To His Excellency the Governor of the Commonwealth of Massachusetts:

Sir,—The Superintendent of Alien Passengers for the Port of Boston, respectfully presents a Report of his doings for the year ending Dec. 31, 1850, which embraces the number of vessels that have arrived with aliens on board, the nations represented by said vessels, and number of passengers brought therein, their condition, the port from whence they sailed, and how permitted to land. Also, such other matters, in relation to our alien and pauper laws, as have come under my observation; in doing which, I beg to suggest some few alterations or amendments, for the better protection of the Commonwealth, as well as the alien and unfortunate emigrant.

I have boarded ten hundred and seven vessels, in which were brought the following numbers:—There have arrived in

<table>
<thead>
<tr>
<th>Vessels</th>
<th>From</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>54</td>
<td>American</td>
<td>11,351</td>
</tr>
<tr>
<td>3</td>
<td>Liverpool</td>
<td>4,438</td>
</tr>
<tr>
<td>37</td>
<td>Ireland</td>
<td>3,991</td>
</tr>
<tr>
<td>119</td>
<td>Brit. Provinces</td>
<td>717</td>
</tr>
<tr>
<td>213</td>
<td>All other places</td>
<td>3,417</td>
</tr>
</tbody>
</table>

15,791
ALIEN PASSENGERS. [Jan.

682 English vessels, from Brit. Provinces, 5,107
29 " " All other places, 482
786 — 14,018
6 Swedish " " Gottenberg, 158
1 Prussian " " Galway, Ireland, 107
1 Russian " " Malaga, 1
8 —
1007 Total.

They have been permitted to land as follows:

For those who had been in the State before, and for which no security or commutation could be required, 5,680
Number of those who arrived previous to March 20, and for which no security taken, as per decision of the Supreme Court of the United States, 1,658
Number for which bonds have been received, 1,200
Number who have been commuted for by the masters, owners, consignees, or agents, 21,476
Number who died on the passage here, 61

Total, 30,075

In addition to the foregoing, there have arrived, per schooner "Sir Robert Sale," from Westport, N. S., on the 30th of September last, nine persons who had but a short time previous been discharged or conditionally pardoned from the Coromandel and Tenedos, two of the British convict hulks lying at Bermuda. The persons so brought of course were not permitted to land, (see Revised Statutes, chap. 46, sect. 27.) The master of said schooner put them on board of another vessel bound for the British Provinces, where, I am informed, they all arrived safe.

The course pursued at that time will probably put a stop to any more being brought here by water; but, from information which I have in my possession, no doubt exists in my own mind but that large numbers of those now at Bermuda will find their way into this State by the overland routes, unless something be done by the general government to put a stop to it.
The following are the receipts and expenditures for the year ending December 31, 1850:

**Receipts.**

- Amount of Cash on hand, Jan. 1, 1850, $703 43
- Commutation for Passengers, 42,952 00

**Deduct**

- Amount paid back to 38 passengers, who had paid before, $76 00
- Amount not collected, vessels cleared without paying, and which may not be recovered, 8 00

**Less Expenditures.**

- Office and Quarantine Boat, &c., $6,354 15
- For assisting and sending away paupers, 966 21
- 7,320 36

There has been collected of obligors, on account of bonded passengers, in various cities, towns, and places in the Commonwealth, $6,069 39; all which has been paid over to the several cities, towns, and parties for which the money was collected, and endorsements made upon the bonds, agreeable to instructions from the attorney general.

If as many emigrants arrive this year as the last, the receipts will be much larger; for, owing to the decision of the Supreme Court of the United States, no money could be collected until the passage of a new act, which took effect March 20, 1850; and the expenses will be some $1,200, less much having been expended for repairs upon the boat, and for property now on hand.

The lawsuits commenced against me, and against the city of Boston, by James Cunningham, E. Train & Co., and Harnden & Co., for the repayment of money collected of alien passengers,
are still pending in the Supreme Court; and my counsel informs me that a final decision will not probably take place before April or May next, owing to the pressure of business in that court.

The money, $13,800, remains in the Merchants Bank, under trustee.

Owing to the large number of alien passengers daily arriving from various states by railroads, and the many impositions practised upon the ignorant and unfortunate, by persons ready at all times to mislead the emigrant—thereby indirectly causing many to become a public charge to the Commonwealth, who would otherwise be able to find their way to friends, or where work could be obtained—I have felt it incumbent on me to prevent, as far as practicable, such impositions; and, after consulting with my superiors in office, I employed a person to look after all such alien passengers, who might arrive at either of the railroad depots in this city, with instructions to give them (should they appear destitute or ignorant) the best advice and directions possible, in finding their friends; and also to prevent any person from practising deception and fraud upon them. I am happy to believe, that the course thus adopted has been the means of aiding hundreds to their friends, both in and out of the State, who would otherwise now be living in some of our public institutions, at the expense of the Commonwealth.

In support of the above, I submit the following table, which will show the number and condition of those arriving by railroad, for the last eight months:

<table>
<thead>
<tr>
<th>Railroads</th>
<th>Whole No. arrived</th>
<th>No. poor and destitute, blind and lame</th>
</tr>
</thead>
<tbody>
<tr>
<td>Providence Railroad</td>
<td>4,491</td>
<td>1,181</td>
</tr>
<tr>
<td>Worcester</td>
<td>2,882</td>
<td>933</td>
</tr>
<tr>
<td>Fall River</td>
<td>1,912</td>
<td>604</td>
</tr>
<tr>
<td>Eastern</td>
<td>869</td>
<td>74</td>
</tr>
<tr>
<td>Fitchburg</td>
<td>358</td>
<td>163</td>
</tr>
<tr>
<td>Lowell</td>
<td>274</td>
<td>95</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>10,786</strong></td>
<td><strong>3,050</strong></td>
</tr>
</tbody>
</table>

No doubt that large numbers of the above have gone out of the State, as well as those arriving by water. Yet, with all the precaution taken, it will be seen by the following, that the pro-
portion of those arriving by railroads, now in the poorhouse, (Boston,) is much larger than of those arriving by water.

For five months, ending December 1, 1850, the whole number of emigrants arrived per railroads is 7,313. Of this number, there are now, or have been, in the almshouses of this city, 105. For these there is no security, nor has there been any commutation received. In the same time, there arrived by water, 13,596. Of these, 135 are now, or have been, in the poorhouse. A large number of these are there at the expense of their bondsmen, and for the balance, a commutation fee of two dollars for each has been received.

The condition of passengers arriving by water, at this port, was in all respects better than for the previous year, up to December 1. But of those who arrived in December, a difference is perceptible. In two or three vessels, the old ship fever of 1847 made its appearance very extensively, and may be attributed to the filthiness and stupidity of two or three families, who were sent to this country by their landlord, Mr. Fortescue,—he having contracted for and paid the passage of thirty-nine in one ship, the “South Carolina,” and who landed here in a most deplorable condition.

By reference to the respective laws of New York and Massachusetts, (which are herewith presented,) it will be seen that there is a vast difference in the amount of security required. In New York, for the years 1848, '49, and '50, there have arrived more than 600,000 emigrants, from which less than 300 bonds of security (to remain) have been required, and those to remain in force ten years only; whilst in Boston, for the same time, there have landed less than 90,000, of which there has been required, under the law, security for 4,334, and that security to remain as long as the emigrant shall live. The result is, merchants, both here and in Europe, knowing the requirements of law in the several states, take advantage of the same, and send those the most likely to become chargeable, to such ports as will require the least security. To be more fully understood: passengers who contract in Europe to be landed in Boston, are sent to New York, and from there to Boston by railroad; thereby depriving Massachusetts of security or commutation for those who are the most expensive to her inhabitants and institutions.
Whether anything can be done for the further protection of the Commonwealth against pauperism, of course is for the wisdom of the legislative departments to decide; but it does appear to me not very unreasonable to suppose, that Massachusetts will be willing to give to one part of her citizens as ample protection as to another.

I believe the law relating to the carrying of passengers by water, is as stringent, perhaps, as is necessary; but as there appears to be no diminution of our pauper account, (which, to a very large extent, may be ascribed to those coming from the old country here, via of other states,) is it not reasonable to ask, if something cannot be done for the security of the Commonwealth for such persons thus coming into it.

I cannot omit mentioning another thing, which I believe would be of great importance to the State, and of lasting benefit to the emigrant. Many of those who come to this country have gone far to the interior, and are continually sending for their friends from the old country; while many who have capital sufficient, leave here for the west, as soon as landed: indeed, it has become a business of so much importance, that many are continually engaged in booking and ticketing through, to various parts of the country, those classes of people. In many cases, the forwarding merchant is of much advantage to the emigrant; but there have been persons (runners) in the employ of these forwarding merchants, who have practised gross imposition and fraud.

Another branch of business has arisen, by the arrival of so many emigrants at this port, which gives an opportunity for the unprincipled to fleece the unfortunate stranger. I refer to the emigrant boarding houses, where heavy charges are made, and many other methods adopted, which indirectly throws upon the Commonwealth many who would otherwise be able to provide for themselves. I submit, therefore, whether the Legislature cannot authorize ——— to appoint some person or persons who shall attend to the whole matter of licensing as many houses as shall be deemed necessary, and also to attend to the forwarding of all emigrants going out of the State; with such provisions and restrictions as will prevent imposition, and secure to the Commonwealth a sufficient remuneration for expenses incurred. A similar course was found neces-
sary in New York; and, from the knowledge I possess of the whole matter, I verily believe it to be of great importance.

It appears to me, (as I stated in my last report,) that we are to have a very large share of the poor of Europe cast upon our shores; and, if such be the fact, it also appears reasonable that we should use all the means in our power, to have them of as little expense to our country, and be as profitable to themselves, as possible.

I know of no measures, nor have I heard any yet suggested, that would be the means of preventing an increase, or removing that already amongst us, of the surplus of foreigners, so much as the enactment of some law similar to that suggested above. It would reduce the expense, and thereby encourage and enable many to leave here for the Great West, who would otherwise remain, and eventually become a public charge; it would bring under the control of the State, those who would be called upon to board and lodge the emigrant, and prevent any imposition or fraud; it would secure ample remuneration to the Commonwealth for all expenses incurred, be of much service to the emigrant, and of great benefit to the inhabitants of this State, and its charitable institutions.

J. B. MUNROE,

Supervintd of Alien Passengers.