

MORROW FAMILY IMMIGRATION TO CANADA, 1910

Background:

David travelled to Canada 4 times:

- before he married Mary Jane Watt in 1886
- again around 1891. (He was away when his father died on July 14, 1891)
- in 1907, arriving in Quebec City on the *Lake Erie*, on June 1st. He was marked as a Returned Canadian, a farmer.
- and finally in 1910, with Mary Jane and all their children.

Why did they leave? The family story is that the farm was too small to divide up between the 7 sons.

(For more info on the family farm in what is now Northern Ireland, see Felix McKillop's book, published in 2006, Townlands, People and Traditions - A history of townlands in the East Antrim area of Northern Ireland, including personal histories of over 100 families from that area.)

The story according to Mary Morrow Leighton:

When David and Mary Jane's daughter Mary Leighton was 84 years old, she told her own daughter, Aileen Jackson, the story of the Morrow family's journey. The conversation was recorded and transcribed.

In Mary's own words:

"Dad always wanted to go to New Zealand, you know. That was where he wanted to go, but he found it was a big undertaking. They had to go in a boat, for what? six weeks or something, and the cost would be terrible, you know. So he came out himself to Calgary and stayed 6 months and he worked in a lumber yard. He was staying with relatives there, the Millens. They were relatives of Mother's. And he stayed there 6 months just to see what it was like and how he might like it. So he came back and oh, it took him about two years before he could get everybody in a mind to come. The young people, the older boys, were talking of coming out, you know. Oh, there were so many young people going to Canada and the States at that time, you know. Well, Dad said, "Well, if you're going we'll all go. There won't be an Atlantic Ocean between us anyway", he said.

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So, anyway he came back and decided to go out there. Well then my cousin Maggie Conly was in Winnipeg and we were supposed to call on her and when we called on her she wanted us to stay a while and she had rented an empty house across the street.

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And they put - everything was in it, you know, to put us up. So we went in there and for - we thought we'd stay a week maybe and then go out to Calgary. We were on our way to Calgary, but during the

time the boys went out and they got jobs. One was working at Eaton's and one was at a packing plant somewhere. And they never did move.

It was a small house. It was a very old house and then the next year there was a big house in the next street, the one on Chalmers, that was for sale so Dad went and he bought that. "

The Journey:

The entire family boarded the S.S. Lake Manitoba in Liverpool, England on May 12, 1910, travelling 3rd class (steerage). David had \$250 in his pocket. All were sea sick for a time. They arrived in Quebec City, Quebec on May 22th and then boarded a train, arriving in Winnipeg, Manitoba on May 26th. They were met by James Conly who had rented a house for them nearby at 348 Chalmers Ave. They spent their first night sleeping on the floor as a prairie thunderstorm raged above them. According to his daughter Mary's reminiscences, they had never seen lightning and rain like that before and were quite frightened by it. They lived in the rented house for about a year, then moved to their own house at 379 Chalmers Avenue. (See photo of them sitting on the steps of 379 Chalmers in 1914).

(Aside: So what was the relationship between David Morrow and James Conly? David's sister, Esther, was married to William Wharry. Their daughter was Margaret, who was married to James Conly. Therefore, James was David's niece's husband, and his sister's son-in-law.)

(Aside: The Morrows were a close family. Even in adulthood, most of the children and their own families lived in the same neighbourhood in Winnipeg, within a few houses or streets of each other.)

S.S. Lake Manitoba – Ship's manifest notes:

The incoming ship manifest (Canadian document) of the SS. Lake Manitoba indicates that the ship sailed from Liverpool, England on May 12, 1910 and was bound for Quebec, Canada. It arrived there on May 22, 1910 at 2:45 p.m. There was a total of 1505 passengers on board; 328 in 2nd class cabins and 1177 in steerage. 1260 were adults and 245 were children. (Note: children were considered to be half an adult; therefore 245 children = 122.5 adults).

The medical and civil examiners inspected all passengers before they were allowed to leave the ship. Dr. Lessard did the inspection for the 2nd class cabin from 3:00 to 4:30 p.m. The civil examiner was John Payne. (Medical and civil inspection: 90 minutes /328 people =2.3 minutes per person!)

Drs. Dobbin and Nadeau inspected steerage passengers from 3:30-5:00 p.m. 23 people were detained for medical reasons. The Civil Examiner was Mathieu Beaulieu Morisset. (If each doctor inspected half steerage passengers [$1177/2=588.5$], each passenger's inspection lasted only seconds, including the civil examination. (90 minutes/588.5 people = .15 minutes or approximately 9 seconds)

Given the number of passengers and the rapidity of the medical checks, it is not surprising that the information on the ship's manifest re: the Morrow family members' names and ages have errors. (eg. Mary Jane is listed as Maggie, and the ages of some of the children are off.)

The special CPR train left Quebec City at 10:00 p.m.

The outgoing ship's manifest (English document) indicated that the Morrows were 3rd class passengers; on the incoming manifest (Canadian document), they were listed as steerage passengers.

David was carrying \$250 in his pocket according to the incoming ship manifest.

The entire family entered Canada under the British Bonus plan. Each member had "British Bonus Allowed" stamped beside their name. David had "returning Canadian" written beside his name, as he had already travelled to Canada 3 times previously.

For more on the British Bonus, here is an excerpt from an e-mail sent to the UK and Ireland genealogy news group on the Internet:

Subject: EMMIGRATING 1910 RE "BRITISH BONUS??"
From: bt755@FreeNet.Carleton.CA (Lori Fox)
Date: 1997/05/27

The British Bonus was a commission paid by the Canadian government's Immigration Branch to steamship booking agents in the United Kingdom and in European countries for each suitable immigrant who purchased a ticket to sail to Canada. The immigrants themselves did not receive the bonus, although those who settled on western homesteads did receive a separate monetary bonus upon proof of settlement.

As such, the "British Bonus" was a subtle marketing tool used by the Canadian government; it served to encourage steamship booking agents to recruit desirable settlers (farmer, domestics, etc.). The laws of the time in many European countries forbade open encouragement of immigration by any foreign country.

The British Bonus came into effect through the passage of an Order-in-Council on September 27, 1890. It provided the following provisions.

1. To pay a limited amount, not exceeding in any case \$50.00, to the class of "returned men" (not exceeding fifty) to Europe toward recouping their expenses on sufficient proof furnished of success in bringing immigrants to Canada.
2. To pay a bonus to Steamship Agents in the United Kingdom, of \$5.00 for each adult settler on land, of 18 years and over, on certificate of booking and shipping such settler to Manitoba, the Northwest Territories of British Columbia, and, on certificate of a Dominion Lands Agent, to be furnished as proof of such settler.
3. To pay a bonus of \$10.00 to each homesteader, the head of a family, and \$5.00 for each member of such family at the adult age of 12 years and over, with an additional \$5.00 to any such member of a family who might within six months after arrival in Canada become a homesteader on settlement on land in Manitoba, the Northwest Territories of British Columbia, proof being furnished of such settlement by the certificate of a Dominion Lands Agent.

While the arrangement above was in place, many suggestions were received by the Department recommending that the regulations be altered so that a bonus would be payable when the immigrant arrived in Canada instead of when he took up land. It was finally agreed to pay of bonus of \$1.75 on adults and half that amount on children from the British Isles arriving in Winnipeg, Manitoba. This system remained in effect until April 1, 1906 with the exception that in later years it applied to immigrants to eastern as well as Western Canada. In the year 1904-05, 146,266 immigrants arrived at Canada of which the British bonus was paid on 28,835.

The stamp "British Bonus Allowed" was stamped against the name of applicable passengers on manifests. Other, similar, notations included "C.G.E.A. which was the abbreviation for the Canadian Government Employment Agent (these agents received a commission from the government for placing newly-arrived immigrants with employers who were seeking labourers or domestics); and "Continental Bonus" which was established in 1882 and were similar to the British Bonus but applied to emigrants from the European mainland.

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I hope this has been of help!

Best regards --

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### **The S.S. Lake Manitoba**

(from <http://www.theshipslist.com/ships/descriptions/ShipsL.html> - October 2004)

#### **LAKE MANITOBA / IVER HEATH 1901**

The LAKE MANITOBA was a 9,674 gross ton ship built by Swan Hunter, Wallsend-on-Tyne in 1901 for Elder Dempster's Beaver Line. Her details were - length 469.5ft x beam 56.2ft, one funnel, four masts, twin screw and a speed of 13 knots. There was accommodation for 122-1st, 130-2nd and 500-3rd class passengers. Launched on 6/6/1901, she sailed from Liverpool on her maiden voyage to Quebec and Montreal on 24/9/1901. She was rebuilt to 8,850 tons and on 24/9/1902 sailed on her first voyage between South Africa and Bombay as a Boer War transport (2 round voyages). On 6/4/1903 she went to Canadian Pacific and her tonnage was increased to 9,674 gross tons. She started her first voyage for her new owners on 5/5/1903 when she left Liverpool for Quebec and Montreal. In 1909 her accommodation was altered to carry 350-2nd and 1,200-3rd class passengers and on 26/8/1918 she was gutted by fire at Montreal and scuttled. Refloated in Sept. of that year and repaired, she resumed North Atlantic services with cargo only. In 1920 she was sold to Canada Steamship Lines and renamed IVER HEATH and in 1923 went to Stelp & Leighton Ltd (Crete Shipping Co). She was scrapped in 1924. [North Atlantic Seaway by N.R.P. Bonsor, vol.3,p.1308] [Canadian Pacific 100 years by George Musk]

