

allusion which has been made in a previous report from New Brunswick, to sickness produced by the use of impure water, that at an early period of the season we had made inquiries as to the sources from which water is supplied to emigrant ships at those ports where Government agents are stationed; and we enclose, in a tabular statement, the result of our inquiries. We may add, that where the water-casks have not been already used as such, and seasoned, but are either new, or have been used as wine or spirit-casks, we have instructed our officers to require that they should be charred before being filled.

2. The emigrant agent transmits a further and fuller report on the subject of the ship "Looshtauk," the arrival of which, with the great mortality which had occurred on her passage, were briefly reported in Sir W. Colebrooke's despatch of 11th of June last. We regret to say that, distressing as was the account contained in that despatch, it fell short of the actual facts of the case as they now appear. In these papers it is shown, that out of 462 passengers who embarked in this vessel, 146 died on the passage, and 96 at the quarantine station, making in all 242; that more had died since they were discharged from quarantine, and that a few were still at Chatham in a very debilitated state; that of the crew of 24, 11 had died; and that at one period of the voyage all the crew were ill and unfit for duty; the master and mate alone being in a state to navigate the vessel.

In our letter of the 17th July last, we reported the steps which we adopted immediately on seeing in the public papers a statement of the case of this vessel, and we enclosed reports from the emigration agents at Dublin and Liverpool, which showed that the awful calamity by which it was visited was not attributable to any neglect on the part of the emigration agents at those ports previous to its sailing. Neither would it appear to have been attributable to any neglect of duty or want of precaution on the part of the master during the voyage. On the contrary, the conduct of the master appears to have been most humane and praiseworthy, and Mr. Perley has remarked, with apparent justice, that it was owing to his energy and determination that any either of the crew or passengers survived. The cause of the calamity, as of much of the sickness which during the present season has prevailed among the emigrants to British North America, is to be found in the state of the emigrants previous to their embarkation. In the present instance, the fever broke out five days after the vessel sailed, in the persons of two young men, brothers, who before they embarked had been living in one of the low lodging-houses in Liverpool. It seems probable that the fever, which, though latent in these individuals, was not apparent to the officers who examined them, had been contracted at this lodging-house. But we have already explained, in our general report, the circumstances which make it impossible to guard against such a misfortune by precautions applicable to emigrants alone. An improved system of sanitary regulations at Liverpool would afford almost the only chance of remedying the evils at present arising from the state of the lodging-houses in which emigrants at that port usually congregate.

3. Nine other vessels are reported to have arrived, the circumstances of which, with one exception, do not require any notice. The exception is the case of the brig "St. Lawrence," which is said, when she left Cork, to have had symptoms of fever among the passengers, but to have arrived in an unusually good condition, the passengers being more healthy when landed at St. Andrew's than when they sailed from Cork. This result is attributed to the daily use of chloride of zinc, two demijohns of which had been placed on board the vessel at the Cork station.

We have much satisfaction in observing that this step, which we apprehend to have been taken in consequence of directions from this Board, has been productive of such beneficial results. * * * * *

4. The emigrant agent reports, that the master of the ship "Linden," who, in the early part of this year had been convicted in New Brunswick of infractions of the Passengers' Act, and sentenced to pay a fine of 20*l.*, but had at the time absconded, had returned to the colony and been arrested and compelled to pay the penalty and costs. We shall accordingly abstain from following up the steps which we had taken for enforcing in this country the penalty awarded in New Brunswick.

5. In Sir W. Colebrooke's despatch, No. 84, of the 28th September, he transmitted a report from a board of physicians appointed to inquire into the state of the emigrants at the quarantine station, impugning in severe terms the management of that establishment during the last season. In his present despatch, Sir W. Colebrooke transmits the answer of a committee of the common council of St. John. From this answer, and from Sir W. Colebrooke's despatch, it seems evident that although much sickness and suffering existed at Partridge Island, it was the inevitable result of the peculiar circumstances of this year's emigration, and that every exertion was made by the mayor and corporation of St. John to meet the difficulties with which they unexpectedly found themselves surrounded. Sir W. Colebrooke adds the expression of his hope that next year the quarantine station at St. John will be placed on an efficient footing.

6. The Lieutenant-Governor encloses a report from Mr. G. Blatch, a barrister in New Brunswick, pointing out, with reference to the case of the master of the "Linden," the difficulty of enforcing the right of action of emigrants against the master of a vessel who may break his contract with them, by reason of the ease with which the master can remove himself from the jurisdiction of the colonial courts. The remedy suggested by Mr. Blatch is, such an alteration of the existing law as would enable the magistrates to issue bailable process against the defendant in the first instance.

Lastly,