

to the amount of private stock laid in; and when the desire to emigrate is strong, instances will occur in which the ship's issue alone is depended on. Under such circumstances, it is not surprising that there should have been a great deal of dissatisfaction caused this season, in consequence of the substitution of Indian corn meal for a portion of the provisions to be furnished by the ship. The emigrant, on engaging his passage, is informed that he will receive a pound of oatmeal, flour, or biscuit, each day during his passage, but on getting to sea, finds that one-half of this allowance is replaced by Indian corn meal, an article of food wholly new to him, and one which requires considerable care and attention in its preparation. He is naturally at once prejudiced against this article, and makes use of it in its unpalatable form, only when reduced to actual want. This description of food, although highly valuable under different circumstances, is not proper for issue throughout a long voyage, to people who have been wholly unaccustomed to its use, and who do not know how, indeed, to prepare it. Dr. Douglas has found that a great extent of sickness prevailed in the vessels in which the meal was used; and he confirms me in the impression, that it is desirable the permission accorded for the substitution of Indian corn meal, for the potatoes and oatmeal prescribed by the Act, should not be extended to another season.

EMIGRATION.

Report.

Substitution of
Indian Corn Meal.

Several cases of infringement of the provisions and regulations of the Imperial Passenger Act have been brought under my notice during the past season, and legal proceedings were instituted by me in six cases. In five of these cases I obtained convictions. The masters of the barque "Eleuthera," from Tralee, and brig "Hope," from Westport, for having an excess of passengers over their legal complement, were fined in a mitigated penalty of 5*l.* sterling each. The master of the barque "Triton," from Penzance, for not having the passenger-deck of his vessel properly constructed, was similarly fined 1*l.* 5*s.* sterling and costs. The master of the barque "Minna," from Sligo, was prosecuted for not issuing the regular allowance of water to his passengers; and the case being fully proved, he was fined the full penalty of 50*l.* sterling. The last case was against the master of the brig "Arab," from Bideford, for neglecting to make the issue of provisions during the passage; which being fully proved, he was fined in the sum of 12*l.* 10*s.* sterling. The proceedings which I had caused to be entered against the master of the "Sarah Milledge," from Galway, for having an excess of passengers over the legal number, failed in procuring a conviction, as stated to your Excellency in my Report of the 15th July last.

Passenger Act
infringements.

Prosecutions.

With regard to the proceedings which I considered it my duty to adopt in the very aggravated case of the barque "Elizabeth and Sarah," from Killala, on board of which vessel so great a mortality and suffering occurred, I beg to refer to my reports to your Excellency of the 4th and 8th of August last. These reports will fully explain the circumstances under which I felt myself called upon to engage a steamer to proceed to the relief of the passengers on board this ship. My weekly report of the 22nd of August, which will be seen at page 30 of the Appendix, and the Report of Dr. Douglas, which accompanies it, will fully detail the condition in which the passengers and vessel arrived at Grosse Isle. Having in my final report of the 9th of September, entered fully into all the particulars of this case, and having also reported to the Colonial Land and Emigration Commissioners on the subject, it becomes unnecessary for me to re-enter into the details connected with it.

Ship "Elizabeth
and Sarah."

From the information I was enabled to collect from the passengers and crew of this vessel on their discharge from the Quarantine Hospital, their distress and suffering may be attributed, in a great measure, to the neglect of the officer of customs at Killala, whose duty it was to have carefully inspected the accommodations, and the supply of water and provisions on board, previous to her sailing.

It is satisfactory to be able to state, that this case has no parallel among the emigrant vessels arriving at this port since the passing of the present beneficial law. It would, however, appear, that notwithstanding the care and attention with which the Act has been framed, the intervention of the legislature is yet required to render it complete. The law appears to be sufficiently stringent, but experience has shown the possibility of its evasion.

Passenger Act.

The Colonial Land and Emigration Commissioners have remedied several of the minor difficulties experienced in the early working of this law, and particularly one of some consequence in the measurement of the capacity of the ship. The uniformity of system established by the instructions in their printed memorandum