

has amounted to about £100,000 sterling, which is more than one pound sterling for each emigrant that left Britain for Canada; besides the above outlay by Government, there are the expenses of private subscriptions for maintaining widows and orphans. I am inclined to think, that by an improved scale of diet, and by every ship carrying a government-surgeon, nearly all of the above sickness, mortality, and expense might be avoided, and this at a cost which would be, perhaps, a tenth, or at most a fifth of the expenditure caused by the emigrant sickness in 1847.

OF APPOINTING SURGEONS TO EMIGRANT SHIPS TO NORTH AMERICA.

There are, at present, two things wanted in emigrant ships to N. America, one is, to have a government-agent on board to prevent too many persons being embarked, and to see that the passengers have justice done them, with respect to their provisions, water, accommodations, convenience for cooking, ventilation &c; the other desideratum is, to have a surgeon, and some consider that it would be difficult, or impossible to procure as many medical men as would be required for the purpose, and there certainly will, and ought to be great difficulty in doing so, if the remunerating of them be left in the hands of the ship-owners, who have not the inclination to pay them according to the value of the services rendered.

The advantage of having a government-agent, and also a surgeon, may be conveniently combined, by the Act requiring that every sailing-vessel to N. America, which carries more than 60 persons (master, crew, cabin and steerage-passengers included) shall have on board a naval medical officer, who shall be in the same position, and have the same charge and responsibility as the surgeon-superintendent of a convict-ship. A sum equal to his pay and expenses, might be charged by Government to the ship, and he, appointed and paid by the Admiralty, would be independent of the owners, and would see that the passengers were fairly treated in all respects, and that no more than the allowed number was embarked.

To ships carrying under 150 passengers (crew, cabin and steerage-passengers included), there might be appointed an Assistant-Surgeon of the Royal Navy of at least four years' standing; he, to have full-pay from the date of appointment, and for five weeks after the ship's arrival in the destined American port: to have travelling expenses from London, or elsewhere, to the British or Irish port of departure; to mess in the cabin with the master, and at the ship's expense; his connexion with the ship to cease on the emigrants leaving it; to have certain travelling expenses from Quebec, &c., to New York, Boston or Halifax, for the purpose of proceeding

home by the first Halifax Mail Steamer, and in which his passage would be paid; also, that his remuneration might bear some proportion to his trouble, he might have allowed him some sum, say five shillings for each passenger landed in America.

To ships carrying more than 150 persons, a Surgeon of the Royal Navy to be appointed as above.

It has been said, that it would be impossible to obtain a sufficient number of surgeons for emigrant-ships, and certainly, even if sufficiently well paid, it would not be an easy matter to procure, from among civil surgeons, a sufficient number, as it would never answer for a private practitioner to leave his practice for a few months, to embark on this service. But by having recourse to the navy medical department, there would be no difficulty; as on their return to Britain, if these medical officers did not make a second American voyage that season, some naval appointment would perhaps be falling vacant, or, in any case, they might, in the usual way, go on half-pay, for a short season. The period of service in emigrant-ships ought, of course, to count the same as service in one of Her Majesty's ships.

SUGGESTIONS FOR AN IMPROVED EMIGRATION SYSTEM.

I may now recapitulate some of the amendments I beg to propose on the present mode of conducting emigration to North America:—

1st. Every sailing vessel carrying more than sixty persons, to have on board a naval medical officer.

2nd. No sailing vessel having more than 40 or 50 steerage passengers, to be allowed to leave the British Isles for British North America at a date in the season later than the 1st of August, (perhaps the 1st or 15th of July would be a better date.)

3rd. The present scale of provisions to be reconsidered, and the question entertained, whether it might not be made greater in quantity, and more varied in kind, with advantage, not only to the emigrants, but also to Government.

4th. Each passenger to have so many cubic feet of space, exclusive of the room occupied by his personal baggage.

5th. Several other corrections of, and additions to, the *Passengers' Act*, are given above, and I may now conclude these brief remarks with observing that although this letter be addressed to Sir William Burnett, M.D., I have introduced some medical details and explanations, from considering that it may come under the notice of non-professional readers.

For the last four months, since August 1847, I have been constantly engaged, professionally, in the emigrant hospitals of Grosse Isle, Quebec, or Montreal, and have