

the man died. There was cold-water bandages put upon his head, both before and after the eruption, by the doctor's direction. I saw Peter Larsen the night before he died; the eruption was not then dried up; his features were much disfigured. Only Jans Peter Petersen, besides me and his wife, went near him; the people kept away as much as they could. He was not moved from his bunk all the time until he died. I attended and gave food to all the sick people, such as arrowroot, cornflower, wine, brandy, beef tea, and chicken broth, &c.; they were always given to me by the captain's steward. The captain always told me to give them as much as they could eat, and was always very kind and attentive to their wants in that respect. Except in bad weather, it was dry 'tween decks and kept clean; there was smell of disinfectants, but no other bad smell. There was a very heavy musty putrid smell from the sick people; not like any smell I can remember before. The ventilation was sufficient. In fine weather the main hatch was open, and there was one large windsail. I will produce those certificates of vaccination that I can get from the emigrants. I have also Mina's certificate. In Norway and Sweden, everybody is obliged to be vaccinated. I do not know as to the Danish law. I am vaccinated myself, and I know that every person in Norway and Sweden must be vaccinated, otherwise they would be fined.

With reference to the putting of salt instead of stores near the main hatch, the change in arrangement gave more ventilation. By Captain Harrington's desire.

JOHN DANIEL, being sworn, saith as follows:—

I am carpenter on board the ship "England," and signed the articles. I was on board ship the whole time she was in London. I was at work all the time. I saw the stevedore's work done, but had nothing to do with it. I had nothing to do with loading the ship. The ballast was removed, the bottom thoroughly cleaned, and the ballast was relaid. It was the same stone ballast as before. The stone ballast was removed, and she was ballasted with cargo—railway iron. The first chance after we were outside we had to shift the cargo because she rolled and pitched badly; this was owing to the great amount of dead weight in the bottom. It was little more than a week after we were out; we were then clear of the Channel. We took salt up from below and placed it midships, underneath the deck. The object of doing this was to make the ship seaworthy, and we found the benefit of it directly. I recognize the plan produced to me—rough sketch of ship, marked B—to be as nearly correct as I can judge of; there was a berth or two more than shown, or rather, the berths occupied more space. The salt was right down aft, as far down on the keel as we could get at, and was taken from there and brought up as near the deck as possible, some of it being kept aft under the saloon; the rest was taken forward and put before the spare sails right up as near the deck as possible; the space was previously occupied by stores. The light stores were put into the hospital, which by this time we found was no good for an hospital; the wet goods (casks) were put down the fore-hatch. I am speaking of the ship's stores. I do not think the hospital was a right place; it was 6 feet long by 8 feet wide, and about 7 feet 6 high 'tween decks. It was partitioned off by five-eighth boards; these were all that was between the sleeping bunks outside and the hospital. I remember the inspection of the ship at Gravesend. I do not remember the hospital being inspected. There was two bunks in the hospital; the only ventilation was a space between the bulkhead and the upper deck, and one port-hole, which would open only in good weather, and when the vessel was on certain tacks. The captain sent for me one night—this was during the first hot weather—this was after Maria Olson's death; we took down a number of boards which separated the bunks, so as to allow the air to pass freely; this was after the shifting of the salt; and after the opening of the main hatch, a large windsail, which was made out of a royal, was let down, and within a day or two it was found the air did not circulate; this was the reason the boards were taken down, for the purpose of the air circulating right round. This applies to all the bunks. In the hospital bulkhead we had to cut round holes at the same time, and this secured proper circulation, but only while we could keep the main hatch open. We had not a booby hatch over the main hatch; that was what the captain wanted before we left London. The booby hatch over the companion the captain had put on at London before we sailed; this was done by me at the captain's desire; this was at the after hatch. The main hatch was not arranged as the captain wished it. He told Mr. Morrison, the agent of the Government, and the Inspectors, and Shaw, Saville, and Co.'s contractor, that he wished it arranged so that it might be open in all weathers and admit of the ventilation 'tween decks; the plan he proposed was agreed to. As we went down to Gravesend, a skylight with only 6-inch combing was fixed over the hatch, raised on four stanchions and inch boards, so as to give it a combing of about 2 feet 6 inches; it covered one-eighth of the area of the hatch, but the stanchions were inside this measurement; it was neither wind nor water tight. This was not a bit like the plan suggested by the captain. If a sea had struck it, it would have been carried away, and dangerous to the safety of the ship. The captain's plan was to have carried a skylight, built of 3-inch planking, which would well stand a sea, to have taken it right athwart so that it would cover a quarter of the area of the hatch, and would have been all built in the clear, and open in all weathers. The spare sails occupied about 6 feet wide on the starboard side between where the salt had been moved to and the bulkhead in contact with the berths 'tween decks; they remained there throughout the voyage; they were put there, I think, when we shifted the salt; there were emigrants' boxes there—they were shifted forward. The stores were cleared out of the main-hatch. Before they were cleared out they were not in the way of the small skylight in the main-hatch. By clearing out the stores there was room made to let air down by the forepart of the hatch as well, but this could only be used in fine weather; the windsail was also let down in this part. This change in arrangement of cargo gave more space than the area of the hospital, which was filled up by changing the stores from under the main-hatch into it. I consider that the change was advantageous to the emigrants. I was down where the emigrants were frequently every day.

I know Dr. Leigh, who is now present. The first particular notice I took of the emigrants was in the case of the woman Olson. I was called in to shift the boards of her bunk, to get her out nearer the air; she was moved from one bunk to the next one nearer the main hatch, which was opened at that time; there was a good light where she lay. I saw her husband then. I do not know his name, but