

above scale may do on an emergency, or for about a week; for a fortnight, double the quantity might be issued, and for any longer period, about three times the allowance would not be too much for the purpose of landing the emigrants in the state of health and vigour necessary for their immediately engaging in laborious occupations. Tea and sugar ought to be issued daily, and beef or pork, if not daily, ought to be granted twice or thrice a week. A sufficiently full and varied diet will keep the emigrant in good health, and enable him to provide for himself and his family on his arrival; while an unvaried diet, insufficient in quantity, predisposes him to disease, or actually induces it; by a moderately liberal scale of victualling, the interests of both humanity and economy are at the same time served.

The scale in the Act was intended only for the emergency of the emigrant after his private stock of provisions might have been exhausted. In the past season, many emigrants embarked without any private stock at all. Either from their private store or from the ship, a suitable scale of diet might be, daily, a small quantity of potatoes or other vegetables; tea and sugar sufficient for a morning and an evening meal; a pound of bread, oatmeal, biscuit, or flour, and half a pound of beef or pork, the latter with pease-soup.

Section 10. Speaks of "the victualling of the crew and other persons (if any) on board."

Note.—The master, crew, cabin and steerage passengers, ought to be all numbered together; referring to "other persons," is giving an opportunity for the vessel to have more passengers than the Act is intended to allow.

Section 13. In prescribing the number of boats to be carried by ships of a certain size, it might be specified that the boats are to be able to carry about *so many* persons, as a ship may observe the *wording* of the Act, and still have boats unusually small, and insufficiently large for the object in view.

Section 18. Allows a ship that has cleared with an insufficient number of passengers, to embark others at other places, where there may be no custom-house officer, or emigration-agent, and consequently no check on the vessel's carrying more than the allowed number.

I heard of a ship that cleared with the full number of passengers, and then dropped a few miles down the river, and in the dusk, a number of carpenters came on board with wood, and in an hour or two, put up rows of berths in places where there was properly no room for them; then about 100, or more, emigrants came on board, and the ship sailed.

Section 51. States that "cabin-passengers" are not included among the "passengers."

Note. However the second section numbers the master and crew along with the passengers; they ought to be all numbered together, otherwise it leaves an opening for "evading the Act," as, if a ship has more than the allowed number of steerage-passengers, some of

them, during the time of inspection, may be passed off as cabin-passengers, and others, as belonging to the crew.

Having thus made a few remarks on what is contained in the Act, I now beg to offer some observations on what is omitted in it.

The Act ought to prohibit the washing of the lower deck oftener than once a week, and not even then, without previously obtaining permission from the surgeon; the deck to be washed *after* the passengers have breakfasted, and before noon, and with no more water than is absolutely necessary. Much disease is produced on board ship, by the too frequent washing of the lower deck; too much water also is generally used, and the consequence is, that a deck has hardly time to dry till it is washed again.

The bad results of this system are well known; catarrh, rheumatism, and other complaints are induced in the case of robust seamen, and still more readily in the instance of women and children, and this for two reasons, both on account of their weakness, and from their being more in the damp atmosphere. In some of the emigrant ships, the washing of the lower deck interfered with the cooking of breakfast, and when delayed till the afternoon, the deck is not dry by the usual time of retiring to rest.

The Act ought to prohibit any sailing ship that carries more than 40 or 50 steerage-passengers, from leaving Britain for British North America at a date in the season later than the 1st of August (perhaps the 1st or the 15th July would be a better date), as when vessels arrive in October or November, emigrants have no time before winter, to settle on land, or easily, to obtain employment. The ship *Lord Ashburton* with 470 passengers* from Liverpool, arrived at Quebec on the 1st of November, and the *Richard Watson*, with 170 passengers from Sligo, arrived at the same port on the 7th November, a date much too late. In the latter vessel, there were several deaths from cold, some of the children having no clothing whatever, and their relatives not being able to spare them any of their own.

THE AMENDED PASSENGERS' ACT.

This Act makes the *Passengers' Act* apply to vessels carrying more than one person to every 25 register-tons, the former Act referring to thirty tons.

OF THE EXPENSE OF THE EMIGRANT HOSPITALS IN CANADA IN 1847.

I am informed, that up to the end of December, the expense of the Grosse Isle Quarantine establishment, and of the Emigrant hospitals in various parts of the province,

* Of whom 64 died on the passage; by the time they reached Montreal there were 120 deaths among them; in this ship the custom was for the passengers to eat their provisions uncooked.