

*From 3rd to 31st July.*

Ten thousand five hundred and thirty-seven Emigrants landed at this port during the month of July.

The deaths on the passage were 112, chiefly confined to the Liverpool vessels, and among the foreigners. The deaths on board the vessels from Liverpool were 79. Foreign ships 29, while among the Emigrants from Irish and Scotch ports, there were but 4.

Of the Emigrants from English ports (4602,) 4273 were from Liverpool, of whom there were

Foreigners.....	2504
English.....	722
Irish.....	844
Scotch.....	203

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4273

The total Foreign Emigration during the month may be stated as follows :

By ships direct.....	2651
“ <i>via</i> Liverpool.....	2504
“ Hull.....	2295

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5450 Souls.

being over one-half of the arrivals of the month. Fully four-fifths of this class of our Emigration have proceeded to the Public Works in Western Canada, where they have found steady remunerative employment.

The English and Scotch Emigrants were Agriculturalists and Mechanics, many of the latter have come out, under engagement to the Grand Trunk Company. The farmers and farm labourers, all went to Western Canada, Toronto and Hamilton, where they will doubtless prove a valuable addition to the population of that section of the Province, possessing, as many of them do, capital, intelligence and agricultural skill; of the Irish Emigrants a number were pauper females, from the poor law unions, which numbered 833 souls. They received 20s. stg. each adult, and 10s. each child, on landing. The remainder consist of families, chiefly women and children, emigrating to friends, a large number of whom went to the United States, The total Irish Emigrants are classed as follows :—

Male adults.....	618
Females.....	1279
Children.....	619
Cabin.....	12

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2528

The chief part of the female paupers were directed to Upper Canada, where, notwithstanding the numbers previously sent, they will all do well, as their services are much required and daily applications are received for domestic servants and labourers, from all sections of the Province. The accounts received all agree that the Public Works are retarded; and the farmers are suffering great inconvenience and loss from the scarcity and difficulty of securing labour.

The emigrants by the several vessels in this Return, have all arrived free of complaints, with the exception of some of the Foreign emigrants by the "Crown," from Liverpool, who complained of the treatment received on the passage, but which was afterwards settled by the master paying them *fifty dollars* as compensation.

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No. 7.

*From 31st July to 31st August.*

7132 emigrants landed at this Port during the past month. The deaths on the passage were 46, chiefly children, 26 of which occurred on board of three ships from Liverpool.

Of the total number, 2199 were Foreigners, 1616 of whom came direct, and 589 via Liverpool.

6670 Emigrated voluntarily and 462 were sent out by the Irish Poor Law Unions, and were paid 20s. stg. each adult on landing. One of the girls from Listowel Union, by the ship "Georgiana," having lost her eye sight, has been taken back to the Union by the master. The conduct of these females has been reported as most exemplary, and they give equally favorable reports of the kindness and attention of the master to them during the passage. A number obtained situations in this City and about Montreal; about 150 went to the United States to join their friends, chiefly to the manufacturing Districts, in the Eastern States, and the remainder were sent forward to Upper Canada, where they were immediately employed at fair wages, from 2 to 3 dollars per month; the remainder of the emigrants from Ireland, are labourers with their families, coming out to join friends in different parts of Canada and the United States.

On board the "Christiana," from Cork, a party of 27 proceeded direct to Boston and New York, having engaged their passages through by this route with Mr. Brennan of Cork, on more favorable terms than they could procure a passage direct.

The emigration from Scotland, 1397, consists of respectable farmers and Mechanics; the greater part of them proceeded direct to Western Canada.

Employment continues abundant, and constant applications are made to this Department for labourers and servants, which it is impossible to supply.

Complaints were made by a portion of the passengers by the John Davis, from Liverpool, for irregularity and deficiency in the issue of provisions, during the early part of the voyage. The complaint was heard before the sitting Magistrate, and the master was convicted in a penalty of £5 with costs.

The number of persons assisted from the several ships in this Return, was 1202, viz: 658 adults, 544 children; the adults were nearly all females.

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No. 8.

*From 31st August to 30th September.*

The Emigrants arrived during the month of September, numbering 4556, have all landed in good health, but 26 deaths occurred during their passage, 10 of which were on board the Norwegian ship "Norden" from Christiana.

Among the Emigrants from Ireland, there were 283 females, all from the Limerick Union. They received the usual landing money on arrival here, and with the exception of a few, who had friends in the United States, they were sent forward to Western Canada, in the neighborhood of Cobourg and Port Hope. The following is an extract from a letter from the Mayor of Port Hope, reporting the arrival and disposal of a party of these girls which were sent forward to him, at his request. • "On the morning of the fifth instant I received from the agent at Montreal, a list of 54 young women, forwarded by him in compliance with your instructions, and upon enquiry I learn that they had all been landed at this place during the night. I caused the necessary arrangements to be made immediately for providing them with food and shelter, and during the course of the day managed to dispose of 34 of them, in good situations and at fair wages, since that time they have been gradually provided for in a satisfactory manner, with the exception of two, who are labouring under some slight indisposition, and are under medical treatment. I have to return you my thanks for your prompt compliance with my suggestions in sending us these young women, you have conferred a great benefit upon the people of this place, as well as upon the girls themselves; by the course adopted, the former have been released from an inconvenience of a serious and harassing description in the wants of servants, and the latter placed in a position which will give them all a fair state for a living in the new world. I think to-day if I had them, I could have placed twenty more in good situations in the county, as information of the arrival of this party spreads abroad.

"We receive constant applications from parties in want of servants, and who are not aware that they are all disposed of already. It would be advisable if you should have it in your power, to send us between this and the close of the navigation, fifty more, giving me a few days notice previous to their arrival here."

Since the receipt of this note, a further party has been forwarded to the care of His Worship, all of whom have been satisfactorily disposed of.

The Scotch and English Emigrants landed during this month are generally respectable farmers, and agricultural laborers, they have chiefly proceeded to Toronto and Hamilton; a large party of Scotch, by the "John McKenzie," from Greenock, proceeded to join friends at Pembroke, on the Ottawa River.

The Foreigners are mostly Germans, whose destination, with but few exceptions, was the Western States.

Employment continues as heretofore, abundant, and labourers and farm servants are daily enquired for, in almost every section of the Province.

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#### No. 9.

*From 30th September to 8th November.*

The emigrants arrived during the month of October number 5,868 persons, being an increase upon the corresponding month in 1853 of 4,116 persons.

They generally landed in good health; the total mortality during the passage being but 65; 32 of which occurred on board two vessels, the "Larwig," from Gottenburg, and the "Oregon" from Liverpool. Both these vessels made long passages, the former 90 and the latter 62 days.

The emigrants have come out chiefly to join friends, a large portion of whom had been assisted by their relations in this country.

Among those from Ireland there were 327 female paupers from the Cork, Galway and Rathdrum Unions, and 7 orphans from the Foundling Hospital in Cork. The former received 20s. sterling each adult, and the latter 30s.

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The orphan girls I have placed in respectable situations in this city ; those from the Unions have proceeded, a few to their friends in the United States, but the greater part have been forwarded to Bytown, Belleville, and Port Hope, where there was every prospect of their meeting with employment. Among the party from the Cork Union 14 were landed at Grosse Isle, suffering from severe attacks of ophthalmia ; 2 of the cases it is feared will lose their eye-sight, and they will, consequently, be bonded under the Provincial Passenger Act.

On board the "Enterprise," from Dublin, and the "Oregon," from Liverpool, there was a party of German paupers. In the former vessel 191, in the latter 150 ; total 106 men, 75 women, and 160 children. These parties were sent out from the village of Amtshorst, in the Duchy of Baden ; the expense being made up, one half by the Duchy, and the other by the inhabitants of the village. They received a free passage to this port, and ten guilders each on landing here to meet their immediate necessity.

They are chiefly laborers and a few trades, tailors and shoemakers, but owing to the late period in the season of their arrival there was but little prospect of their procuring suitable employment in this district. They were forwarded up the country ; the first party to Bytown and Bay of Quinté ; there some influential gentleman had offered to procure them employment ; and the party by the "Oregon" were sent to the Public Works near Williamsburg, where they would be likely to secure permanent employment during the winter.

This opening has proved very fortunate, as with so many women and children depending on them, and being unacquainted with our language, they would have been exposed to much suffering and hardship during the approaching winter.

Had these parties been sent out here at proper seasons, say in the month of May or June, in place of October, their arrival would have been hailed with satisfaction, and they might have calculated on successfully establishing themselves in such a manner as to have secured their families against the fear of want during the winter.

From appearances, I am disposed to look for a considerable increase in this class of our foreign emigration in future years, and unless they are sent out in proper season it may be found necessary to impose an additional tax on emigrants arriving after a certain date, in order to provide a fund to meet the expenses which the country may be subject to on their account.

The proportion of females and children by the several vessels in this return are unusually large, the women and children being considerably over 2 to 1 of the male adults ; the claims on the Department for assistance have, consequently, been heavy.

The Navigation closed on the 1st December.