

By Mr. Wilson (Lennox):

Q. Let us settle the question as to who undergoes the examination; the man upon whom the bonus is paid or the man upon whom no bonus is paid. I understand Mr. Scott to say that there is no difference in the examination?

A. There is no difference in the medical examination.

Mr. MCINTYRE (Strathcona).—I made no such statement that there was a difference in the medical examination. The examination to which I referred is the civil examination.

By Mr. Barr:

Q. What we want to know is just how many immigrants came out on this ship and what time was occupied in their examination?

A. I was explaining that when I was switched off. I have told you that the medical examination of the steerage passengers was begun at 4.15 p.m. and completed at 5.40 p.m.. The civil examination of the steerage passengers was begun by Messrs. Barnstead and Blackadar at 4.15 p.m. and completed at 6 p.m. One steerage passenger for Canada was detained and three for the United States. The C.P.R. passengers left on a special at 8.45 p.m. and the I.C.R. and G.T.R. passengers on a special at 9.45 p.m. A number also left by the I.C.R. regular train.

By Mr. Blain:

Q. On how many of those were bonuses paid?

A. If you will just excuse me one moment. This particular ship, as I have already said, had 838 passengers on board. They were first medically inspected and afterwards civilly examined. Upon inspection 505 were classed as immigrants for Canada and 78 for the United States, 208 were returned Canadians, 8 were tourists, and 39 saloon passengers who were not examined. Following our usual practice neither tourists, return Canadians, those going to the United States or first class passengers were included in our immigration proper. In other words there were 838 passengers on board, and of that number 505 were classed as immigrants. Of these immigrants, 29 were Austrians, 2 Bohemians, 4 Hungarians, 14 Belgians, 34 Dutch, 8 French, 2 Germans, 331 English, 1 Welsh, 18 Scotch, 3 Irish, 9 Russian Hebrews, 2 Polish Hebrews, 1 Japanese, 1 Austrian Pole, 37 Russians, 1 Swiss, 3 Danes, 1 Swede, 1 Armenian, 1 Syrian and 2 who had been citizens of the United States.

On this ship British bonuses were claimed upon 55 men, 22 women and 23 children. According to information secured by the inspectors at the ocean port, the bonus was allowable and has been paid upon 41 men, 14 women and 13 children, leaving 14 men, 8 women and 10 children disallowed, because from the information obtained by the port agent it did not appear that they did come within the proper bonus classes.

The total British bonus claims paid on this ship amounted to £61. 10s.

Continental bonus was claimed on 37 men, 9 women, and 3 children, and was allowed on 31 men and 5 women, amounting to £36, leaving 6 men, 4 women and 3 children claimed on but disallowed.

SYSTEM OF CHECKING BONUS CLAIMS.

Now, speaking of the bonus claims, we will take the first one that we come to. Michael Sullivan appears on line 14, page 6 of the manifest. His ticket number which is taken by the purser is given as 7365; age, 26; occupation, farmer; nationality, Irish; and destination, Calgary. When Michael Sullivan purchased his ticket he filed an application which gives his name, his age, his address in the old country, how long he was engaged as a farmer, when and where his last occupation prior to sailing, and how long so engaged, whether he was a British subject by birth or naturalization, his