

Appendix
(W.)

22nd March.

Should this be the view adopted by Her Majesty's Government, the following appears to us to be some of the most simple and practical measures that could be adopted:—

Reduction of
numbers.

First, a reduction in the number carried would unquestionably tend to diminish very much the chances of sickness and mortality. It would somewhat compensate for evils of defective ventilation, and in various ways would improve the condition of poor people not of very cleanly habits. We should be inclined to suggest that only 1 passenger be allowed to every 12, instead of 1 to every 10 feet.

Addition to the
ration.

Secondly, it was always intended, as we have explained before, that the ship should only find bread, and that passengers should find themselves in other kinds of food. On general principles, it seemed best to leave them as much discretion as possible, because they could probably supply themselves more economically, and could also suit their own taste and habits. But experience having shown the irresistible temptation, in a year of scarcity, to throw themselves exclusively on the ships' allowance, we are inclined to think it necessary that this ration should, for the future, include the whole of what is necessary for their support. For this purpose, we think it might be enacted that there should be an allowance of a quantity of about one pound and three quarters of solid food per diem, of which half a pound, at least, should consist of bread or biscuit, and half a pound of beef or pork, leaving the rest to consist of such articles as the owner or broker might fix, keeping within the kinds enumerated in the Passengers' Act. We, for the present, only propose the total of one pound and three quarters provisionally, not having been in a position to gain the general opinion of practical persons; but we feel little doubt that it is very nearly the right quantity.

Surgeons to be
carried, if
practicable.

Thirdly, after the remarks made in the earlier part of the Report, we need not say how many are the doubts whether Surgeons can be successfully required to be carried in every ship. But, although it may be thought that, even if procurable, many of the practitioners obtained in such vast numbers could not reasonably be expected to be of other than very limited abilities, yet we must confess that, were the measure practicable, we should feel that the people gained security by having with them any man of even the most ordinary medical education. We have, in a former letter, suggested an inquiry from the heads of the profession as to the number of Surgeons whom merchants would be likely to find available, and as to the amount of cost; and upon the answer will probably depend Lord Grey's judgment on the present question.

Limitation of
ports from
which Emi-
grant ships may
sail.

Fourthly, we think that so much of the value of the Passengers' Act depends upon the efficacy of the inspection, that, as it is impossible to provide satisfactorily for this object at all the numerous small ports and creeks of the United Kingdom, it would give great additional security for the due enforcement of the law, if it were thought allowable to enumerate all the principal ports from which Emigration takes place, and to require that vessels should not sail from any other ports with passengers to North America. It is very possible that this may be open to insuperable objections, but we have felt bound to mention it as one means of guarding against the otherwise almost unavoidable escape of some bad vessels from

places too remote, and too inferior in consequence, to justify the maintenance of an Emigration officer.

These appear to us the simplest and most practical means which could be taken in this country for giving additional security for health. They agree with suggestions thrown out in an address from the Legislative Assembly of Canada. Almost all of them also are included in Dr. Coombe's suggestions; and, at the same time, they had offered themselves to our minds as the readiest and most available measures, before we had read his letter.

Dr. Coombe further suggested the use of a ventilating apparatus; but, although we have often inquired into different proposed methods, we have never yet found any which we are satisfied could at once be required by law to be brought into universal use.

Another suggestion of Dr. Coombe's is, that more order and cleanliness should be enforced on board. We wish, indeed, that this result could be obtained; but in speaking of enforcing discipline, it must be assumed that, in some quarter or other, the power of coercion should be reposed; and in whom, on board of an ordinary British merchant ship, would the Legislature or the public deem it endurable to vest powers of coercing and punishing free people who had paid for their passage across the Atlantic?

Remedial mea-
sures in the
Provinces.

From this examination of the measures of a nature to be taken in England, we proceed to consider whether there are any which could be adopted with advantage in the Provinces. In entering on this subject, the first point which attracts attention is, the universal complaint that so many widows, with their children, and so many old and infirm persons, have been shipped off to America. It may be doubted whether all of these were sent, as appears to be supposed in the Provinces, by landlords and persons of high station, or whether, in the general disposition this year to depart from Ireland, many of these unfortunate people may not have resolved, by their own means, to try their fate in a new country. But whatever may be the manner in which they got away, we cannot too earnestly represent that, far from the colonies being a fit asylum for the weak, an Emigrant requires even more than the average of health and strength to succeed, and consequently that, when they are assisted to go, it is equally unjust to the British Provinces and cruel to the poor persons themselves, to send out those who are totally unable to live by their own industry.

Question of a
discriminating
tax on unfit
Emigrants.

We have already shown, however, that it would be impossible for Government to exercise any control over the subject in this country. The next question that may suggest itself is, whether the Provincial Legislature could require that some heavy extra payment should be made on persons likely to become chargeable to the public. To the principle of such an attempt there probably will be no objection, but we fear that it would be impossible to carry it out with fairness. The ship-owner ought to be able to know beforehand, with certainty, for which of his passengers he would have to pay more, and for which of them less, on arriving at their destination. This, we think, would be impracticable with such multitudes as go to Canada and New Brunswick. Ten or twelve thousand pass through Quebec in a week. It is absolutely necessary, on the one hand, that they should not be delayed; it would also be necessary, however, if a discriminating tax were established, that there should be sufficient time to admit of its being levied with

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