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the transportation of Convicts to His Majesty's Colonies in North America is in many respects so objectionable...[that] by the Act of the 26th of His present Majesty, You are not to direct or authorize the Transportation of Of? fendes to the Colonies...or to any other part of His Majesty's Dominions [other] than the Coast of New South Wales." These instructions were a direct result of Captain Debonham's brutal act on the coast of Cape Breton seven months earher, and ended the practice of convict transportation to North America. George Moore, Esq., an Irishman and naval officer in Sydney, echoed the sentiments of the Home Secretary in a letter published in a Dublin newspaper the same month. He wrote: Eighty miserable wretches (our compati'iots) landed [here]...at the distance of twelve miles from any inhabited place; some drowned in the landing, and many [were] frostbitten before they could receive any assistance. Surely hu? manity must shudder at the manner in which convicts are disposed of and to remedy this evil is certainly a measure highly deserving the interference of the legislature. [To which the editor added] that such ill-fated wretches [were better]...hanged at home, sooner than face the lingering death of fa? mine in the inclement wilds of America.'" In the end, the convicts went their separate ways, drawn to places by opportunity or circumstance. Of the 126 Irish men, women, and boys who boarded the Providence that October 18, 1788, 46 died crossing the Atlantic, one man was killed during the landing, six died of exposure the first night, and one was murdered. In the following months three died in hospital, one woman died en route to the hospital and one man froze to death carrying supplies. Little is known about the remaining sixty-seven convicts. Two murderers escaped from prison and disappeared. The govern- w' uome Tor me summer, '.' stay for the fall colours • "" you are welcome to . C< Brunswick Newfoundland VICTORIA COUNTY Cape L Breton /,edwardl."J'\*'?"