

BERMUDA.

of which penalty the master, with Mr. Musson as his surety, gave a bond, subject to the decision of the Board of Customs.

I beg leave to acquaint your Excellency, that having written to Mr. Musson on the subject, he has paid the penalty into the Colonial Treasury. The magistrates having adjudicated no more than 5*l.* to be paid by the master, I have felt myself precluded from demanding any further amount.

I return the papers forwarded to me by your Excellency.

I have, &c.

(signed) *John Harvey Darrell,*
Attorney-General.

His Excellency Governor Elliot,
&c. &c. &c.

Appendix.

APPENDIX.

—No. 1.—

COPY of a LETTER from the Colonial Land and Emigration Commissioners
to *Herman Merivale, Esq.*

Colonial Land and Emigration Office,
1 January 1850.

Sir,

No. 1.
Colonial Land
and Emigration
Commissioners to
Herman Merivale,
Esq.,

26 December 1849.
27 December 1849.

A NARRATIVE having recently appeared in the "Times" newspaper of the destruction by fire of the emigrant ship "Caleb Grimshaw," in which it was alleged that that vessel was deficient in boats; that she was unprovided with a life-boat; that she had not on board the usual appliances for making signals at night; and that if the fire was not the consequence of spontaneous combustion, it must have been smouldering in her from the time she left Liverpool. We thought it our duty to call on the emigration officer at the port of Liverpool for any information on the subject which he might possess. We now enclose, for Earl Grey's information, copies of two letters received from him.

It will be seen from these letters that the "Caleb Grimshaw" was a very fine vessel, built expressly for the passenger trade; and that she was fitted with the proper boats required by the law, including a life-boat. That those boats would have been insufficient to contain the whole of the passengers and crew of the vessel, if such a service had been necessary for them, is no doubt true; but this must, we fear, be the case with every passenger ship, since no such vessel could stow boats sufficiently large to carry the whole number of passengers conveyed in her; but that the boats were in a perfectly efficient state, is proved by the fact stated in the narrative itself, that they were towed astern of the ship, full of people, for several days, in a heavy sea, and were afterwards used in landing the people at Flores. In regard to the origin of the fire, we cannot venture to hazard a conjecture, but it will be seen, from the manifest of the cargo, that she had no articles on boards which are usually considered liable to spontaneous combustion, unless indeed it were the coals.

With respect to the means of making signals at night, there seems reason to suppose that in this respect the "Caleb Grimshaw" was deficient. We have directed the emigration officers at the out-ports, to pay particular attention to this point in future, and to require masters of emigrant vessels to carry both a gun and blue lights or rockets, for the purpose of making signals at night in case of need.

We have, &c.

(signed) *T. W. C. Murdoch.*
Frederic Rogers.

Enclosure.