

their oath aforesaid, do say that in manner and only the manner aforesaid the said Chang Man came to his death, and not otherwise.

In witness whereof, as well the said Coroner as the said said jurors aforesaid have hereunto set and subscribed their hands and seals the day and year first above written.

	(Signed)	THOMAS MORLAND HOCKEN, Coroner, (L.S.)	
(Signed)	JOHN CARROLL, (L.S.), Foreman.	GEORGE FOREMAN, (L.S.)	
	GEORGE HUMPHREY, (L.S.)	THOMAS WADDELL, (L.S.)	
	PATRICK MCKENZIE, (L.S.)	GEORGE NICOLL, (L.S.)	
	RICHARD MULVINE, (L.S.)	THOMAS CARR, (L.S.)	
	JOHN JOHNSTONE, (L.S.)	ALEXANDER SLIGO, (L.S.)	
	EDWIN JENNINGS, (L.S.)	his	
	JOHN FOGO, (L.S.)	THOMAS + HUDSON,	
	SAMUEL DOODEWARD, (L.S.)	mark.	
	C. MUIR, (L.S.)	(Witness—THOMAS NEIL.)	

Otago, Dunedin,  
Colony of New Zealand, to wit.

INFORMATION of WITNESSES severally taken and acknowledged on behalf of our Sovereign Lady the Queen, touching the death of Chang Man, at the Hospital, Dunedin, in the Province of Otago, in the Colony above mentioned, on Wednesday, on the 11th day of October, one thousand eight hundred and seventy-one, before Thomas Morland Hocken, one of the Coroners for the said Colony, on an inquisition then and there taken on view of the body of Chang Man, then and there lying dead, as follows, to wit:—

Thomas Bishop, being sworn, saith: I am a master mariner. I am captain of the "Guiding Star," and was so during her last voyage from Hong Kong to this port. We took our final departure from China on the 11th of June, with 226 Chinese passengers, and 19 other persons on board; our passage was a very long one, extending over 111 days; as we were much baffled at the first part of the passage, and as some of the water casks began to leak, I put into Timor on the 6th day of August. Up to this time, the health of the passengers was excellent, but one complaining that he had lost the use of his legs. Up to this all our provisions were salt, and in accordance with the list now produced and marked A. We had no fresh provisions on board whatever for the passengers, all being preserved in salt. This list A is more liberal than that directed by the Chinese Emigration Act.

At Timor we took in fresh water, fresh beans, and calavansas, pumpkins, and firewood. We stayed in Timor seven days, during which time the passengers lived on fresh meat, and had free access to shore. The invalid's condition did not improve; during our stay he could not go ashore. About the 27th of August this man died. I do not believe the cause of death was scurvy. A week after another passenger died, I believe from consumption. A week after two others died from the weakness and loss of use of the legs. We were in very cold weather, and the passengers kept themselves close to their berths. A great many cases of the same kind of illness then broke out—loss of power and wasting away of the legs; sixteen of these died. When off the Solander, on the 27th of September, a man died suddenly, with symptoms of mere weakness. There were then also three cases of what I believe to be scurvy, and this for the first time. Other cases occurred up to time of coming into port.

The passengers had full rations, with the exception of one day, to the time of our arrival; at least there was plenty of pork, fish, and rice. We ran out of our articles of diet a fortnight before we came in. We started with 28 gallons of lime juice, and this I distributed almost from the first. Most of them, however, refused persistently to take it; those who did take it were protected from the scurvy, and also from the other diseases I have spoken of. There were two native Chinese doctors on board, in accordance with the Act, which may provide as substitute a European doctor instead. The food on board was not of excellent quality. The pork had too much of fat—for Europeans at any rate. The beef was good, with the exception of the last cask, which was black when opened, but not otherwise bad. The fish was good, and not very salt; the first two lots of fish sent on board were condemned and sent on shore. In my opinion, the cause of the great outbreak of disease was caused by dirt and laziness, and not from the character of the food supplied; not a case of illness excepting diarrhoea or dysentery occurred amongst my crew, and they had precisely the same food as the passengers. The crew's meat was, however, better preserved, and is now quite good. From my experience, I should suggest that Chinese passengers coming to this port should have fires in stoves below stairs; they suffered much from the cold. They should also be compelled to take warmer clothing and blankets with them.

(Signed) MORLAND HOCKEN, Coroner.

(Signed) THOMAS BISHOP.

John Hennessey, being sworn, saith: I was storekeeper to the "Guiding Star" on the passage down from Hong Kong. The quantity of the food supplied was in accordance with the Chinese Emigration Act—it was all good, with the exception of the beef and fish. From the first these were not good, though they were eaten; they became worse as the passage progressed, becoming black and smelling; when put on board the beef looked pretty well, and the fish was good. I should judge that it was not very well preserved in the first instance. The pork was good. We came to the end of the vegetables about four or five days before our arrival; some of the vegetables were bad, and had to be thrown overboard. The sick passengers suffered from swelling of the feet, face, and loss of power of the legs. In my opinion, the cause of the illness on board was a want of warmth, and laziness. I think they were well fed. The beef supplied to the crew was of a better character than that supplied to the passengers.

(Signed) MORLAND HOCKEN, Coroner.

(Signed) JOHN HENNESSEY.