

The second case was against Captain Olive, of the ship "E. A. Bright," from Liverpool, under three clauses of the Act, viz., 1st. By issuing an insufficient allowance of meat and flour during the voyage. 2d. By issuing an insufficient supply of water. 3d. By neglecting to keep the abstracts of the Passenger Act and Order in Council posted up, as required by law.

The sitting magistrates condemned the captain in the penalty of 5*l.* sterling and costs for each of the two first offences, and 40*s.* and costs for the last.

The third case was against Captain Corner, of the ship "McDonnell," from London, for not having issued a proper and sufficient supply of water and provisions during the voyage. The complaint for the non-issue of water was fully proved, and the master was fined 1*l.* sterling per day during the period of 34 days in which the full allowance of water was withheld. The complaint respecting the deficiency in provisions not being proved, was withdrawn.

The following complaints were settled without the necessity of a reference to the magistrates:—

Some few articles in the dietary scale of the ship "Ion," from London, had fallen short, owing to the length of passage, 68 days, but the master at once allowed the value of the articles deficient, amounting to 2*s.* 6*d.* for each passenger, with which they were all satisfied.

The last case was by the passengers of the ship "Melbourne," from Liverpool. This vessel cleared outwards with only 24 steerage passengers, and accordingly did not appear to come under the Act: but a family of four persons having entered as cabin passengers, and, although they paid cabin fare, having been provisioned and accommodated only as steerage passengers, the master was made to perceive that all the regulations of the Act might be enforced against him. In order to prevent the case being brought before the magistrates, the matter was settled by a money payment to the satisfaction of the complainants.

Complaints for breach of contract were also made by the passengers, 24 in number, per "Esmeralda," from Liverpool. As this vessel did not come within the operation of the Passenger Act, I was unable to afford them any assistance in obtaining redress.

The petition of the passengers, setting forth their grievances, was transmitted by their request to the Government Emigration Board in London.

The numerous testimonials and complimentary addresses presented to masters of passenger ships on their arrival here, show that the treatment experienced by emigrants on their voyage to this port is generally satisfactory to them.

The only case of personal ill treatment which came under my notice was made by the passengers by the "E. A. Bright," against the subordinate officers of that ship, and proceedings were about being taken by several of the passengers against the chief mate and boatswain, for assaults under various circumstances during the voyage. None of the accused were, however, forthcoming, nor could any of them be found during the stay of the prosecutors in this city. They had been made aware of the passengers' intention to prosecute them, and, dreading the punishment which they must have been sensible awaited them, they evaded a trial.

Serious complaints of this kind are, I am happy to say, of rare occurrence on board emigrant ships to this port. The masters of the regular traders are generally kind, humane men, and, being interested in obtaining and preserving a good name for their ships, provide with every care for the comfort of their passengers. Casual ships are not always so well commanded, although it is seldom that any charge can be urged beyond that of want of experience in the carriage of passengers.

A very large proportion of the British as well as the foreign emigrants proceeding to the western parts of the province continue to take the route of New York. I regret to say that numerous complaints are made of the treatment experienced by passengers on this route, not only while on the voyage across the Atlantic, but also when arrived at New York, and on the journey inland. The vessels employed in the New York passenger trade are more frequently transient ships, with masters less experienced in the business than those of the regular traders to this port, and I feel warranted in saying less respectable in their characters. So many cases of infamous conduct towards their steerage passengers, and particularly the females, have become public, that the Canadian emigration will be largely diverted from this line hereafter. The Com-