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# EMIGRATION.

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## PAPERS

RELATIVE TO

### EMIGRATION TO THE BRITISH PROVINCES IN NORTH AMERICA.

*(In continuation of the Papers presented February, June, and December 1847, and  
April, June, and July 1848.)*

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Presented to both Houses of Parliament by Command of Her Majesty,

AUGUST 1848.

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LONDON:

PRINTED BY WILLIAM CLOWES AND SONS, STAMFORD STREET,  
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1848.

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## P A P E R S

RELATIVE TO

## EMIGRATION TO THE BRITISH PROVINCES IN NORTH AMERICA.

## CANADA.

(No. 85.)

No. 1.

No. 1.

COPY of a DESPATCH from Governor-General the Earl of ELGIN and KINCARDINE to Earl GREY.

Government House, Montreal,  
June 28, 1848.

(Received July 20, 1848.)

MY LORD,

WITH the view of ascertaining, by personal observation, how matters are conducted at the Quarantine Station, I proceeded to Grosse Isle at the close of last week. My visit was altogether unexpected by the authorities, and I had accordingly the advantage of seeing the establishment in its usual working order.

2. I have much pleasure in reporting to your Lordship that I have been highly gratified by what I have thus been enabled to see of its condition and management. In order to ensure greater regularity and system, it has been placed this year under the control of a military commandant, Captain Scott, of the 71st regiment, who has shown much good sense and firmness in carrying out the instructions he has received from the Government. The accommodations provided for the large and sickly emigration of last year have moreover been found hitherto, at least, with some partial additions and repairs, amply sufficient for the requirements of the present season.

3. The island itself is admirably adapted for the purpose to which it is applied. It is nearly three miles long by one broad at the widest part, and is situated about 30 miles below Quebec, in the open channel of the St. Lawrence. Its surface is generally rocky, and picturesquely wooded, but patches of arable and fertile land occur here and there. The portion which is allotted to healthy passengers is separated from the rest by a narrow tongue of land, on which a guard-house and sentry are established. A second guard-house and sentry are placed on the verge of the hospital ground, at the distance of about a mile from the former, the interval between the two being appropriated to the military and certain officers of the establishment. All unauthorized communication between the occupants of the different divisions of the quarantine station is thus cut off, for no one can pass from one to the other without an order from the Commandant.

4. The establishment for healthy passengers contains accommodation for about 2000, but I found very few there at the period of my visit, the ships which had recently arrived having been free from sickness, and consequently permitted to proceed with their freight at once to their destination. The hospital sheds are calculated to admit a still greater number, but the patients actually there did not, I was happy to observe, amount to 200 in all, and of these the larger portion were suffering from continued fever or dysentery, cases of ship fever of the virulent typhus type being comparatively rare.

5. With the view of preventing all unnecessary interruption to trade, permission has been granted during the course of the present season to masters of ships placed in quarantine to proceed on their voyage after landing their passengers at Grosse Isle, and depositing in the hands of the authorities there a sum of money for their maintenance, calculated at the rate of 7½*d.* currency per head per day for the period of their probable detention. The diseased are at once conveyed to the hospitals, and the healthy landed at the healthy station, whence, in case of sickness, they are transferred to the other end of the island. This arrangement has been found to work well and to be conducive alike to the interest of the ship-owner, the immigrant, and the public health.

6. The best proof of the efficacy of the measures taken, whether at Grosse Isle or elsewhere, under the provisions of recent Imperial and Provincial Acts for preventing the spread of ship fever in the province is furnished by the sanitary condition of the immigrants at stations in the interior to which they are conveyed in large numbers. Tried by this test, these measures would appear to have been

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eminently successful. Upwards of 10,000 immigrants have already passed Montreal, and although a considerable number of sick have been admitted and treated in the immigrant hospital, only one case of decided typhus has declared itself there, the prevalent maladies being continued fever, cold, and dysentery, to which persons arriving in a new country are at all times subject.

7. Your Lordship will not fail to appreciate the importance of the facts which I have in this statement briefly submitted for your information. They will tend, I trust, to allay the panic occasioned by last year's immigration, and to induce the colonial public to recognize more frankly and fully the advantages which the province derives from the introduction of labour and capital from Great Britain and Ireland: they will also, I hope, enable the Government to resist inordinate demands on the Provincial Treasury, on account of alleged services and expenditure in connexion with immigration, proffered by persons who remember the liberality with which aid of this description was afforded during the past calamitous season.

8. I cannot, however, in this short review of the condition and prospects of the immigration of the season, omit to mention one circumstance, which is not only very deplorable in itself, but which is also, I fear, likely to operate to the prejudice of the immigrants. I am assured by persons well qualified to offer an opinion of the subject, that the depression now prevailing among the commercial and trading classes in the province exceeds anything of the kind ever before experienced in Canada. So unfortunate a state of things necessarily reacts upon the agriculturalists who are deprived of the accommodation to which they are accustomed, and consequently disabled from employing the usual amount of labour. I must add that some of the great public works on which large sums have been expended of late years are completed, while others are progressing less briskly than heretofore. Nor is it probable that their place will be supplied by extensive undertakings on the part of individuals or companies until credit revives. The crops on the ground at present are, however, promising; and if Providence blesses the province with an abundant harvest, some of the evils which I have indicated above will, it may be hoped, disappear.

9. Meanwhile my council are desirous to render the waste lands of the Crown more readily available for settlement, and are adopting measures with that view. It is proposed to open up roads through the unconceded lands, and to make free grants in small lots upon them to actual settlers on the principles and conditions adopted in the Owen's Sound Settlement. Each individual thus located on land, when not himself an immigrant, provides for one by creating a gap in the labour market, which the latter may fill. The smallness of the grants, and the stringent conditions of clearance and occupation insisted on, have been found in the experiments hitherto made to furnish an adequate security against their falling into the hands of speculators—a risk which, in the opinion of some, constitutes an insuperable barrier to the success of any system of settlement which involves the gratuitous alienation of land. With respect to objections to such schemes, founded on the assumption that they have a tendency to produce over-dispersion of population and a consequent disturbance of those social relations which are indispensable to combination of labour and accumulation of national wealth, I venture to submit that they hardly apply to a measure so carefully guarded, or to the peculiar condition of a community which has the means of supplying from a source which is practically inexhaustible, any void in the labour market created by increased rapidity of settlement.

I have, &c.,  
ELGIN AND KINCARDINE.

The Right Hon. Earl Grey, (Signed)  
&c. &c. &c.

No. 2.

(No. 90.)

No. 2.

COPY of a DESPATCH from Governor-General the Earl of ELGIN AND  
KINCARDINE to Earl GREY.

Government House, Montreal,

July 5, 1848.

MY LORD,

(Received July 25, 1848.)

I HAVE the honour to transmit herewith a copy of the Annual Report of the Medical Superintendent of the Quarantine Establishment for the year 1847, as directed in your Lordship's Despatch of the 6th ultimo.

I have, &c.,  
ELGIN AND KINCARDINE.

The Right Hon. Earl Grey, (Signed)  
&c. &c. &c.

Enclosure in No. 2.

CANADA.

Encl. in No. 2.

SIR,

Quebec, December 27, 1847.

I HAVE the honour to submit for the information of his Excellency the Governor-General a Tabular Return (A), showing the number of emigrants who have been admitted, discharged, and who have died at the Grosse Isle Quarantine Hospital Establishment for the season ending 3rd November.

To enable a comparison to be drawn between the proportion of sick this season with that of former years, I have added a Table (B), exhibiting the number treated in hospital since 1833, a period of 14 years, with the per centage of sick and deaths each bears to the total number of emigrants arrived.

These returns will show that, while the emigration of this year has been more than double that of any previous year, the sickness and deaths have been in a much greater proportion.

In the conclusion of my Annual Report of last season, I remarked, that "from the experience of many years of the causes which produce disease among emigrants, I am persuaded that next season the number of sick will exceed that of any previous year. The partial failure of the potatoe crop last season (1845) caused much sickness; its almost total failure in that country and the north of Scotland this season (1846) will have the effect of pouring upon our shores thousands of debilitated and sickly emigrants." The result of the past season's emigration has more than fulfilled my prediction. Two causes, which could not have been foreseen, have conspired to augment beyond all calculation the number of destitute and diseased emigrants.

The first of these was the enactment of a law by the general government of the United States, which, by limiting the number which each passenger vessel could carry, made the cost of a passage so high as virtually to exclude all but those having a certain amount of means of their own. A law previously in existence in the State of New York, which obliged the master or owner of a vessel bringing passengers to give bonds, that no emigrant brought out by them became chargeable to the commonwealth for a period of two years after their arrival, was more strictly enforced.

The effect of these laws was to turn the stream of pauper emigration to the British provinces. I estimate the accession to our emigration this year through the operation of this cause at from 30,000 to 40,000.

Another cause of the increase this season has been the application to Ireland of a poor-law. To avoid the enormous expense which will attend its execution in some parts of the country where destitution abounds, many landlords have given free passages to those having claims on the land. In selecting these, they have, naturally enough, abstained from choosing the young, strong able-bodied labourer, but have sought to rid their estates of helpless widows with large families, cripples unable to work, aged persons, the confirmed idle and lazy, and those whose constitutions had been enfeebled by previous sickness and destitution. Such was the character and description of many of the settlers sent out from the ports of Liverpool, Dublin, Cork, and Limerick, as more particularly described in my official reports at different times during the past season.

I will enter upon a detailed statement of the operations of the season.

On the 4th of May, the usual hospital staff left for the island, with the addition to the establishment of an hospital steward, one orderly, and one nurse, the duty of the apothecary and steward having previously been performed by the same person, 50 new iron beds were ordered, and double the quantity of straw used in former years for bedding was purchased before leaving town. An additional building was ordered and commenced immediately. These preparations were deemed sufficient for the commencement, as the greatest number of sick had in former years arrived in the months of July and August. The hospital accommodation, as it then existed, was amply sufficient for 200 sick, the average of former years never having attained half that number requiring admission at one time.

On the 14th of May, the barque "Syria" arrived from Liverpool, which port she left on the 28th of March, with 243 passengers. On mustering them for inspection at Grosse Isle, I found that nine had died on the voyage, and 52 were lying ill with fever and dysentery. The sick were landed at once and placed in hospital, and the seemingly healthy were landed with the baggage at the sheds. The day after they were landed it was found necessary to send 21 of these to hospital, and each day others fell ill until the 28th, on which day 125 were patients in hospital.

On the 19th of May, five days after the arrival of the "Syria," the barque "Perseverance" and ship "Wandsworth," both from Dublin, arrived, the former having 62 and the latter 78 cases of fever and dysentery out of 310 and 527 respectively; these were all landed, the sick placed in hospital, and the healthy in the sheds to wash and purify. The passengers of both these vessels were principally tenants from the estates of William Wandesford in Kilkenny. In the "Perseverance" nine had died on the passage, and in the "Wandsworth" 45; being in one vessel about 3 per cent., and in the other 10 per cent. The passengers of both ships were from the same estates, equally provisioned, and I can only account for the greater mortality in the "Wandsworth" from the circumstance of the master of this vessel being unused to the conveyance of passengers, and unacquainted with the necessity of enforcing cleanliness and regularity, he was in all respects a steady, careful seaman. The sickness in both these ships was said by the masters to have been caused by their passengers ravenously devouring the bread-stuffs supplied by the vessel, having previous to their embarkation suffered from starvation. The sick from these two vessels, with those admitted from the "Syria," and a few from the "Jane Black" from Limerick, filled our hospitals at once to overflowing, and afforded just

## CANADA.

grounds for apprehending that sickness would prevail to an alarming extent in every vessel with Irish passengers.

Two days after the arrival of these vessels four more came in, viz., the barque "John Francis," ship "Agnes" from Cork, and barques "George" and "Royalist" from Liverpool. These four vessels had lost on the passage, which had been short, 112 of their passengers, and had more than double that number lying ill with fever and dysentery. Having no room in our crowded hospitals to accommodate this number, I resolved at once to convert the sheds used for healthy passengers into hospitals, by which additional accommodation was at once obtained for 600. I reported this arrangement for the approval of his Excellency the Governor-General on the 21st of May, asking at the same time for additional medical aid, and hospital attendants, proportioned to the increase of sick. I reported at the same time that I had taken upon me to employ Dr. Benson, a passenger by the "Wandsworth," as an assistant. On the two days following this arrangement, 200 sick were landed from the "George," "Agnes," "John Francis," and "Royalist," and placed in these sheds. I sent up express to Quebec, and obtained the assistance of Drs. Jacques and M'Grath, and a large supply of bedding, and cooking utensils. These were received the following day, and I forthwith proceeded to land other sick, making up the total number under treatment on shore to 530 on the 23rd of May, being just nine days from the first admission. From this time to the end of the month passenger vessels continued to arrive, each one more or less sickly. As far as possible, the worst of the sick were landed at once, and the others received medicine, &c., on board.

On the 27th I received by steamer a large number of tents and hospital marquees, with an additional supply of hospital bedding. I received at the same time instructions to detain all passengers where fever had prevailed for a period of ten days. With some difficulty the marquees and tents were pitched, as few men could be found to engage in any work which brought them near the hospitals, and the regular hospital attendants were overworked in their attendance on the sick, and in burying the dead.

On the 30th of the month four large hospital marquees were pitched and fitted with 64 beds each, and a large number of bell-tents were also fitted with beds, and that evening 400 more sick were landed, increasing our number to 1200. But there still remained 35 vessels in quarantine, having on board 12,175 souls, and great numbers of these were falling ill and dying daily. It was with much difficulty that people could be found to make coffins, dig graves, and bury the dead, as already observed, all our regular hospital servants were either ill or exhausted by fatigue. Dr. Benson, the gentleman engaged to assist, took fever and died after a short illness. On the 1st of June, I received the aid of two other medical assistants, in addition to Drs. Jacques and M'Grath; and the Superintendent of the Board of Works was employed to erect new hospitals, and to build cook-houses for the passengers' sheds used as temporary hospitals, and now crowded in every part.

On the fourth of this month his Excellency the Governor-General was pleased to appoint a commission of three medical gentlemen to visit, examine, and report upon the means to be adopted to relieve the distress. Upon the report of these gentlemen, orders were sent to permit the healthy passengers of all vessels detained ten days at the station to embark on board steamers sent to convey them direct to Montreal. On the 5th, the passengers from 11 vessels were embarked on board three steamers, and the day following the passengers of seven other vessels were transhipped by two steamers. A few days previous to this a small steamer had been chartered specially by the chief agent to ply daily among the vessels in quarantine, and supply the passengers with fresh provisions and comforts. An additional boat's crew was also employed in visiting vessels in quarantine with a medical man and a supply of medicine.

On the 8th of this month another of the medical gentlemen was attacked with fever, and three days previous the Rev. Mr. Gauvran, the Roman Catholic chaplain, who had been unwearied in his attendance upon the sick and dying, was down with the same disease. On the 10th of June, our number of sick had reached to 1800, who were crowded into every place that could afford shelter, hospitals, sheds, tents, and churches; these last, through the kindness of the Lord Bishop of Montreal, and his Grace the Roman Catholic archbishop, were given up for the use of the sick. In the mean time the greatest exertions were being made to put up new buildings; contracts were entered into by the Board of Works for the erection of two, capable of accommodating 120 sick each. Two others of equal size were building, under the immediate direction of the active superintendent of the Board, and a fifth was contracted for in Quebec by the Chief Agent for Emigrants, to be sent down in frame ready to be put up.

On the 11th of June, the healthy passengers from those vessels where fever had prevailed, were landed at the east end of the island, where tents had been pitched on the cleared land, capable of lodging 3000 to 4000. The most destitute of these were supplied with fresh meat and soft bread, under the controul of the Commissariat Department, an officer from which was stationed permanently on the island, with a sergeant issuer, by and through whom the whole expenditure of the establishment was made.

The police of the station was increased to ten men, and a detachment of troops was stationed on the island to aid in preserving order, and to prevent intercourse between the healthy in the tents and the sick in hospital. A medical assistant resided permanently at the east end, to afford aid to those taken ill, and to pass them over to the hospitals, for which purpose a horse and vehicle was expressly kept to convey them. A deputy agent, from the Emigrant Department, and a clerk resided also at the tents to afford assist-

ance and advice, and to forward by steamer to Montreal those unable to pay for their passage.

In the hospitals, the number of sick continued to increase, being limited only by the amount of accommodation.

The accumulation of so vast a multitude of fever cases in one place generated a miasma so virulent and concentrated, that few who came within its poisonous atmosphere escaped. The clergy, medical men, hospital attendants, servants, and police, fell ill one after another. With respect to the clergymen, a judicious plan was adopted of retaining them for a week only, by this means many escaped; but, with medical men and attendants, this could not be done. The average period of time which a medical man withstood the disease was from 18 to 21 days; out of 26 employed during the season in the hospitals and visiting the vessels, two and myself alone escaped the fever, though otherwise severely affected in general health from breathing the foul air of the vessels and tents. I subjoin a Table (C.) exhibiting the number of clergymen, medical officers, hospital attendants, police, &c., who contracted fever and died during the season. I experienced much difficulty at one time in retaining any nurses or attendants, and on those days of the week, when an opportunity of leaving the island offered by the arrival of the steamer, great numbers of servants came forward and insisted upon their discharge. I found myself obliged firmly to refuse all such applications, unless the applicant could produce a substitute. It is needless to observe, that many so retained against their will neglected their duty to the sick, and sought by every means to provoke their dismissal. Those sent down to be engaged were, in many cases, the vilest and most profligate of both sexes, and were influenced by the most sordid motives.

On the 12th of June a new hospital, capable of accommodating 120 sick, was completed and occupied; two others of the same size and dimensions were finished by the end of the month. From the 19th to 26th of this month, much rain fell, with a high temperature and fog; this had a most pernicious effect upon the sick under canvas, though the tents were, in the first instance, floored with boards, after which iron bedsteads were substituted as soon as a supply of the same, was obtained from the barrack department, yet they afforded but insufficient protection from the weather when wet, and the mortality was, in consequence, much greater among the sick in tents than in the hospitals.

During the prevalence of this rain it was found impossible to wash or dry the vast quantities of hospital bedding.

The great number of sick in the early part of this month whom it was found impossible to land from want of accommodation rendered it necessary to employ two of the medical assistants to visit and prescribe for them on board.

Throughout the following months of July and August passenger vessels continued to arrive in great numbers, each more sickly than the other. The calm, sultry weather of these two months increased the mortality and sickness on board to an appalling extent, some vessels having lost one-fourth, and others one-third of their passengers, before arriving at the quarantine station. Of these I may cite the ship "Virginus," from Liverpool; this vessel left with 476 passengers, of whom 158 died before arrival at Grosse Isle, including the master, mate, and nine of the crew. It was with difficulty the few remaining hands could, with the aid of the passengers, moor the ship and furl the sails. Three days after her arrival there remained of the ship's company only the second mate, one seaman, and a boy, able to do duty; all others were either dead or ill in hospital. Two days after the arrival of this ill-fated ship, the barque "Naomi" arrived, having left Liverpool with 334 passengers, of whom 110 died on the passage, together with several of the crew. The master was just recovering from fever, on his arrival. The barque "Sir Henry Pottinger" arrived about this time from Cork, which port she had left with one cabin and 399 steerage passengers, of whom 106 died, including the master's son and several of the crew. The passengers of the two first of these vessels were sent out at the expense and from the estates of the late Major Mahon, in county Tyrone, and the survivors were, without exception, the most wretched, sickly, miserable beings I ever witnessed.

I would cite, as a further instance of the extent to which sickness and mortality prevailed about this time, the case of five vessels, viz., the "Sarah," "Erin's Queen," "Triton," from Liverpool, and "Jessie" and "Avon" from Cork. These vessels left their respective ports with an aggregate of 2235 passengers, exclusive of infants under 12 months; of this number 239 died at sea before arriving at Grosse Isle. A great number were sent to hospital, and the apparently healthy were landed at the tents where those who fell ill were passed over to hospital. After a detention of 13 days the whole number able to leave the island was 915, and of this comparative small number I am convinced a great proportion would fall ill at various places on their route.

Those who were landed at the tents in comparative good health, fell ill from the exciting causes of change of air and diet, and many died suddenly before they could be transferred to the hospitals.

By the end of August, however, long ranges of sheds had been erected, with berth-places, capable of lodging 3500 people, at the east end of the island. These buildings enabled us to dispense with all the tents.

The completion of five new hospitals, in addition to the three alluded to, enabled us to remove all the sick from the marquees and bell tents, and to restore the churches to their former use. The sickness and mortality was sensibly diminished from this period. Notwithstanding, from this to the final closing of the establishment, on the 3rd of November, every vessel coming with passengers from Liverpool, Cork, Dublin, Sligo, or other ports

## CANADA.

in the south and west of Ireland, had more or less sick. The greatest number was invariably found, as in former years, in vessels from Liverpool. The overwhelming number of sick Irish who crowded every part of this town has earned for it this year the appellation of the hospital and cemetery of Ireland. Cork and Dublin rivalled Liverpool in sending out sickly emigrants.

I have had occasion to observe in former reports, that emigrants who come from distant country places to large sea-ports, there to await the sailing of a vessel, living in the meantime in crowded cellars and lodging-houses, invariably suffer more from illness during the voyage, and arrive in a more unhealthy condition than those who have but a short distance to come, and little delay at the port of their embarkation.

I have heard fewer complaints from passengers this year of the quality of the ship's stores. I think, upon the whole, these were better than past seasons. No Indian corn meal was issued, and the biscuit and oatmeal was in most cases good and sound. The only exception to this remark was the use in some vessels, chiefly from Sligo and Killala, of what was called *whole meal*, a kind of coarse flour made from wheat, barley, rye, and pease, ground together, and not bolted; this, though a good article of food when freshly ground, and properly baked into bread, speedily attracts moisture on shipboard, where it heats and becomes caked into a solid mass, requiring to be broken down with an axe before using. In some of the vessels supplied with this article, I was assured by both captain and passengers that it was sweet and sound when inspected by the emigrant agent before leaving port. An inconvenience attending the use of this meal as food, is the impossibility of using it in any form but made into bread, and from the limited extent of the cooking places allotted to passengers it is difficult for each individual to get the use of the fire long enough to thoroughly bake the thick cakes into which it is made; hence it is frequently eaten when half baked, in which state it is sodden and indigestible. It would be desirable in all cases that one half at least of the rations furnished by the vessel should consist of oatmeal. The class of people who usually emigrate are accustomed to this food. In stormy weather, when the fires cannot be made (an occurrence which often takes place in the smaller class of vessels), it can be eaten mixed with water, in which state it is neither unpalatable nor unwholesome.

It would conduce much, however, to the health of passengers if a small portion of animal food was issued three times a-week during the voyage.

The great mortality and sickness this season cannot be attributed either to a deficiency of food or over-crowding. In support of this opinion I would beg to instance the fact that, out of 7500 German settlers who arrived this season, there was not during the voyage, or on arrival at Grosse Isle, as many sick as are usually found in a like number of the same class living in their native villages. The same remark applies to the English settlers from the ports of Hull, Plymouth, Padstow, and Penzance; and to the Scotch settlers from Aberdeen, Dundee, and Leith, among whom few or no sick were found. Though in the case of these emigrants (the Germans especially) they were more crowded from having a much greater quantity of baggage. And as another proof that a sufficiency of food, good medical attendance, and comforts, do not suffice to protect Irish passengers from disease and death on the voyage, I would cite the case of the pensioners and their families who came out in the transports "Blenheim" and "Maria Somes," from Cork. The passengers of these vessels were under military discipline, had the medical attendance of a staff surgeon; they received daily rations of the best of provisions, issued under the direction of the transport agent; yet fever and dysentery prevailed throughout the voyage among the passengers and among the crew after arriving at Quebec. The "Blenheim" lost 12 passengers, and had 17 sick; and in the "Maria Somes" 17 died, and from 40 to 50 were admitted to hospital.

The disease which proved so fatal was, in most cases, brought on board, and many masters of vessels would, on going into the hold, point out to me the particular berth, place, or places, where the disease originated, and the direction in which it spread; in all such cases it was ascertained that the family occupying this berth had come on board diseased or convalescent from fever with foul and unwashed clothes.

The total number of passenger vessels inspected at the station this year has been 400, being about double the number of any previous year, the number of passengers being also double that of any former season. Of these vessels, the large number of 129 have had fever and dysentery among their passengers; 20 have had small-pox, and nine have had both fever and small-pox. 5293 passengers have died on ship board, being at the rate of 5.39 per cent. upon the whole number of passengers; of these, 11 were women in child-birth.

The sickness and mortality of the masters, mates, and seamen of emigrant vessels has been proportionably great. Few of those who had fever among their passengers escaped an attack of the disease, and many died. The great demand for passages to America induced many owners of vessels to fit them out whose masters were ignorant of the trade, and of the means to be adopted to preserve the health of their passengers. When fever once broke out they became alarmed for their own safety, and would not go down into the hold, which from neglect of cleanliness soon became one vast reeking pest-house; the vitiated and contaminated air of which soon enfeebled those who were of necessity obliged to breathe it, even when not struck down with fever, and rendered them indifferent to all exertion, even to the preservation of life itself, that first law of nature. In some vessels where great mortality prevailed this apathy was so great, that difficulty was experienced by the masters in inducing the passengers to remove the dead. In one vessel, the "Sisters,"

from Liverpool, Captain Christian, had to bring up the bodies of the dead from the hold on his shoulders; neither passengers nor seamen could be induced to assist. This humane and excellent man, whose attention to his sickly passengers was beyond all praise, fell a victim to fever a few days after the arrival of his vessel in Quebec. In another vessel, the "Erin's Queen," the master could only get the dead brought up by paying his seamen a sovereign for such body.

I regret that it is not in my power to suggest any means by which the great sickness and mortality among emigrants on their voyage out may be avoided. Much may be done by strict attention to cleanliness and ventilation as far as this is practicable, in the hold of a ship, by having the berth places and new wood-work of the 'twecn-decks, whitewashed with quick lime at least once a-week during the voyage, and by obliging the bedding and clothes of passengers to be taken on deck whenever the weather will permit. And, in the fitting up of the sleeping berths, the accumulation of much filth might be prevented if the lower boards were carried down flush to the main deck. It is customary, to leave the few inches of space which they are obliged by the Passenger Act to have from the deck, open, this enables the passengers to keep their pots and vessels under the berths, which, in the rolling of the ship, get capsized, and the place becomes a receptacle of filth and dirt, which remains undisturbed as it is not seen, and cannot be readily got at to clean out. As I have already observed, the health of passengers would be better if a small quantity of animal food was issued three times a week in addition to the usual allowance of bread stuffs.

All the remedial means that may be adopted, however, will not prevent the occurrence of sickness and death to a fearful extent on ship-board so long as fever and destitution prevail in Ireland as it now does. Some one of the many passengers is sure to embark either just recovering from fever, with foul clothes and bedding, or with the seeds of the disease latent in his system, which the change of life and the discomforts of a sea voyage rapidly develop in so favourable a locale as the hold of a vessel.

Medical men are generally agreed, that the three grand measures to be taken to prevent the spread of fever, are *separation, ventilation, and cleanliness*, from the nature of things the two first of these are rendered impracticable in a crowded passenger-ship, and the last, of difficult attainment. Sea-sickness and the mental depression which usually attends it render it a matter of extreme difficulty to induce people to practice a virtue which they have never been accustomed to. Hence there is much reason to apprehend that next season will bring with it a recurrence of the sickness and mortality of this year, limited only in extent by the numbers who may emigrate.

It is gratifying to know, however, that there now exists hospital accommodation at Grosse Isle, with bedding, and every requisite for 2000 sick; and there are two convalescent hospitals at the east end of the island, containing 150 beds each, together with sheds capable of lodging 3500 emigrants, with cook-houses, wash-houses, police barracks, and dwelling-house for medical officer, and deputy agent for emigration. The only requisite necessary to render the establishment complete, is a landing-place near these sheds, where emigrants may land and embark with their baggage, to wash and purify. And to enable the feather beds and woollen clothes to be more effectually purified, I would suggest the erection of a large oven, where these might be subjected to dry heat, which is generally admitted to be the readiest and most effectual means of freeing feather beds and woollen garments from febrile miasma. If, in connexion with this, there could be an apparatus for cleaning the hospital bedding, by subjecting them to the action of a stream of hot vapour, it would save many valuable lives lost every year, in the disgusting and dangerous work of washing articles saturated with the ejecta of the sick and dying. I have witnessed the use of an apparatus of this kind in the Hanwell Lunatic Asylum, near London, by which the clothes and bedding of 1200 pauper lunatics are washed, and by another machine are wrung out of the water with comparative little labour or handling by the servants. To show the necessity of some such means, I would mention that, at one period last season there had accumulated upwards of 5000 pieces of hospital bedding, consisting of blankets, rugs, paillasses, which it was found impossible to get any one to undertake the dangerous duty of washing. I was obliged, in consequence, to adopt a plan suggested by Mr. Julyan, the Commissariat officer, of making a wicker-work in the tide-way of the river; in this, the foul bed-clothes were placed, and allowed to steep for 24 hours, from thence they were carted to the wash-house, and lowered into large boilers by means of a frame-work moved by pulleys; after being thus boiled, the articles were spread out, partially dried and washed. But this was a work necessarily tedious, and still exposed those engaged in the labour more than they would be by the means above suggested. On closing the station there still remained upwards of 4000 articles of soiled bedding to be washed, which is now being done by a washerwoman and two assistants, who remain on the island during the winter for the purpose.

Though perhaps uncalled for in a report of this nature, I cannot conclude without adverting to the devotion shown by the clergy, both Protestant and Roman Catholic, in their attendance upon the sick and dying throughout the trying scenes of the past year. His Lordship the Bishop of Montreal visited the island two different periods, and passed several days each time in unremitting attendance in the tents, sheds, and hospitals, when most crowded.

I have, &c.,

(Signed)

G. M. DOUGLAS, M.D.

Medical Superintendent.

The Hon. D. Daly, Secretary,  
&c. &c. &c.

CANADA.

## A.

RETURN of Emigrants Admitted, Discharged, and Died, at the Quarantine Hospital, Grosse Island, during the season ending 3rd November, 1847.

Description.	Admitted.	Discharged.	Died.	Total.	Diseases.			
					Fever and Dysentery.	Small-pox.	Other Diseases.*	Total.
Men . . . .	3534	2173	1361	3534	3515	15	4	3534
Women . . . .	2763	1794	969	2763	2730	20	13	2763
Children . . . .	2394	1486	908	2394	2394	57	8	2394
Total . . . .	8691	5453	3238	8691	8574	92	25	8691

\* In consequence of the great prevalence of fever and dysentery, it was found necessary to restrict, as much as possible, the admission to these diseases, and to small-pox.

The following table shows the average number of Sick daily, during each month of the season:—

May 15 to 31 . . . .	451
June 1 to 30 . . . .	1508½
July 1 to 31 . . . .	1454½
August 1 to 31 . . . .	2021½
September 1 to 30th . . . .	1330½
October 1 to 21 . . . .	346½

Average daily number of sick during the season, 1307½.

(Signed) G. M. DOUGLAS, M.D., Medical Superintendent.

## B.

TABLE showing the Number and per Centage of Diseases, and of Deaths, at the Quarantine Hospital, Grosse Isle, from 1833 to 1847, both Years inclusive.

YEAR.	Number of Emigrants arrived.	Number admitted to Hospital.	Per centage of Admissions.	Number of Deaths.	Per centage of Deaths.	Diseases.								
						Cholera.	Per centage of Cholera.	Fever and Dysentery.	Per centage of Ditto.	Small-pox.	Per centage of Ditto.	Other Diseases.	Per centage of other Diseases.	Total.
1833	22,062	239	1.08	27	11.30	..	..	159	0.72	34	0.15	46	0.21	239
1834	30,982	844	2.72	264	31.16	290	0.95	404	1.30	12	0.07	138	0.45	844
1835	11,580	126	1.08	10	7.93	..	..	24	0.21	48	0.41	54	0.46	126
1836	27,986	454	1.62	58	12.78	..	..	338	1.21	50	0.18	66	0.24	454
1837	31,894	598	1.87	57	9.53	..	..	481	1.51	104	0.33	13	0.04	598
1838	2,918	65	2.23	6	9.31	..	..	42	1.44	17	0.51	6	0.21	65
1839	7,214	189	2.62	9	4.76	..	..	147	2.04	1	0.01	41	0.57	189
1840	22,065	561	1.54	41	7.31	..	..	485	2.15	60	0.27	16	0.07	561
1841	28,060	290	1.03	33	13.41	..	..	184	0.65	32	0.11	9	0.08	290
1842	44,374	488	1.09	54	11.07	..	..	340	0.76	56	0.12	74	0.16	488
1843	20,714	245	1.18	19	7.75	..	..	173	0.83	26	0.12	46	0.22	245
1844	20,142	388	1.92	17	4.38	..	..	322	1.59	11	0.05	55	0.25	388
1845	24,640	465	1.88	30	6.45	..	..	362	1.47	73	0.29	30	0.12	465
1846	32,753	892	2.72	66	7.40	..	..	613	1.87	106	0.32	173	0.53	892
1847	98,106	8,691	8.86	3,238	37.26	..	..	8,574	8.74	92	0.09	25	0.03	8,691

(Signed) G. M. DOUGLAS, M.D., Medical Superintendent.

C.

Table showing the Number of Clergy, Medical Men, Hospital Attendants, and others who contracted Fever, and died during the season, in attendance upon Sick Emigrants at Grosse Isle.

	Number who attended the Hospitals.	Number who contracted Fever.	Number who died.
Roman Catholic priests . . . . .	42	19	4
Clergymen of the Church of England . . . . .	17	7	2
Medical men . . . . .	26	22	4
Hospital stewards . . . . .	29	21	3
Nurses, orderlies, and cooks . . . . .	186*	76	22
Policemen . . . . .	10	8	3
Carters employed to remove the sick, dying, and dead.	6	5	2
Clerks, bakers, and servants of Mr. Ray, sutler	..	15	3
Ditto ditto of Mr. Bradford . . . . .	..	4	1
Deputy emigrant agent . . . . .	1	1	..
Clerk of Ditto . . . . .	1	1	..
Custom house officers employed to examine baggage.	2	1	..

(Signed) G. M. DOUGLAS, Medical Superintendent.

\* Many of the hospital orderlies, nurses, and cooks, were emigrants who were employed after their convalescence from fever, otherwise the proportion of sick would have been greater, as nearly all those who came down from Quebec and Montreal, to be engaged, contracted fever when at Grosse Isle, or soon after leaving it.

No. 3.

No. 3.

COPY of a DESPATCH from Earl GREY to Governor-General the Earl of ELGIN AND KINCARDINE.

MY LORD,

Downing-street, August 9, 1848.

I HAVE the honour to acknowledge your Lordship's Despatch (No. 90), of the 5th of July, 1848, covering the general report made by Dr. Douglas, the Medical Superintendent of the Quarantine Establishment at Grosse Isle, on the occurrences of the year 1847.

I have perused this report with great interest. The numerous communications which have already passed between your Lordship and me on the sickness of last year render it unnecessary that I should enter again on the question of remedial measures, or of the origin of the past misfortunes, which I see are ascribed by Dr. Douglas to the same circumstances which I had previously supposed to be their cause; but I cannot read the evidence which this report affords of the unsparing efforts made by Dr. Douglas and all persons connected with the Quarantine Establishment, as well as by many benevolent unofficial persons, especially the clergy of the English and Roman Catholic Churches, without expressing my deep sense of the credit due to them for their exertions in the cause of humanity.

I am also aware of the serious illness which Mr. Buchanan, the Chief Agent for Emigrants, contracted in the discharge of his duty, and that to this cause Mr. M'Elerry, the zealous Agent at Montreal, unhappily fell a victim; and I am very desirous that your Lordship should know how much Her Majesty's Government appreciate the devotion of all the public servants concerned to the arduous duties thrown upon them by the events of last year.

I am, &c.,

The Right. Hon. the Earl of Elgin,  
&c. &c. &c.

(Signed) GREY.

## NEW BRUNSWICK.

NEW  
BRUNSWICK.

No. 4.

(No. 52.)

No. 4.

Copy of a DESPATCH from Lieut.-Governor Sir E. HEAD, Bart., to Earl GREY.

Government House, Fredericton,  
July 3, 1848.*(Received July 20, 1848.)*

MY LORD,

For Sir E. Head's  
Despatches, June 5 and  
19, Nos. 35 and 46,  
vide Papers relative  
to Emigration to North  
America, Presented by  
Command, July 1848,  
pp. 12 and 15.

In my Despatches of June 5 and June 19 (Nos. 35 and 46), I informed your Lordship of the arrival of the emigrant ship "Star" at St. Andrews, and I also stated the unfortunate circumstances under which the passengers by her had been landed at that port. I am happy to say that the differences of opinion between Mr. Boyd, the Acting Emigration Agent, and the magistrates have been got over, and it will consequently not be necessary at present to appoint a Board of Health at St. Andrew's under the Provincial Act in force for that purpose.

2. The Commissioners of the Poor, too, after receiving a letter from the Provincial Secretary, setting out the obligation imposed upon them by law to support the destitute within the parish, have, I believe, met such cases as appeared absolutely to require relief.

3. On the other hand, I regret much to state that Mr. Boyd is disabled from the fever which he has caught in the discharge of his duty. His son at present acts for him, and in a letter dated the 26th of June, he states as follows:—

"I have to report for his Excellency's information, that on Wednesday last 20 of the emigrants were discharged from the island, and on Saturday last 10 were discharged from, and one received into, the Railroad Hospital.

"The medical officer on the island informs me that the remainder under his charge are doing well, and from personal observation I am satisfied that those at the Railroad Hospital will soon be discharged.

"I beg to suggest the expediency of providing at an early period for the payment of supplies falling due on the 10th proximo. I would request that the warrant be issued in my favour, as I think it doubtful if Mr. Boyd will be able to sign the necessary order for payment.

"Mr. Boyd is reduced very low by the disease, but I have hopes that he will be speedily restored to health.

"In the meantime no pains shall be spared on my part to perform the duty efficiently and economically."

I have, &amp;c.,

The Right Hon. Earl Grey,  
&c. &c. &c.

(Signed)

EDMUND HEAD.

No. 5.

(No. 53.)

No. 5.

Copy of a DESPATCH from Lieut.-Governor Sir E. HEAD, Bart., to Earl GREY.

Government House, Fredericton,  
July 3, 1848.*(Received July 20, 1848.)*

MY LORD,

I HAVE the honour to enclose for your Lordship's information the following papers relating to emigration.

1st Enclosure.

1. Copy of letter from Mr. Perley with reference to the ship "Lord Maidstone" and ship return for the same vessel.

2nd Enclosure.

2. Copy of letter from Mr. Perley with reference to the barque "Springhill" and the brig "Dealy," together with the ship returns for these vessels.

3rd Enclosure.

3. Copy of a letter from Mr. Perley relating to the barque "Linden," and ship return for the same.

NEW  
BRUNSWICK.

I beg leave to direct your Lordship's attention to the statement of the emigration agent with reference to the stock of provisions on board this vessel, as well as to the following sentence in his letter.

"The passengers by the 'Linden' were chiefly persons who had held land in Ireland and who shipped off, leaving considerable arrears of rent unpaid: consequently they possess some money."

4. Copy of letter from Mr. Perley with reference to the brig "Adeline Cann," together with the ship return for the same.

4th Enclosure.

I have, &amp;c.

The Right Hon. Earl Grey,  
&c. &c. &c.

(Signed) EDMUND HEAD.

(No. 34.)

Enclosure 1 in No. 5.

Enclosure 1 in  
No. 5.Government Emigration Office, St. John,  
June 17, 1848.

SIR,

I HAVE to report the arrival of the ship "Lord Maidstone" from Londonderry with 343 passengers, and enclose a ship return.

These passengers were of a superior class of persons, chiefly farmers and their families, a fair proportion of whom join friends already settled in this province; the rest (about one-half) will proceed to the United States.

The provisions on board this vessel were of superior quality. There was a surgeon on board, and great attention was paid to cleanliness.

I have, &amp;c.,

The Hon. John S. Saunders,  
Provincial Secretary.(Signed) M. H. PERLEY,  
H. M. Emigration Officer.

(No. 35.)

Enclosure 2 in No. 5.

Enclosure in No. 5

Government Emigration Office, St. John,  
June 22, 1848.

SIR,

I HAVE to report the arrival of the barque "Springhill" from Donegal, with 103 passengers, and brig "Dealy," from Berehaven, with 128 passengers, for which vessels ship returns are enclosed.

The passengers by these vessels are in general very destitute. Those who have sufficient means go at once to the United States. For those who are compelled to remain there is no work, as the amount of employment appears to decrease every week, owing to the depression in the timber trade. As the season advances it is quite probable that hundreds who are now engaged will be thrown out of work altogether.

I have, &amp;c.,

The Hon. John S. Saunders,  
Provincial Secretary.(Signed) M. H. PERLEY,  
H. M. Emigration Officer.

Enclosure 3 in No. 5.

Encl. 3 in No. 5.

(No. 36.)

Government Emigration Office, St. John,  
June 24, 1848.

SIR,

I HAVE to report the arrival of the barque "Linden," from Galway, with 177 passengers, and enclose a ship return.

The "Linden" came into port after eight days detention at quarantine, and after landing all the passengers at Partridge Island. Some of those who have come up from the island state that they had not a full supply of provisions from the ship, and that the master compelled each of them, before embarking in Galway, to put on board five stone of oatmeal.

Another portion of the passengers have published a card of thanks to the master. Those who have complained declined prosecuting.

I have strong grounds for believing that the provisions put on board by the passengers for their own use were examined and passed as the ship's stock, the master of this vessel having been guilty of that trick in 1846. The Act of Parliament of 1847 (section 3) was expressly framed to prevent the like in future.

The victualling bill at Galway is signed by the collector of Customs and the searcher at that port, but the quantities of bread stuffs and provisions are left *in blank*, which is exceedingly careless. I am thus deprived of the means of ascertaining whether the Act of Parliament has been evaded or not.

The master of the "Linden" having left the ship with his wife and come up to lodgings in the city while the vessel was in quarantine, the visiting physician has reported this breach of the quarantine laws to the Common Council, who will, no doubt, take the necessary steps thereupon.

10 & 11 Vic., c. 103,  
s. 3.

NEW  
BRUNSWICK.

The passengers by the "Linden" were chiefly persons who had held land in Ireland, and who slipped off, leaving considerable arrears of rent unpaid; consequently, they possess some money.

Up to this date seven deaths have occurred at Partridge Island from fever and small pox, and there are now 53 persons there ill with those diseases, but the cases are not considered of an aggravated or very dangerous character.

There are no vessels at quarantine at present.

I have, &c.,

(Signed) M. H. PERLEY,  
H. M. Emigration Officer.

The Hon. John S. Saunders,  
Provincial Secretary.

Encl. 4 in No. 5.

Enclosure 4 in No. 5.

(No. 37.)

Government Emigration Office, St. John,  
June 29, 1848.

SIR,

I HAVE to report the arrival of the brig "Adeline Cann" from Waterford, with 98 passengers, and enclose a ship return.

The passengers by this vessel were very respectable farmers with their families. About two-thirds of the whole number on board embarked at once in the steamer for Boston (without landing), and the rest will follow by next opportunity. They are much superior to the usual class of Irish emigrants.

I have, &c.,

(Signed) M. H. PERLEY,  
H. M. Emigration Officer.

The Hon. John S. Saunders,  
Provincial Secretary.

No. 6.

(No. 64.)

No. 6.

COPY of a DESPATCH from Lieutenant-Governor Sir E. HEAD, Bart.,  
to Earl GREY.

Government House, Fredericton,  
July 7, 1848.

(Received July 25, 1848.)

MY LORD,

I HAVE the honour to enclose the following papers having reference to emigration:—

1. Copy of letter from Mr. Perley relating to the brig "Princess," at Dorchester, which was mentioned in my Despatch of June 15 (No. 41).
2. Copy of letter from Mr. Perley relating to the "Princess Royal," together with the ship return for that vessel.
3. Copy of letter from Mr. Perley accompanying the abstract of the immigration returns for the quarter ended June 30.

I am, &c.,

(Signed) EDMUND HEAD.

The Right Hon. Earl Grey,  
&c. &c. &c.

Encl. 1 in No. 6.

Enclosure 1 in No. 6.

(No. 40.)

Government Emigration Office, St. John,  
July 3, 1848.

SIR,

THE Commission authorizing Dr. J. N. Murphy, of Sackville, to sue for penalties under the Passengers' Act, enclosed in your letter of 9th June, was received on the 12th; and forwarded by post to Dr. Murphy, with the necessary instructions and forms of proceeding.

I have now the honour to report that Dr. Murphy has, by this day's mail, advised me, that after his receiving the Commission, the owners of the "Princess" consented to send the 19 passengers to Boston, and provided a comfortable passage for them with stores. Dr. Murphy has heard of their safe arrival and landing at Boston in good health.

But for the beneficial operation of the Imperial Passengers' Act, these emigrants would have been left destitute in a strange country far from their place of destination and from their friends.

I have, &c.,

(Signed) M. H. PERLEY,  
H. M. Emigration Officer.

The Hon. John S. Saunders,  
Provincial Secretary.

Case of 19 passengers by the "Princess" landed at Dorchester.

Enclosure 2 in No. 6.

NEW  
BRUNSWICK.  
Encl. 2 in No. 6.

(No. 39.)

Government Emigration Office, St. John,  
July 3, 1848.

SIR,

I HAVE to report the arrival of the "Princess Royal" from Cork, which vessel entered the harbour since I addressed you this morning, without detention at quarantine.

Enclosed is a ship return, and I have pleasure in stating the good health and cleanly condition of the passengers after a very long voyage, during which the numbers on board increased.

There being 108 passengers above the age of one year in the "Princess Royal," and there not being 14 superficial feet of deck for each adult, as required by the amended Passengers' Act, the vessel ought to have brought a surgeon, but did not.

The Emigration Officer at Cork must have been under some misapprehension in this case, as I have ever found him an excellent officer, and very correct in the performance of his duty.

Lieut. Friend, R.N.

I have, &c.,  
(Signed) M. H. PERLEY,  
H. M. Emigration Officer.

The Hon. John S. Saunders,  
Provincial Secretary.

SHIP RETURN No. 20.

Report on the Immigrants by the brig "Princess Royal," Denis Driscoll, Master, which arrived at the Port of St. John, N. B., from Cork, on the 3rd of July, 1848.

Boarded and examined 3rd July, 1848.

M. H. P.

(To be signed at the end by the Emigrant Agent.)

	Adults.		Children between 14 and 7.		Children under 7.		Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Totals.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Numbers Embarked . . .	..	..	..	..	..	..	35	42	11	20	2	3	48	65
Deaths on the Voyage . . .	None.													
Deaths in Quarantine .. .	None.													
Total Deaths . . . . .							..	..	..	..	..	..	..	..
Number of Births on the Voyage . . . . .							..	..	..	..	1	1	1	1
Total landed in the Colony . . . . .							35	42	11	20	3	4	49	66

Steerage passengers . . . . . 115  
Cabin, 3 males, 1 female (adults) . . . 4  
Total . . . . . 119 passengers.

Number of Agricultural Labourers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Number for whom Cost of Passage defrayed.		Number engaged for Government Works.	Number assisted on arrival out of Public Fund.	Total Amount paid.	REMARKS.
	M.	F.		By Parish.	By private Funds.				
18	..	..	3	..	..	..	..	..	The "Princess Royal" is a good brig. The passengers arrived in very good health, and expressed themselves satisfied with the provisions and water, both as to quantity and quality.

M. H. PERLEY,  
H. M. Emigration Officer.

Enclosure 3 in No. 6.

Encl. 3 in No. 6.

(No. 38.)

Government Emigration Office, St. John,  
July 3, 1848.

SIR,

I HAVE the honour to enclose the abstract return of immigration for the quarter ended 30th June, which comprises the entire immigration to New Brunswick for the present season.

**NEW BRUNSWICK.**

To 30 June, 1847 . . . 5193  
 To 30 June, 1848 . . . 3268  
 Decrease in 1848 . . . 1925  
*Deaths at Partridge Island.*  
 Male Adults . . . 3  
 Females under 14 . . . 3  
 Total . . . 6

The whole number arrived to 30th June is 3268. The whole number up to the same period last year was 5193 souls, which shews a decrease in the present year of 1925 souls. The immigrants of the present season are much superior to those who arrived last year. There has been comparatively but little sickness among them, and the cases of fever which have occurred have not been of a malignant or fatal character.

Only six deaths have occurred at Partridge Island this season, thus classed: one case of fever, two cases of small-pox, one case of dysentery, one case affection of the brain, and one case of consumption.

At present there are 56 emigrants remaining 'on Partridge Island. Of these, 46 are convalescing after sickness, and 10 are confined to bed, but going on very favourably.

It will be observed that 46 deaths have occurred on the voyage. A very large proportion of these deaths arose from dysentery, small-pox, and measles, chiefly among children.

There are now five small vessels on the voyage for this port, with 421 passengers, which may be hourly expected. The arrival of these vessels will nearly, if not quite, close the immigration for this season; the immigration officers in Ireland having all stated that no more vessels are likely to leave their several stations this year for New Brunswick.

About two-thirds of the emigrants of this season departed very soon after their arrival for the United States, whither nearly all the rest will follow as soon as they can procure means. There is but little demand for labourers or workmen of any description at present, and in all probability the amount of employment will decrease as the season advances.

I have, &c.,

(Signed) **M. H. PERLEY,**  
 H. M. Emigration Officer.

The Hon. John S. Saunders,  
 Provincial Secretary.

*Deaths on the Voyage.*  
 Adults . . . 16  
 Under 14 . . . 7  
 Under 1 . . . 3  
 Total . . . 26  
 In all 46 deaths.  
*Vessels to Arrive.*  
 Hornet, Limerick . . . 84  
 Princess Royal, Cork . . . 116  
 Blanche, Donegal . . . 67  
 Concord, Limerick . . . 75  
 Agnes Jermyn, ditto . . . 78  
 Total Passengers . . . 421

**ABSTRACT RETURN of IMMIGRATION to New Brunswick during the Quarter ended 30th June, 1848.**

Months composing the Quarter.	Number of Ships.	Number of Deaths on Board.	Number of Births on Board.	Adults.		Children between 14 Years and 1 Year.		Children under 1 Year.		Totals.		Whole Number of Souls.	Recapitulation.		
				M.	F.	M.	F.	M.	F.	M.	F.		M.	F.	
April:— Port of St. John . . .	2	10	1	179	161	54	49	19	20	252	230	482	Adults . . . . .	1212	1095
May:— St. John . . . . . St. Andrews . . . . . Dorchester . . . . .	12 1 1	7 10 ..	1 .. ..	422 132 7	338 119 6	106 65 2	115 51 3	16 2 ..	15 1 1	544 199 9	468 171 10	1012 370 19	Between 14 years and 1 year . . .	413	416
June:— St. John . . . . . St. Stephen . . . . .	9 1	19 ..	3 ..	464 8	459 2	186 ..	198 ..	31 ..	27 ..	681 8	684 2	1375 10	Under 1 year . . .	68	64
Totals . . . . .	26	46	5	1212	1095	413	416	68	64	1693	1575	3268	Totals . . . . .	1693	1575
												Total—Three thousand two hundred and sixty-eight souls.			

Government Emigration Office, St. John, New Brunswick,  
 July 3, 1848.

**M. H. PERLEY,**  
 H. M. Emigration Officer.

No. 7.

(No. 65.)

No. 7.

COPY of a DESPATCH from Lieutenant-Governor Sir E. HEAD, Bart.,  
 to Earl GREY.

Government House, Fredericton,  
 July 11, 1848.

(Received August 3, 1848.)

MY LORD,

I HAVE the honour to enclose the following papers relative to immigration:—

1st Enclosure.

1. Letter from Mr. Perley, announcing arrival of schooner "Hornet" from Limerick, with the ship return for the same vessel.

2nd Enclosure.

2. Letter from Mr. Perley, announcing arrival of schooner "Blanche" from Donegal, and the ship return for such vessel.

I have, &c.,

(Signed) **EDMUND HEAD.**

The Right Hon. Earl Grey,  
 &c. &c. &c.

Enclosure 1 in No. 7.

NEW BRUNSWICK.

Encl. 1 in No. 7.

Return No. 21.  
Case of Michael Hedigan, master of the "Hornet."

Government Emigration Office, St. John,  
July 8, 1848.

SIR,

I HAVE to report the arrival of the schooner "Hornet," Michael Hedigan, master, from Limerick, with 86 passengers, for which vessel a ship return is enclosed.

On inspecting this vessel, I found all the provisions put on board for passengers' use to be bad and unwholesome, and I therefore summoned the master to answer for this offence. The matter came on for hearing yesterday before two magistrates, and evidence was taken at very considerable length. It was proved, as well by the examination of witnesses as by inspection of the article in question, that the biscuit was mouldy, rotten, and full of insects; that the flour so called was not flour at all, but consisted of bran and refuse, quite musty; and that the oatmeal, although of passable quality, was dirty and gritty.

On the hearing being resumed this morning, the captain declined further defence, and threw himself upon the consideration of the magistrates, stating that the provisions had been put on board by his owner, Mr. Bannatyne, of Limerick, who shipped the passengers himself and made all the arrangements; that the provisions had been examined and passed by the Government emigration officer at Limerick, and he, the master, thence inferred that no responsibility would rest upon him. The master then offered to make compensation to the passengers for the want of proper provisions; and this being assented to, he immediately settled with them, to their entire satisfaction, at an expense of nearly 20*l*.

The magistrates taking these matters into consideration, and also that the conduct of the master himself during the voyage had been very kind and exemplary, with my assent reduced the penalty to 5*l*. sterling, with costs of prosecution.

A certified copy of the proceedings will, as usual, be forwarded as soon as furnished by the magistrates, with such further observations as the case may appear to require.

I have, &c.,

(Signed) M. H. PERLEY,  
H. M. Emigration Officer.

The Hon. John R. Partelow,  
Provincial Secretary.

SHIP RETURN No. 21.

Report on the Immigrants by the schooner "Hornet," Michael Hedigan, Master, which arrived at the Port of St. John, New Brunswick, from Limerick, on the 5th July, 1848.

Boarded and examined 5th July, 1848.

M. H. P.

(To be signed at the end by the Emigrant Agent.)

	Adults.		Children between 14 and 7.		Children under 7.		Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Totals.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Numbers embarked . . . . .	..	..	..	..	..	..	36	21	20	4	1	1	57	26
Deaths on the Voyage . . . . .	None.													
Deaths in Quarantine . . . . .	None.													
Total Deaths . . . . .	None.													
Number of Births on the Voyage . . . . .	None.													
Total landed in the Colony . . . . .							36	21	20	4	1	1	57	26

Total . . . . . 83 passengers.  
Cabin, 2 males 1 female . . . . . 3 ,,

86 in all.

Number of Agricultural Labourers.	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Number for whom Cost of Passage defrayed.		Number Engaged for Government Works.	Number Assisted on Arrival out of Public Fund.	Total Amount Paid.	REMARKS.
	M.	F.		By Parish.	By Private Funds.				
16	..	..	1	..	..	..	..	..	The "Hornet" is a good vessel of her class, but entirely too small to carry passengers across the Atlantic. As to provisions and water see Special Report, No. 41. The passengers landed in good health.

M. H. PERLEY,  
H. M. Emigration Officer.

NEW BRUNSWICK.

(No. 42.)

Enclosure 2 in No. 7.

Government Emigration Office, St. John,  
July 10, 1848.

Encl. 2 in No. 7.

SIR,

Return No. 22.

I HAVE to report the arrival of the schooner "Blanche" from Donegal, with 67 passengers, and enclose a ship return.

The English mail of 24th June brought no passenger list, or intimation of vessels preparing to sail for this colony, whence it may be inferred that the emigration to New Brunswick for this season is drawing to a close.

Two small schooners from Limerick are the only vessels with passengers now on the voyage for this port.

I have, &c.,

(Signed)

M. H. PERLEY,  
H. M. Emigration Officer.

The Hon. John R. Partelow,  
Provincial Secretary.

SHIP RETURN No. 22.

Report on the Immigrants by the schooner, "Blanche," James Green, Master, which arrived at the Port of St. John, N. B., from Donegal, on the 9th of July, 1848.

Boarded and examined 10th July, 1848.

M. H. P.

(To be signed at the end by the Emigrant Agent.)

	Adults.		Children between 14 and 7.		Children under 7.		Adults.		Children between 14 and 1 Year.		Children under 1 Year.		Totals.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Numbers Embarked . . .	..	..	..	..	..	..	21	28	6	9	..	1	27	38
Deaths on the Voyage . . .	None.													
Deaths in Quarantine . . .	None.													
Total Deaths . . . . .							None.							
Number of Births on the Voyage . . . . .							None.							
Total landed in the Colony . . . . .							21	28	6	9	..	1	27	38

Steerage Cabin, 1 male and 1 female (adults) . . . . . 65 passengers.  
2 ,,  
Total . . . . . 67 ,,

Number of Agricultural Labourers	Number of Domestic Servants.		Number of Mechanics and Tradespeople.	Number for whom Cost of Passage defrayed.		Number engaged for Government Works.	Number assisted on arrival out of Public Funds.	Total Amount paid.	REMARKS.
	M.	F.		By Parish.	By private Funds.				
11	..	21	None.	..	..	..	..	..	N.B.—Under this head it is desirable to describe the Vessel, the quality of Food and Water, and the general condition of the Emigrants.  The "Blanche" has been some years in the passenger trade, but is a very objectionable vessel, entirely too small. The passengers were very clean, and in excellent health; a part of them at the inspection represented the provisions as good and in proper quantity, but as others have since stated differently, a further investigation will be made.

M. H. PERLEY,  
H. M. Emigration Officer.

No.

(No. 67.)

No. 8.

Copy of a DESPATCH from Lieutenant-Governor Sir E. HEAD to Earl GREY.

Government House, Fredericton,  
July 15, 1848.

(Received August 3, 1848.)

MY LORD,

I AM informed that the ship "John Hawkes," from Limerick, has arrived at Miramichi with 96 passengers—all well. I learn this through Mr. Rankin, as there is no emigration agent at Miramichi.

The ship "John Hawkes" is the vessel to which the advertisements in the

Limerick Chronicle, mentioned by me in my Despatch of the 19th of June (No. 50), had reference. It is satisfactory to find that the passengers have arrived in good health.

NEW BRUNSWICK.

Enclosures.

For Sir E. Head's Despatch, June 19, No. 50, vide Papers relative to Emigration to North America, Presented by Command, July 1848, page 21.

I have also the honour to enclose the following papers relating to emigration:—

Copy of letter from Mr. Perley, and papers annexed thereto, with reference to the proceedings against the master of the schooner "Hornet."

I have, &c.,  
EDMUND HEAD.

The Right Hon. Earl Grey,  
&c. &c. &c.

(Signed)

Enclosure in No. 8.

Encl. in No. 8.

(No. 43.)

Government Emigration Office, St. John,  
July 13, 1848.

SIR,

REFERRING to my letter No. 41 of the 8th instant, I have now the honour to enclose a certified copy of the proceedings in the prosecution against Michael Hedigan, master of the schooner "Hornet."

The fine and costs in this case have been paid to the magistrates who convicted.

I beg to draw attention to the original passengers' contract tickets, which were put in evidence, and are now annexed to the copy of proceedings enclosed. The owner of the "Hornet," David Bannatyne, has not signed these tickets with his name in full, as required by the Passengers' Act, by which he has incurred a penalty of 10*l.* sterling for each passenger. The conduct of Mr. Bannatyne appears so exceedingly culpable that it would be very desirable to make a severe example of him, if it could be effected.

The emigration officer at Limerick will, I trust, be able to explain satisfactorily why he gave a certificate that a sufficient quantity of good and wholesome provisions had been shipped on board the "Hornet" for passengers' use, upon which the vessel obtained a clearance.

It was an exceedingly fortunate circumstance, that the passengers had among themselves a tolerable supply of sound provisions, as otherwise the consequence might have been fearful.

I have, &c.,

(Signed) M. H. PERLEY,  
H. M. Emigration Officer.

The Hon. John R. Partelow,  
Provincial Secretary.

No. 10.

Not Transferable.

M. H. P.

(PASSENGERS' CONTRACT TICKET.

(Act 5 & 6 Vict. cap. 107.)

N.B.—Any one receiving money from or in respect of any passenger about leaving the United Kingdom, for any place in North America, without using this Form, and correctly filling up the blanks therein, and signing it with his name in full, will be liable to a penalty not exceeding 10*l.* for each such passenger.

Ship *Hornet*, of *Limerick*, tons register burden. To sail from *Limerick* for *St. John's, N. B.*, on or about the 18th day of *May*, 1848.

Names.	Ages.	Equal to Statute Adults.
<i>Dan Doyle</i> . . . .	26	1
<i>Anne</i> " . . . .	26	1
<i>Mary</i> " . . . .	Infant.	
Paid, Poshell, 11 May, 1848.		

I engage that the parties herein named shall be provided with a steerage passage to *St. John's, N. B.*, in the ship *Hornet*, with not less than ten cubic feet for luggage for each statute adult, for the sum of £7, including head money, if any, at place of landing, and every other charge; and I hereby acknowledge to have received the sum of £3 in part payment, and which sum shall be forfeited if the balance is not paid on or before the 11th *May*, 1848.

Water and provisions according to the annexed Scale will be supplied by the ship, as required by law; and also fires and suitable hearths for cooking.

Utensils for eating and drinking will be provided by the passengers.

FOR DAVID BANNATYNE,  
POSHELL.

Deposit . . . £3 0 0  
Balance . . . 4 0 0 to be paid on or before the  
11th *May*, 1848.  
Total . . . £7 0 0

Limerick, 9 *May*, 1848.

Scale of Victualling.

To each Adult Passenger { Three quarts of Water per day.  
Three and a half pounds of Biscuit  
Three and a half pounds of Flour, Oatmeal, or Rice } per week.

NEW BRUNSWICK.

Nos. 15 & 16.  
M. H. P.

Not Transferable.

PASSENGERS' CONTRACT TICKET.  
(Act 5 & 6 Vict. cap. 107.)

N.B.—Any one receiving money from or in respect of any passenger about leaving the United Kingdom, for any place in North America, without using this Form, and correctly filling up the blanks therein, and signing it with his name in full, will be liable to a penalty not exceeding 10*l.* for each such passenger.

Ship *Hornet*, of *Limerick*, tons register burden. To sail from *Limerick* for *St. Johns, N. B.*, on or about the 18th day of *May*, 1848.

Names.	Ages.	Equal to Statute Adults.
<i>John Finlay</i> . . . . .	40	1
<i>Anne</i> " . . . . .	36	1
<i>Edward</i> " . . . . .	9	$\frac{1}{2}$
<i>Arthur</i> " . . . . .	2	$\frac{1}{2}$
<i>Thomas Gillespie</i> . . . . .	21	1
<i>Riche</i> " . . . . .	13	$\frac{1}{2}$
<i>William</i> " . . . . .	11	$\frac{1}{2}$
<i>James Realy</i> . . . . .	40	1
Paid in full, <i>Poshell</i> , 10 <i>May</i> , 1848.		6

I engage that the parties herein named shall be provided with a steerage passage to *St. Johns, N. B.*, in the ship *Hornet*, with not less than ten cubic feet for luggage for each statute adult, for the sum of £21, including head money, if any, at place of landing, and every other charge; and I hereby acknowledge to have received the sum of £2 in part payment, and which sum shall be forfeited if the balance is not paid on or before the 11th *May*, 1848.

Water and provisions according to the annexed Scale will be supplied by the ship, as required by law; and also fires and suitable hearths for cooking.

Utensils for eating and drinking will be provided by the passengers.

For DAVID BANNATYNE,

POSHELL.

Deposit . . . . .	£2 0 0	
Balance . . . . .	19 0 0	to be paid on or before the
		11th <i>May</i> , 1848.
Total . . . . .	£21 0 0	

Limerick, 9 *May*, 1848.

Scale of Victualling.

To each Adult Passenger { Three quarts of Water per day.  
Three and a half pounds of Biscuit  
Three and a half pounds of Flour, Oatmeal, or Rice } per week.

City and County }  
of *St. John*, } Ss.

Magistrate's Court, July 7, 1848.

Before BENJAMIN L. PETERS and DANIEL ANSLEY, Esquires, two of Her Majesty's Justices of the Peace in and for the City and County of Saint John.

MOSES H. PERLEY, Esq., Emigration Officer . . . Plaintiff.

against

MICHAEL HEDIGAN, Master or Captain of the schooner or vessel called the "*Hornet*," from *Limerick* in *Ireland*, a passenger vessel under the Act called the "*Passengers' Act*," with passengers for *Saint John, New Brunswick* . . . . . Defendant.

Complaint for breach of the "*Passengers' Act*."

THE defendant, *Michael Hedigan*, having been duly summoned by Benjamin L. Peters, one of Her Majesty's Justices of the Peace in and for the city and county of *St. John*, to answer to the complaint before two of Her said Majesty's Justices of the Peace in and for said city and county, on this 7th day of *July*, at the office of Benjamin L. Peters, in *King-street*, in the city of *St. John*; and having appeared before us, Benjamin L. Peters and Daniel Ansley, Esquires, two of the said Justices of the Peace in and for said city and county, we, the said Justices, did inform him fully of the said charge and complaint so made against him; he the said *Michael Hedigan*, says, he is not guilty of the offence with which he is so charged.

DUNCAN ROBERTSON, Barrister-at-Law, appears for Defendant.

*Daniel Doyle*, witness, called by the complainant, and being duly sworn, says—he was one of the passengers that came from *Limerick*, in *Ireland*, to *St. John, New Brunswick*, in the schooner "*Hornet*," *Michael Hedigan*, master. The passengers went on board the said schooner on the 18th day of *May* last at *Limerick* in *Ireland*; the vessel put to sea on the 19th day of *May*, bound for *St. John, New Brunswick*. Deponent demanded provisions from *James O'Brien* and the mate on the fourth day after the schooner sailed from *Limerick*, and seven pounds of ship biscuit was delivered to deponent for the allowance of deponent and his wife; deponent used said biscuit for food, and they made him, deponent, sick; the biscuit so issued to deponent were bad, mouldy, and rotten, filled with maggots, filled with mould into heart; deponent objected to the biscuit; Captain *Hedigan* said he would be glad to get them before they got to *St. John*, the ship at the time was near *Kilrush*; deponent, with

other of the passengers, requested the captain to let them have a boat, they wanted to go on shore to get law, and complain to the mayor; Captain Hedigan refused to allow them a boat, and said if any of them left the vessel and went on shore, if the wind came fair, they would lose their passage; none of the passengers left the vessel that day, and the day following they came to sea. Provisions were issued to the passengers twice a week during the voyage, seven weeks; the second day's issue was flour, it also was bad and ill-tasted; seven pounds of flour was issued to deponent for himself and his wife, the flour was sour; the third issue of provisions was oaten meal; deponent received seven pounds for his wife and himself, the meal was also bad, it was full of mice-dirt, otherwise it was sweet; deponent would not have used it had he been at home; biscuit was offered to the passengers on the two days that flour and meal was issued; the passengers would not take it as it was worse than the meal or flour. On Saturday last deponent allowed a boy to take an issue of ship-biscuit for him, deponent; the boy was short of provisions, and took the biscuit; deponent received flour and oaten meal from the ship in all cases, except the first day's allowance, and the issue on Saturday last; the flour and meal so issued, after the second issue of provisions was, some of it, better, and some worse, a small difference in the quality; deponent brought, on his own account, as provisions, seven stone of oaten meal, and three stone of flour, and 2s. worth of white bread; the flour and meal so brought by deponent was double better than what was issued from the ship; deponent always took the quantity of meal and flour issued to him from the ship, and eat it; deponent did not himself complain either to the captain or mate of the quality of the meal or flour issued; did not hear any of the passengers complain either to the captain or mate; they complained among themselves; deponent saw others of the passengers receive the ship biscuit, thinks they would not have taken it if they had any of their own. Captain Hedigan said the ship biscuit had been examined by Mr. Lynch, the Inspector, and Mr. Bannatyne did not care a bit about them (the passengers) when they got to St. John. The sailors had much better biscuit issued to them than was issued to the passengers, some of the passengers had better themselves, that they paid 3s. a stone for in Limerick; the whole of the biscuit issued to the passengers was as bad and some worse than the sample now produced; deponent saw a bag of biscuit brought out of the cabin or hold of the schooner for the inspection of Mr. Perley, the Emigration officer, on Wednesday last, Captain Hedigan was present at the time, and said bread when opened was of same quality, and as bad as the sample produced.

*Cross-examined by Duncan Robertson, Attorney for Defendant.*

Deponent saith—he does not know the number of passengers in the schooner; deponent was sea-sick 11 days after the schooner came to sea, as sick as any one on board the vessel, and more sick; and deponent, sick at stomach; he vomited for two days off and on, the biscuit swelled him up; deponent's wife ate of the biscuit once or twice a bit, it did not make her sick; she was afraid to eat them, and threw them overboard; others of the passengers also threw biscuit overboard. Deponent never eat any biscuit before coming to Limerick; has been sick in a boat on the water before in the same way, but not so bad as on the voyage. Captain Hedigan was very kind to the passengers generally, gave them physic when required; there was plenty of water issued, three quarts per day, he was a good, kind master; deponent never saw worse flour or meal used in Ireland as that issued to the passengers; deponent never ate worse meal, and would not have used it at home. Cannot say how many of the passengers used the biscuit, or how many did not take it, all took the flour and meal; deponent complained to captain, and others of the passengers also complained. The captain was kind to the passengers, and sometimes took some of them meat from the cabin table, and when sick he would give them brandy toddy; gave deponent castor oil when sick; brought it himself to deponent. The passengers appeared fully intended during the voyage to look about redress for the bad bread on the schooner getting to St. John, that they should see and get satisfaction according to the passengers' ticket to be paid according to contract.

(Signed) DANIEL DOYLE.

Taken, read, and sworn before us, July 7, 1848.

(Signed) BENJAMIN L. PETERS, J. P.  
(Signed) DANIEL ANSLEY, J. P.

*John Finley*, witness called for complaint, and sworn, says—he was a passenger in the schooner "Hornet." The defendant Hedigan was master of the schooner. His passage was paid for in Ireland. The ticket produced is the passengers' ticket he received, and under which he, deponent, went on board the said schooner as passenger, and his wife and family; he paid 21l. passage money for himself and family. His occupation in Ireland was that of a house carpenter. The ticket produced is the one he received on paying the passage-money. Deponent went on board the schooner on the 19th of May last; his family went on board on the 18th of May. At Limerick, on the 22nd day of May, provisions were first issued to deponent and his family. One of his sons received the provisions so issued; it was ship biscuit. The biscuit now produced are part of the issue that day made. Deponent did not think it was fit for his family for fear of their getting sick and unwholesome; deponent saw worms in the biscuit. The sample produced was the best of the issue made to deponent's family; the worst was taken out by deponent's wife, and thrown overboard. Deponent had plenty of provisions of his own, and he would not eat the biscuit, as he did not consider them sound or good. Deponent saw the passengers, or some among them, take biscuit on the first issue; and after the first issue, the biscuit were generally refused by the passengers, until they became short of provisions, and then some of the passengers took the biscuit. Deponent never stood by at the time of the provisions being issued. Deponent told the mate the biscuit were bad, and he would not eat them;

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the sailors had better biscuit. Deponent had one or two that came from the sailors, and they were good. Cannot say if the sailors refused the bad biscuit, or if they were offered to them; *heard they were*. Deponent saw worse biscuit than the sample produced by Daniel Doyle with some of the passengers: he saw the passengers taking them from the cabin on the issue days, worse than Doyle's sample was, among the first day's issue to deponent's family. The vessel arrived at the wharf at St. John on Wednesday last. The flour issued to the passengers was what is called *whole meal*, with the bran and all was in it as it came from the mill, and it had a bad taste, and was musty; the oaten meal had black seeds in it, and had dirt also in it; *it was passable meal*; it was not equal to what deponent brought for his own stores; could not use it separately, mixed it with his own occasionally, and used it; it had gravel or small stones among it. The provisions were examined below the Pool by Mr. Lynch, whom deponent understood to be a Government Emigration officer. Cannot say if he inspected the provisions or not; if he did inspect them he had but a short time for doing so at that time. The passengers generally, during the voyage, were making complaint of the quality of the biscuit that was issued. Every third issue was for biscuit to the passengers, and the others the issue of flour and meal. Deponent only received the flour and meal issue; did not take the issue of biscuit except on the first day's issue, and received nothing in lieu of the biscuit not taken.

*Cross-examined by Mr. Robertson.*

Deponent did not use any of the biscuit; believes the passengers generally had a good supply of provisions of their own on board. Deponent considers that he should get paid for seven and a-half stone of biscuit he did not receive, as he paid Mr. Bannatyne 21 $\frac{1}{2}$ ., the amount in his ticket for passengers; and he, deponent, believes that the present proceedings by the passengers is for the purpose of preventing others hereafter from being treated in the same way. Captain Hedigan was very kind and good to the passengers, and extremely attentive on his duty, as was also the whole crew generally.

(Signed) JOHN FINLEY,

Taken, read, and sworn before us, July 7, 1848.

(Signed) BENJ. L. PETERS, J. P.  
DANIEL ANSLEY, J. P.

*Edmund Cautlon* called and sworn as witness, says—he was a passenger in the schooner "Hornet." Michael Hedigan was master or commander. Deponent paid 13 $\frac{10}{100}$ . sterling for the passage of himself, with two daughters and two little boys, equal to four full passengers. Deponent and his family went on board the schooner at Limerick on the 18th of May last. About four days after, the first issue of provisions was issued; the mate and a person by the name of O'Brian issued them; the issue was biscuit. Deponent received one stone for his family. Deponent on that occasion objected to the quality of the biscuit when the bag was opened; they were rotten and musty, and also maggotty. Deponent showed them to the passengers, and they all objected to take them; and after that deponent himself took no more biscuit, and the other passengers also refused to take them until they became short of their own provisions. The biscuit deponent received on the first issue were so bad he could not eat them, and part of them were thrown overboard, as they could not be used. Deponent took flour and meal when they were issued; the flour was bad, principally bran; it was a fourth quality of flour; it was not sweet, but musty and bad. The oaten meal was gritty, it was otherwise good; there was black stuff like mice dirt in it, that when put in water they were obliged to skim off before using. Deponent bought flour from one of the passengers rather than take the biscuits issued. Deponent told the captain the biscuit was bad before the schooner got to Kilrush; he said it was not his fault, they were the same he had received for them. At Kilrush deponent and some of the passengers had determined to go on shore to get a summons for the captain for bad provisions; were making up money to get on shore for that purpose; the captain was on shore with one boat, the other was hoisted up astern; and deponent asked some of the seamen if he could get a boat to go on shore. Just at that time it was said the captain was coming on board; and it was said if any one went on shore, and the wind came fair, they would be left behind, as the ship would proceed to sea. The captain came on board, the wind was fair, and they came to sea.

[The Defendant's attorney declines asking any questions.]

(Signed) EDWARD CAULTON.

Taken, read, and sworn before us, July 7, 1848.

(Signed) BENJ. L. PETERS, J. P.  
DANIEL ANSLEY, J. P.

Moses N. Perley, Esq., produces his commission as Emigration Officer for the Port of St. John, showing him to be officially appointed as Emigration Officer, which is admitted by the defendant's attorney as sufficient.

Adjourned for further consideration until Saturday morning, at 10 o'clock.

July 7, 1848.

(Signed) BENJ. L. PETERS, J. P.  
DANIEL ANSLEY, J. P.

Saturday, July 8, 1848.

Met pursuant to adjournment, and Moses N. Perley, Esq., the complainant, declines offering any further evidence. Evidence for complaint closed here.

Mr. Robertson, attorney for defendant, says he shall not produce any evidence, but leave the matter in the hand of the magistrates to decide under the law.

Adjourned for further consideration until one o'clock this day, for a further hearing and consideration of the evidence.

(Signed) BENJ. L. PETERS, J.P.  
DANIEL ANSLEY, J.P.

One o'clock, July 8, 1848.

Met pursuant to adjournment. M. N. Perley, the prosecutor, states for the information of the magistrates that Captain Hedigan made a satisfactory settlement with the passengers as regards the allowance to indemnify them in the quantity of provisions that had not been received by them during the passage to St. John, in consequence of the quality of the biscuit being so bad they could not use it for food; and further stated as his opinion that much of the blame of having the provisions of damaged and inferior quality rested upon David Bannatyne, the owner of the schooner, who was the schooner's husband in port, and furnished said provisions for the passengers; and further, that it appearing by the evidence of the passengers that the conduct of Captain Hedigan to the passengers generally was of the most kind and attentive description, we, the said magistrates, under the circumstances, are of opinion that the owner and Government Agent are much more censurable—the owner for putting said provisions on board the schooner, and the Emigration Officer for omitting to have the provisions properly inspected.

After fully considering all the evidence in this case, we are fully of opinion that, under the Act of Parliament, the master is guilty of the offence charged in having cleared and put to sea, having on board said schooner bad and unwholesome provisions for the passengers' use, and for causing the same to be issued to said passengers during the voyage to St. John; and we do hereby convict him, the said Michael Hedigan, of the said offence, whereby he has forfeited a penalty under the said Passengers' Act; and we do further order the said Michael Hedigan to pay a fine of 5*l.* sterling money for the offence so by him committed, for the uses and purposes directed in and by the said Passengers' Act, together with the further sum of 2*l.* 3*s.* 8*d.* costs of prosecution (currency); and in default of payment being made of said amount of fine and costs, further ordered that execution do issue for the same as directed, and in and by said Passengers' Act is provided and directed.

St. John, July 8, 1848.

(Signed) BENJ. L. PETERS, J.P.  
DANIEL ANSLEY, J.P.

City and County }  
of St. John. } Ss.

I hereby certify that the foregoing is a true copy of the evidence taken before Benjamin L. Peters and Daniel Ansley, Esquires, two of Her Majesty's Justices of the Peace in and for the city and county of St. John, on a complaint made by Moses H. Perley, Esq., Her Majesty's Emigration Officer at the Port of St. John, against Michael Hedigan, master of schooner "Hornet," from Limerick, in Ireland, for a breach of the Passengers' Act.

St. John, New Brunswick,  
July 11, 1848.

(Signed) BENJ. L. PETERS, Justice of Peace,  
City and County of St. John.

No. 9.

No. 9.

COPY of a LETTER from B. HAWES, Esq., to Sir C. E. TREVELYAN.

STR,

Downing-street, August 9, 1848.

WITH reference to my letter of the 13th of April last, and to your reply of the 14th of April, upon the question of making an allowance to the provinces of Canada and New Brunswick, in consideration of a heavy outlay which they incurred for distressed emigrants last year, and subject to the condition that henceforward they were to look to no annual grant from this country for the relief of emigrants, I am directed by Earl Grey to transmit to you, for the information of the Lords Commissioners of the Treasury, the enclosed copy of a Despatch from the Governor of New Brunswick, accompanied by a statement of the sums which had been received and disbursed in that colony on account of immigrants in each year from 1832 to 1847.

No. 49, 19th June,  
1848.

Printed in series of  
July, 1848, page 18.

Lord Grey has repeatedly applied for a distinct account of the sum which the province could claim on the same grounds as were laid down for Canada, but has been unable to obtain anything more explicit than the present statement; upon which, therefore, he would now propose to form the best decision which these materials will admit.

According to them, the general balance of expenditure over receipts for all the past years would appear to be 16,467*l.* But it appears to Lord Grey that the proper course, in reference to the general views which were adopted on this subject, would be to deduct from the expenditure of 1847 the receipts for

NEW  
BRUNSWICK.

that year, and to make a grant to the province of the balance, which, by this mode of proceeding, would be 14,820*l*.

Lord Grey would wish to submit to the Lords Commissioners of the Treasury the fairness of applying to New Brunswick the same principle on this subject which has been adopted for Canada; and he would propose, therefore, that such sum should be allotted to the former province as upon a review of the foregoing statement their Lordships may deem proper.

Sir C. E. Trevelyan,  
&c. &c.

I have, &c.,  
(Signed) B. HAWES.

