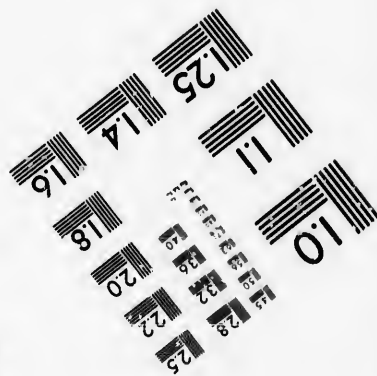
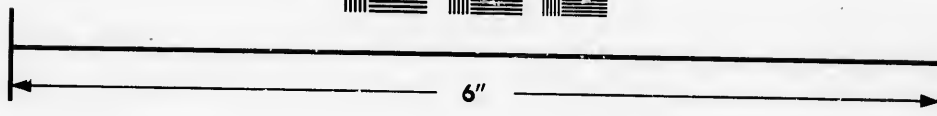
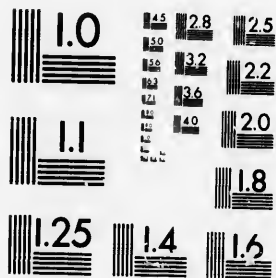


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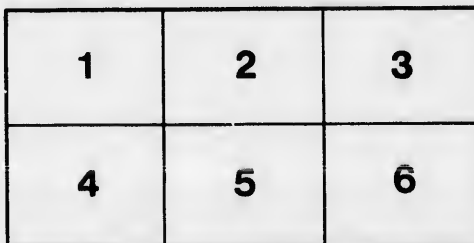
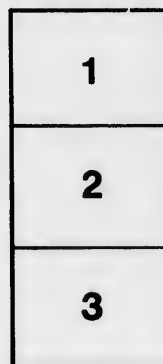
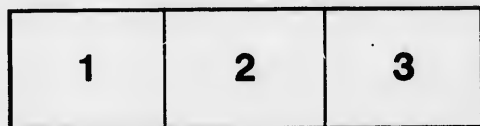
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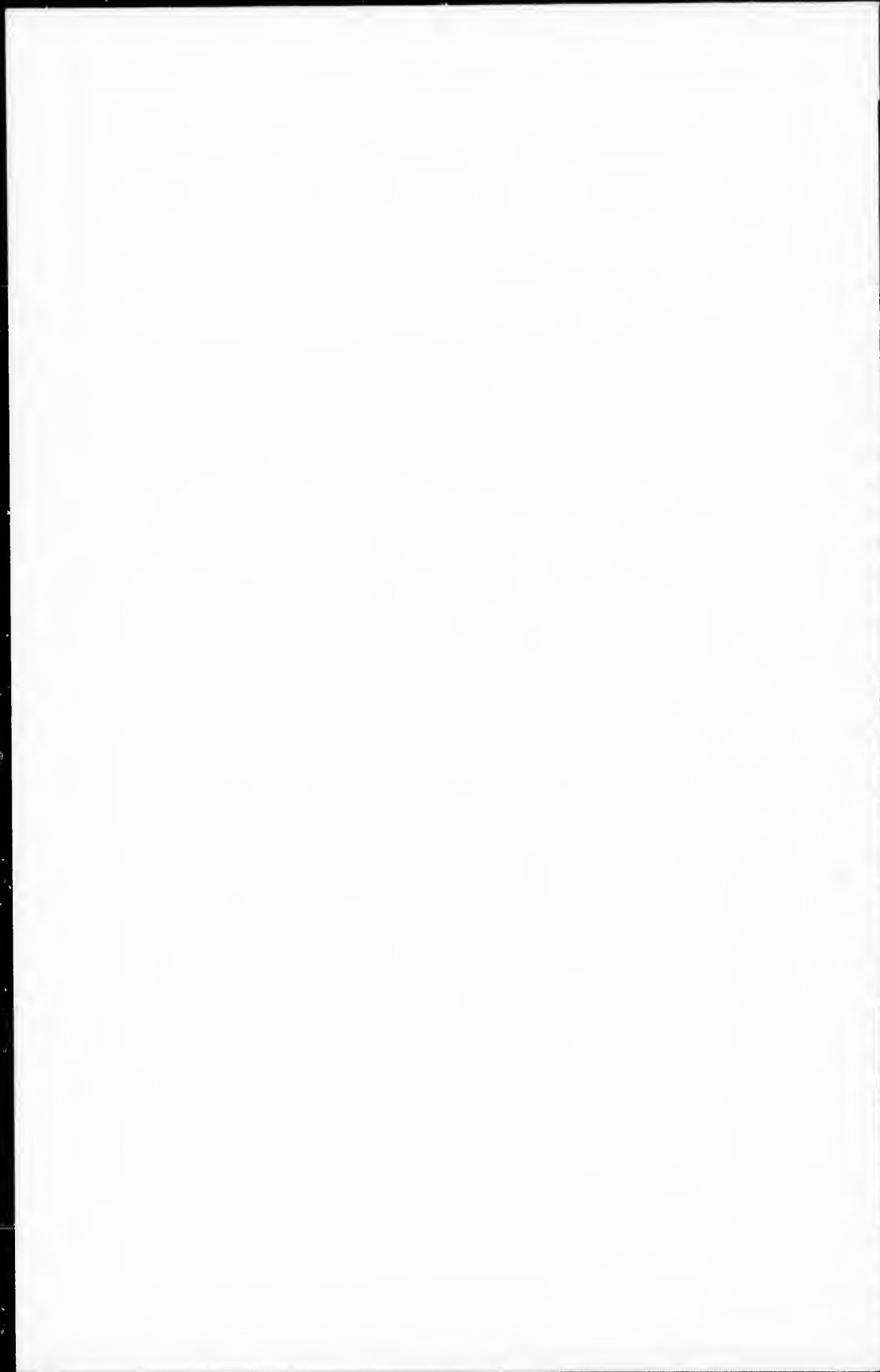
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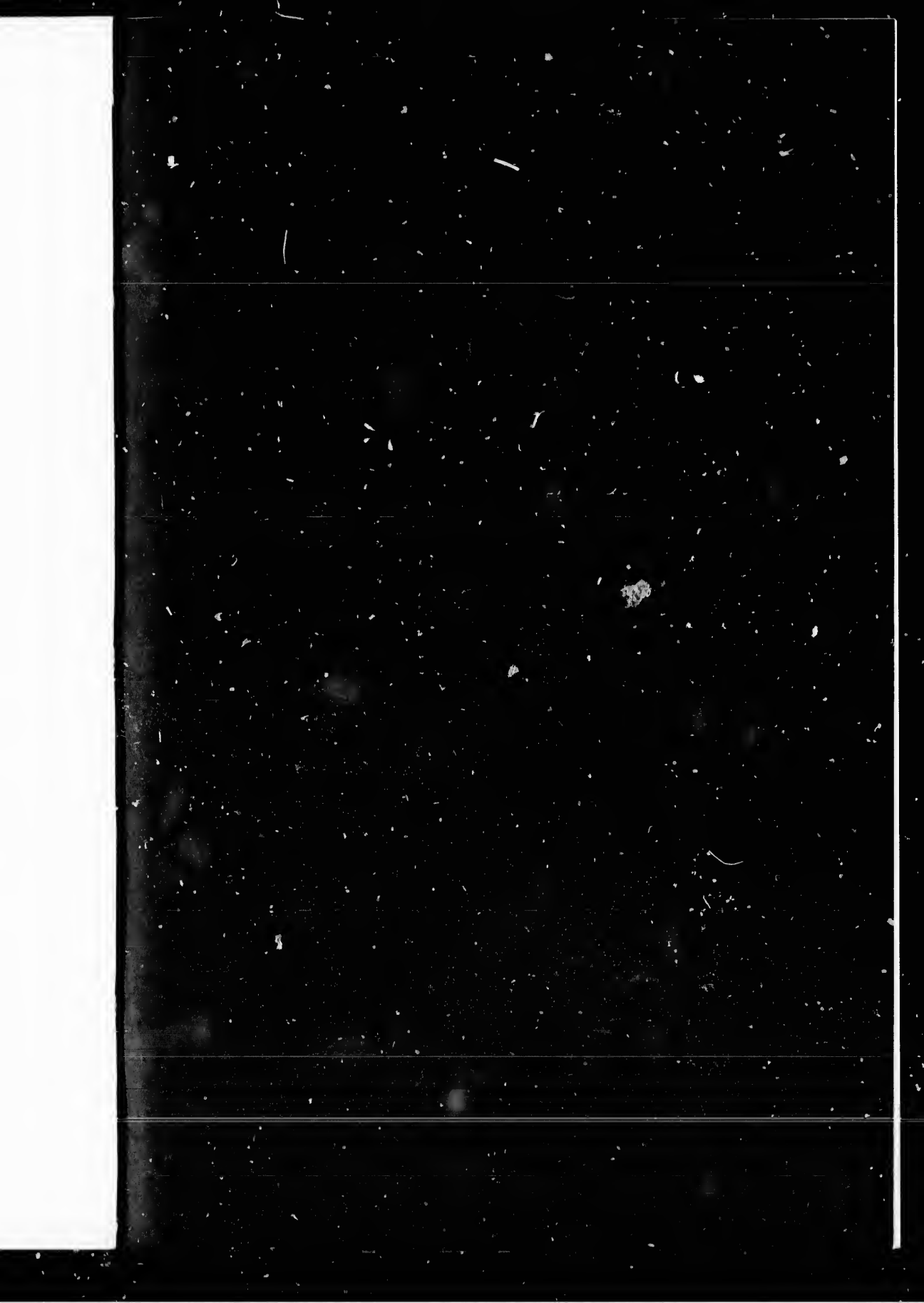
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E. J. C.

## STEAMSHIP "ENGLAND."

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[TO MR. SECRETARY CARDWELL.]

(No. 28.)

*Halifax, 12th April, 1866.*

SIR,—

I have the honor to report for your information the arrival in this port of the emigrant steamer "England," E. M. Grace, master, from Liverpool, Great Britain, *via* Cork, bound for New York, U. S.

This vessel left Cork with 1260 passengers and a crew of 100 men, and it appears that not many days after her departure several cases of Cholera broke out among the passengers, and at last she was compelled to put into this port on account of the violence with which the epidemic was raging, and which rendered it doubtful whether the Captain, whose Engineers had been attacked, would be able to navigate her successfully to New York.

As far as I have been able to ascertain, over 150 deaths have occurred on board this steamer from this disease, and no less than 56 since her arrival in this port. She is now lying at anchor in the quarantine ground, and such assistance as can be rendered to her unfortunate inmates is being willingly supplied by the local authorities. Many of the passengers have been transferred to the receiving ship "Pyramus," and the rest landed on Meagher's Beach, McNab's Island, where accommodation has been provided for them.

I have also the honor to enclose the printed regulations which have been published, and I need scarcely add that the importance of the subject is so great and so nearly affects the welfare of the entire population of this city, that the strictest precautionary measures will be most rigidly enforced to prevent the spread of the disease among our own population.

I however consider it my duty to call the attention of the Imperial authorities to the circumstances connected with the emigrant steamer "England," and although Imperial Statutes may have been complied with, there can be no doubt that the crowded state of the vessel and the necessarily confined and impure atmosphere in which so many human beings were compelled to live, was the primary cause of the breaking out of the epidemic, and I would very respectfully beg to suggest that it hardly appears safe or wise to allow such numbers to be crowded into one vessel as to require them to be packed or huddled together deck upon deck, so that the taintest atmosphere breathed by those below must of necessity affect those above.

It may be that the mathematical proportion of cubic feet of space for each individual has been in this case allowed; but without ports of sufficient size as in ships of war, or means of ventilation of and kind, and when battened down, as was necessarily the case in bad weather, such allowance of space is not to be considered the criterion by which during the voyage the health of the passengers can be secured, and no better example of the truth of these remarks can be adduced than the one which I now have the honor of reporting.

I have, &c.,

(Signed)

W. F. WILLIAMS.

Right Honorable EDWARD CARDWELL.

[[TO MR. SECRETARY CARDWELL.]

(COPY.)

(No. 31.)

*Halifax, N. S., 26th April, 1866.*

SIR,—

With reference to my Despatch, No. 28, of the 12th inst., regarding the arrival in this port of the steamer "England" with a large number of emigrants on board affected with Cholera, I have now the honor to inform you that on the 18th inst. the above steamer left this port with the convalescent portion of her crew and passengers for New York, having been previously thoroughly cleansed, fumigated, and rendered fit for their reception.

It is gratifying to me to be able to state that the epidemic is now almost extinct, and that the few remaining patients are rapidly improving in health with but few fresh cases among them. I have also much pleasure in hearing testimony to the heroic conduct and indefatigable energy in their attendance to the wants and necessities of the sufferers of Dr. Slayter, the Health Officer of the port, Dr. Garvie, and his brother, a medical student, the Rev. Mr. Isaac, a Roman Catholic Priest, and three Sisters of Charity, who volunteered their service in the quarantine station. During the stay of the steamer in this port no less than two hundred deaths occurred from this fatal contagion, and it is with deep regret that I have to record the death of Dr. Slayter who died on board the steamer from this disease while nobly performing his duty in endeavouring to alleviate the sufferings of others. As an acknowledgement of his services, which have deservedly won for him respect and esteem, as well as the regret of the whole community, the Legislature has unanimously voted the sum of two thousand dollars to his bereaved widow.

While on shore on McNab's Island, many of the male emigrants were the occasion of much trouble and difficulty, in seizing the food and tents of the women and children, and it became necessary to send a detachment of the 2nd Batt., 17th Regiment, to preserve order and keep the emigrants within quarantine bonds. Several had, however, previously escaped; and it is my intention to move the Government to pass an enactment making such offenders liable to all the penalties for felony.

I hope, moreover, that in a short time huts will be erected on McNab's Island, which will afford a permanent lazaretto in case of a similar visitation.

In the mean time I would respectfully suggest that the Emigration Officers at Liverpool and Cork be admonished to perform their duties thoroughly, and that every possible precaution be taken to prevent a similar occurrence.

I have, &c.,

(Signed) W. F. WILLIAMS.

Right Honorable EDWARD CARDWELL.

(Nova Scotia, No. 23.)

*Downing Street, 5th May, 1866.*

SIR,—

I have the honor to acknowledge the receipt of your Despatch No. 28, of the 12th of April, reporting the arrival in the port of Halifax of the steamer "England," with cholera on board.



I referred your Despatch to the Emigration Commissioners, and I enclose, for your information, a copy of their Report, which appears to show that no blame in the matter is imputable to the owners of the ship, or to the Emigration officers by whom she was cleared.

I have the honor to be, Sir,

Your most obedient,

Humble servant,

(Signed) EDWARD CARDWELL.

Lieutenant-Governor

SIR W. F. WILLIAMS, Bart., K. C. B., &c., &c., &c.

[MR. MURDOCH TO MR. ELLIOT.]

(COPY.)

*Emigration Board, 26th April, 1866.*

SIR,—

I have to acknowledge your letter of 23rd instant, with a Despatch from Sir W. F. Williams, the Lieutenant-Governor of Nova Scotia, reporting the arrival in the port of Halifax of the steamer "England," with cholera on board. Sir W. F. Williams reports that 150 deaths are said to have occurred on board the ship, and he desires to call the attention of the Imperial authorities to the circumstances connected with the ship, whose arrival has, he says, "through the cupidity of her owners, unfortunately endangered the lives of a large and populous community." He further remarks that it is not "safe or wise to allow such numbers to be crowded together into one vessel, as to require them to be packed or huddled together on one deck above the other, so that the tainted atmosphere breathed by those below must of necessity also affect those above."

2. Immediately on hearing of the mortality on board the "England," we called on Captain Prior, the Emigration Officer at Liverpool, and Admiral Kerr, the Emigration Officer at Queenstown, by whom she was cleared, to report as to her capacity, ventilation, &c. I enclose, for Mr. Cardwell's information, copies of the answers we have received. I beg to add the following observations.

3. The Passengers' Act, 1855, section 14, determines the number of "Passengers" that a ship may carry in proportion to her deck area. That number is, on her upper passenger deck, one statute adult for every 15 clear superficial feet of deck; on her lower passenger deck, one statute adult for every 18 clear superficial feet of deck,—or, if the ventilation be below a certain proportion, one statute adult for every 25 feet of deck. It will be seen from Captain Prior's letter, that the area of the upper passenger deck of the "England" was 11,041 feet, which, at 15 feet each, would allow of her carrying 736 statute adults; and the area of her lower passenger deck was 7579 feet, which, at 18 feet each, would allow of 420½ statute adults; making a total of 1156½ statute adults. She had on board when she left Queenstown, 1202 souls, equal to 1080 statute adults, besides 15 cabin passengers and 120 crew. Her number was, therefore, within her legal compliment, and the Emigration Officers had consequently no authority, if they had thought it desirable, to interfere in respect to the numbers on board. Neither, I think, can the owners be justly accused of "cupidity," so long as they put on board no more than the number which Parliament had expressly authorised them to carry. If blame attaches anywhere, it is scarcely to the owners, still less to the Emigration Officers. It is to the Imperial Legislature that it must attach, for sanctioning the carriage of passengers on two decks, and for placing no other limit on the numbers to be carried than the space that the ship affords

4. But I would venture to submit that no blame can in reality be attached to any one on this account. It is well known that the "Himalaya" and other troop-ships carry as large numbers as were on board the "England," with perfect safety and comfort. But setting aside troop-ships, the peculiar circumstances of which give them advantages over emigrant ships, the experience of former years will, I think, prove that at least on short voyages, such as that to the American continent, an increase in the number carried does not, in ordinary circumstances, add to the mortality. With this view, I annex two tables showing, the first the sailing ships, the second the steamers, which have sailed in the years 1863 and 1864 (our returns for 1865 are not complete), with more than 600 passengers on board, with the mortality, so far as we have been able to ascertain it, in each. It will be seen that during those years the mortality even in sailing vessels was very small, and in steamers still smaller. From the comparative shortness of the voyage in the latter, the risk of sickness among the emigrants must always of course be proportionately less.

5. I believe that the present is the first case of cholera on board a passenger ship from the United Kingdom since the year 1854. It is possible that no more such cases may occur. But in anticipation of such cases, it is provided by the Passengers Act, 1855, section 59, that Her Majesty may, by Order in Council, prohibit emigration from any port, at any time when choleraic or other epidemic disease may be prevalent in the United Kingdom; or may reduce the number of passengers to be carried in proportion to space, either throughout the United Kingdom or from a particular port. No doubt the exercise of this power would be attended with great loss to the owners of large ships built for the passenger trade, and especially to the Company to which the "England" belongs, who have recently brought into the business seven steamers, varying in tonnage from 2939 to 2415 tons. Nor could it, I apprehend, be exercised unless cholera were prevalent in the United Kingdom. In the present instance the cholera seems beyond doubt to have been taken on board in a latent state by the German passengers, who probably had not been above a day or two in the United Kingdom. Against the risk of the introduction of the disease by this means, it is, I fear, impossible to guard. No vigilance on the part of Emigration Officers or Medical Inspectors can prevent it; and we can only hope that if the disease should prevail on those parts of the continent from which emigrants commonly come to British ports to embark for America, the interest of ship-owners will lead them to discontinue the acceptance of such passengers. The Government, I take for granted, have no power, under any circumstances, to prevent the resort of foreigners to this country for the purpose of taking passage to America.

6. In conclusion I would only beg to call attention to the careful manner in which the "England" has been fitted for the conveyance of passengers, as described by Admiral Kerr. It will be seen that the lower passenger deck is ventilated by separate ventilating shafts, which are cut off from communication with the upper passenger deck; so there was no possibility that those on the upper passenger deck should, as Sir W. F. Williams apprehends, be affected by the "tainted atmosphere breathed by those below." It will be seen likewise that the lower passenger deck is upwards of eight feet high, and is ventilated besides her hatchway and cowls, by ports or scuttles capable of being kept open in almost any weather. No doubt these advantages only tend to prove the irresistible nature of the disease when it makes its appearance among a body of people necessarily in near and constant contact. But they suggest a doubt whether any restriction which would throw the larger class of vessels out of employ, and force the emigration back into sailing vessels or small steamers, would in practice reduce the mortality among the whole body of emigrants.

I have, &c.,

(Signed)

F. W. C. MURDOCH.

T. FREDERICK ELLIOT, Esq., &c., &c.

1863.

*Mortality in Sailing Vessels carrying upwards of six hundred Passengers, which cleared from Liverpool for the United States during the year 1863 (so far as Reports have been received.)*

Name of Ships.	Voyages.	Number Embarked.	Deaths on the Voyage.
Thornton.....	1st Voyage...	690	3
".....	2nd "...	698	2
Orient.....	1st "...	791	3
".....	2nd "...	623	
Bridgewater.....	1st "...	695	3
".....	2nd "...	639	3
Adelaide.....	1st "...	801	
".....	2nd "...	753	
Benjamin Adams.....		638	2
James Foster, Junr.....		683	3
F. A. Palmer.....		639	
John Bright.....		706	
Guy Mannering.....		722	2
Victory.....		646	3
Cutwater.....		720	
Aurora.....		764	3
General McLellan.....		775	1
Monarch of the Seas.....		886	3
Harvest Queen.....		727	
Emerald Isle.....		762	
N. American.....		719	3
New World.....		621	
Neptune.....		750	2
Ellen Austin.....		810	1
Jeremiah Thompson.....		867	
Resolute.....		717	1
Ontario.....		746	
Lucy Thompson.....		725	3
B. S. Kimball.....		632	
Isaac Webb.....		742	4
Chancellor.....		865	2
Calhoun.....		851	
Australia.....		689	2
Cynosure.....		744	12
Webster.....		781	1
Joseph Gilchrist.....		774	1
Belle Wood.....		735	14
Great Western.....		607	
Wm. Tapscott.....		759	3
Total.....		28492	80

=.21 per ct.

## 1863.

*Mortality in Steamships carrying upwards of six hundred Passengers, which cleared from Liverpool for the United States during the year 1863 (as far as Reports have been received.)*

Name of Ship.	Voyages.	Number Embarked.	Deaths on the Voyage.
City of Washington	1st Voyage	701	1
"	2nd "	758	
"	3rd "	688	
"	4th "	657	
City of New York	1st "	626	1
"	2nd "	727	
"	3rd "	655	
"	4th "	620	
City of Baltimore	1st "	605	
"	2nd "	697	
"	3rd "	694	1
City of Manchester	1st "	694	1
"	2nd "	626	1
Edinburgh	1st "	743	
"	2nd "	686	
"	3rd "	657	
Kangaroo	1st "	626	
"	2nd "	655	
City of London	1st "	695	
"	2nd "	603	
Adriatic	1st "	689	
"	2nd "	679	
Great Eastern		829	
Virginia		673	1
Total		16283	6 =.03 per ct.

## 1864.

*Mortality in Sailing Ships carrying upwards of six hundred Passengers, which cleared from Liverpool for the United States during the year 1864 (as far as Reports have been received.)*

Name of Ship.	Voyages.	Number Embarked.	Deaths on the Voyage.
General McLellan	1st Voyage	697	
"	2nd "	791	
Great Western	1st "	705	2
"	2nd "	751	7
Webster		799	3
Chancellor		632	1
John Bright		739	2
Aurora		788	16
Neptune		782	21
Benjamin Adams		667	2
Universe		619	4
Belle Wood		739	14
Orient		791	7
Harvest Queen		799	5
Guy Mannering		740	1
William Tapscott		788	4
City of New York		819	15
Australia		715	
Cultivator		735	9
Jeremiah Thompson		871	
Thornton		734	3
Victory		673	2
Ellen Austin		779	2
North America		701	
Resolute		730	5
Calhoun		841	
No Plus Ultra		670	7
Gratitude		752	3
James Foster, Junr		611	
Hibernia		690	2
Adelaide		823	6
Tonawanda		729	1
Tuscaraora		671	2
Total		24371	146 =.59 per ct.

## 1864.

*Mortality in Steamships carrying upwards of six hundred Passengers which cleared from Liverpool for the United States during the year 1864 (as far as Reports have been received.)*

Name of Ship.	Voyages.	Number Embarked.	Deaths on the Voyage.
Pennsylvania.....	1st Voyage...	689	1
".....	2nd ".....	950	2
".....	3rd ".....	755	1
".....	4th ".....	709	
".....	5th ".....	886	
City of Washington..	1st ".....	674	
".....	2nd ".....	686	1
".....	3rd ".....	866	
Virginia.....	1st ".....	952	2
".....	2nd ".....	1005	1
".....	3rd ".....	1041	1
City of London.....	1st ".....	671	2
".....	2nd ".....	693	1
City of Baltimore...	1st ".....	656	
".....	2nd ".....	694	
Edinburgh.....	1st ".....	747	
".....	2nd ".....	797	
Glasgow.....	.....	696	2
Louisiana.....	.....	850	
Erin.....	.....	971	
Total.....	.....	15938	14 =.08 per ct.

[CAPTAIN PRIOR TO MR. WALCOTT.]

(COPY.)

*Government Emigration Office,  
Liverpool, 24th April, 1866.*

SIR,—

In reply to your telegram of this date, I beg to inform you that the "England" is a screw steamer of 2596 tons register, 400 horse power, owned by the National Steam Navigation Company, and quite a new ship. She left this port on her first voyage on the 7th February of this year with passengers, this present being her second voyage. Her ventilation consists of 5 very large hatchways, 5 skylights—these hatchways and sky-lights are divided part to lower and part to passengers' deck—6 tubes, and large side ports 14 inches diameter all around the ship at every 12 feet. Her area for passengers is, on the lower deck,  $24\frac{1}{2} \times 420\frac{1}{2}$  adults; passenger deck,  $14\frac{1}{2} \times 736\frac{1}{2}$ . Average height, lower deck, 8 feet 3 inches; passenger deck, 7 feet 6 inches.

I consider the "England" one of the best ventilated steamers out of the port.

I have, &c.,

(Signed) T. H. PRIOR, Commander R. N.,  
Chief Emigration Officer.

S. WALCOTT Esq., &c., &c., &c.

[CAPTAIN ROBERTS TO CAPTAIN PRIOR.]

(COPY.)

*Government Emigration Office,  
Liverpool 24th April, 1866.*

SIR,—

In reply to the Commissioners' letter of the 23rd inst., I beg to inform you that the steamship "England" was cleared by me on the 28th of March last for New York, *via* Queenstown, with 807 souls, equal to 720½ adults, consisting of

175 English.  
21 Scotch.  
142 Irish.  
465 Foreigners, chiefly German, with a few French.  
15 Cabin Passengers, and  
120 Crew.

Her measurement is as follows:

Main Passengers' Deck,—	Feet.	Adults.
Total Space.....	11041	736½
Lower Passengers' Deck,—		
After Compartment.....	1473	81½
Main do. ....	2188	121½
Second Main do. ....	1930	106½
Fore do. ....	1988	110½
Total.....	18626	1156

Average height main deck, 7 feet 6 inches; do. lower deck, 8 feet 3 inches.

I have, &c.

(Signed) P. B. ROBERTS, Staff Commander R. N.,  
Government Emigration Officer.

To CAPTAIN PRIOR, R. N., &c., &c., &c.

Cleared Reports

Deaths on Voyage.

1  
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1  
  
1  
2  
1  
1  
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14  
per ct.

[ADMIRAL KERR TO MR. WALCOTT.]

(COPY.)

*Government Emigration Office,  
Queenstown, April 24, 1866.*

SIR,—

In compliance with your directions as contained in your telegram received this day, I now beg to forward to you the particulars of the height between decks, ventilation, &c., of the S. S. "England," which sailed from here on the 29th March last, for New York, having fitted out in Liverpool, but called in here to embark emigrants and complete her numbers.

The "England" was, or rather is, an iron vessel of 2596 tons, quite new, this being only her second voyage, and well adapted in every respect for carrying emigrants, having two passenger decks, main and orlop, and belonging to the National Steam Navigation Company. She left Liverpool on the 28th March, arriving here on the 29th, having embarked there 807 souls, equal to 720½ adults, having room on both decks for 1100. She embarked here 395 souls, equal to 360 adults, so that she had still room for about 20 more, her provisions being laid in for 1100. Her height on the main deck was 7 feet 6 inches; on lower one, 8 feet 3 inches, being in fact a first rate passenger ship. Her ventilation, too, was complete in every respect, that for each deck being independent of the other, having large ventilators about 8 feet square carried from the orlop right up to the upper deck. In addition, she had about 40 ports or scuttles, about 9 inches diameter, capable of being kept open in almost any weather. She had fore-hatchways, all very large—three about 10 feet square, and two 10 feet by 16 feet, so that her orlop deck was as light and cool as many other vessels' main decks. She had two large hospitals, that for females abaft on the port side of the main deck, and that for males forward. In fact I may say that it is impossible to find a vessel having on the whole better accommodation for emigrants, with more light and air on her orlop deck.

As to the number of Germans she had on board I am unable to give any information, they having all been embarked at Liverpool. But most certainly when I visited and went over every part of her, accompanied by the Master and Doctor of the vessel, there was not the slightest symptom of sickness on board, nor anything likely to produce it, so that I conceive the passengers must have brought the latent infection with them from Germany.

I have only to add that I mentioned in my letter yesterday that there were two medical men on board, I having seen both, but I now find that there was a third, an American gentleman, a cabin passenger, so that no doubt his services would be available also. It must be apparent that if with three medical men, the ship was obliged to put into Halifax for medical assistance, how fearfully badly she would have been off had they only had one, and how totally inadequate to minister to the wants of such a number of sick. Trusting this explanation may be deemed sufficient.

I have, &amp;c.,

(Signed)

ROBERT KERR, Rear Admiral,  
Government Emigration Officer,  
Queenstown.

S. WALCOTT, Esq., &amp;c., &amp;c., &amp;c.



(Nova Scotia, No. 28.)

*Downing Street, 25th May, 1866.*

SIR,—

With reference to your Despatch No. 31, of the 26th April, and to mine of the 5th May, No. 23, I have the honor to transmit to you, for your information, the copy of a further Report from the Emigration Commissioners respecting the recent outbreak of cholera on board the "England."

I have the honor to be, Sir,

Your most obedient,

Humble servant.

(Signed) EDWARD CARDWELL.

His Excellency the LIEUTENANT-GOVERNOR of Nova Scotia.

[MR. MURDOCH TO MR. ELLIOT.]

(COPY)

*Emigration Board, 21st May, 1866.*

SIR,—

I have to acknowledge your letter of 8th instant, with a Despatch from the Lieutenant-Governor of Nova Scotia, reporting the departure for New York of the "England," which had put into the port of Halifax with cholera on board, and the number of deaths which had taken place there.

2. The number of deaths Sir F. Williams states at "no less than 200," which, added to 40 deaths which are said to have occurred before the vessel reached Halifax, would make a total of 240 deaths out of 1202 emigrants, equal to a mortality of 20 per cent. I apprehend, however, that the above numbers cannot be taken as absolutely accurate. In addition to the deaths among the emigrants, was the death of Dr. Slayter, the Health Officer of the port, who contracted the disease while in attendance upon the emigrants.

3. Sir W. F. Williams states that the emigrants landed on McNab's Island caused so much trouble that it was necessary to send a detachment of the 17th Regiment to keep them in order, but that several had previously escaped; and that he proposed to obtain the passing of an Act to make such offenders "liable to all the penalties of felony." I think it right to draw attention to this intimation.

4. Sir F. Williams further suggests that the Emigration Officers at Liverpool and Cork should be admonished to do their duty thoroughly. There is no ground for doubting that those officers, and the Medical Inspectors who act under their orders, will do everything in their power to see that emigrants when they embark are in a fit state to proceed on their intended voyages. But in the cases of the "England" and the "Virginia," cholera did not make its appearance till the ships had been at sea five or six days; and it is unnecessary to point out that it is impossible by any medical inspection to discover the disease while in this latent form.

I have, &amp;c.,

(Signed)

T. W. C. MURDOCH.

T. FREDERICK ELLIOT Esq., &amp;c., &amp;c., &amp;c.

*Halifax, Nova Scotia, 6th June, 1866.*

SIR,—

Without remarking on the general tone of the despatches from the Emigration Office on my report of the S. S. "England," I will only add in answer to the letter forwarded by your despatch, No. 28, of the 25th ult., that the number who died on board that unfortunate vessel was understated at 240, and has since been ascertained to be 280.

I do not enter into the question of troops and emigrant ships, between which I conceive there is no real comparison, inasmuch as the one embarks in a state of cleanliness, and under perfect discipline, the other totally the reverse; and I consider that the letters of Admiral Kerr and Captain Prior (stating the "England" received a thorough inspection by them) fully bear out the opinion I have expressed as to the culpability of allowing such large shipments of that class of human beings as were placed on board the steamships "England" and "Virginia."

I would therefore respectfully urge that the attention of the Emigration Office be called to this point, and so render to Her Majesty's Government that assistance as will enable them to prevent or modify a recurrence of so fearful a mortality, and the diffusion of such a dangerous and contagious disease.

I have, &c.,

(Signed)

W. F. WILLIAMS.

Mr. SECRETARY CARDWELL.

(No. 44.)

*Downing Street, 23rd June, 1866.*

SIR,—

I have the honor to acknowledge the receipt of your Despatch No. 46, of the 7th inst., offering further remarks on the S. S. "England."

The number of emigrants which can be carried in an emigrant ship is regulated by the express provisions of an Act of Parliament, called the Passengers' Act. On the one hand, it is desirable that the number admissible should not be so large as to engender sickness; on the other hand, it is important that it should not be needlessly restricted, lest the price of conveyance be so enhanced as to prohibit the humbler classes from removing to those places where their industry commands the highest remuneration; for this would not be a benefit, but an injury to those classes. Nearly 3½ millions of people have been conveyed from this country to North America in the last 20 years, with, for the most part, a very moderate rate of mortality. This vast experience proves that in ordinary seasons the space provided for emigrants by law is not incompatible with health.

In case of the prevalence of an epidemic disease in the United Kingdom, the Crown possesses certain exceptional powers of reducing the number of passengers, which Her Majesty's Government would be prepared to exercise if they should see sufficient reason. At present, happily, cholera does not prevail as an epidemic in this country. Means have been taken to arrest the transport of emigrants from Germany.

With regard to your allusion to the Emigrant Commissioners, I have merely to explain to you that they have no power to act otherwise than according to law, and that in the present case they have discharged the duty entrusted to them by the law.

I have, &c.,

(Signed)

EDWARD CARDWELL.

His Excellency the LIEUTENANT-GOVERNOR of Nova Scotia.

