

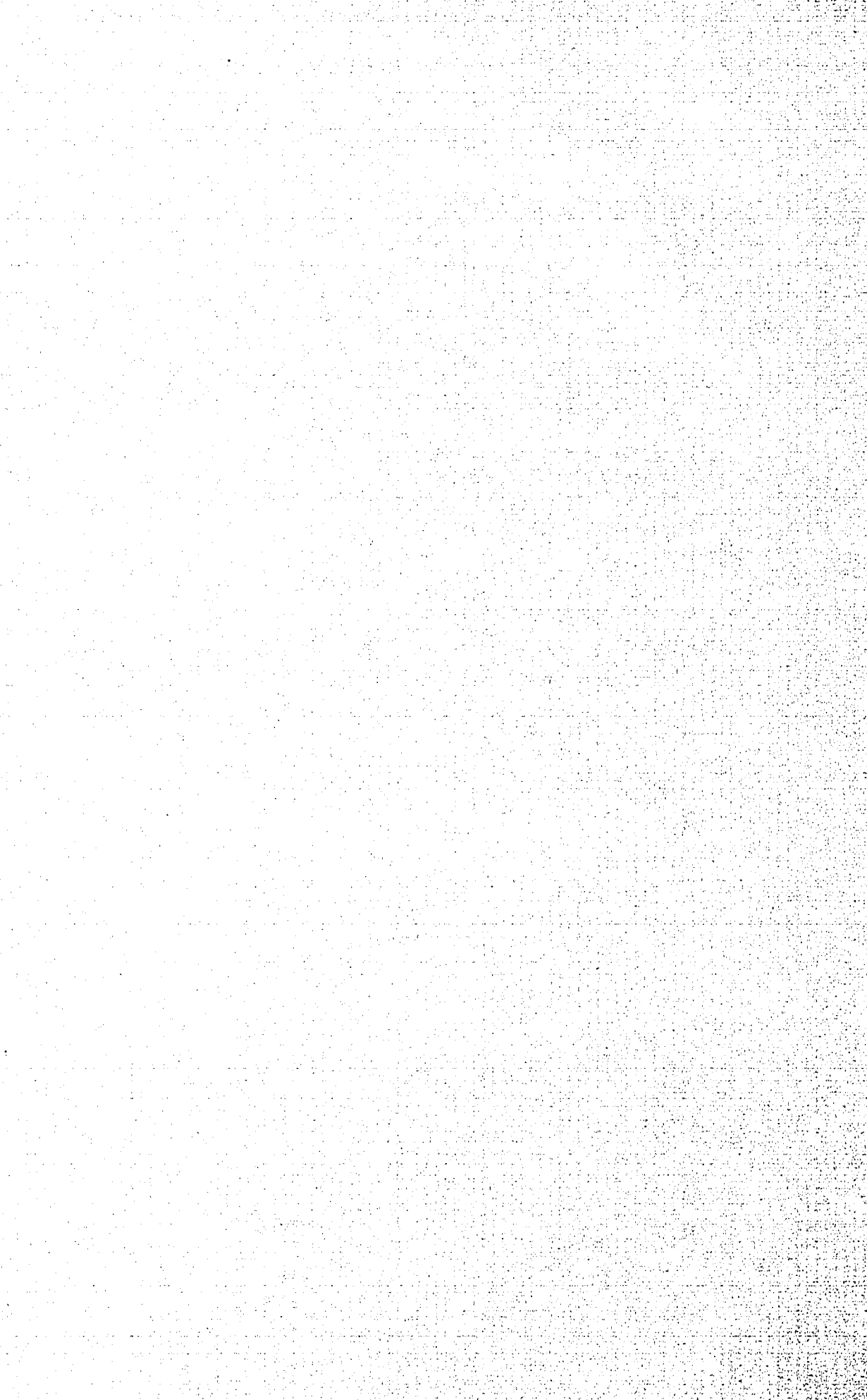



EMIGRATION.

A RETURN of the Names, Stations, Dates of Appointment, and Salaries of the EMIGRATION OFFICERS in the UNITED KINGDOM; Memorandum of the Passengers Act, 1852, for the Use of the Emigration Officers; and Names, Dates of Appointment, and Emoluments of the MEDICAL INSPECTORS at the several Ports at which Emigration Officers are stationed.

(Mr. Robert Keating.)

*Ordered, by The House of Commons, to be Printed,
17 May 1854.*





EMIGRATION.

RETURN to an Address of the Honourable The House of Commons,
dated 15 February 1854;—for,

A “RETURN of the Names, Stations, Dates of Appointment, and Salaries
of the EMIGRATION OFFICERS in the UNITED KINGDOM; with a Copy
of the GENERAL INSTRUCTIONS issued for their guidance:”

“And, of the Names, Dates of Appointment, and Emoluments of the
MEDICAL INSPECTORS at the several Ports at which Emigration
Officers are stationed.”

Colonial Office, }
22 March 1854. }

FREDERICK PEEL.

(*Mr. Robert Keating.*)

Ordered, by The House of Commons, to be Printed,
17 May 1854.

L I S T.

Return of the Names, Stations, Dates of Appointment, and Salaries of the Emigration Officers of the United Kingdom - - - - - p. 3

Memorandum on the Passengers Act, 1852 (15 & 16 Vict. c. 44), for the use of the Emigration Officers - - - - - p. 4

Return of the Names, Dates of Appointment, and Emoluments of the Medical Inspectors at the several Ports at which Emigration Officers are stationed - - - - - p. 33

RETURN of the NAMES, STATIONS, DATES of APPOINTMENT, and SALARIES of the EMIGRATION OFFICERS of the UNITED KINGDOM.

NAME.	OFFICE.	STATION.	DATE OF APPOINTMENT.	SALARY.	
				£.	s. d.
Commander J. S. Lean, R. N.	Emigration officer	-	February 1837	358	5 - per ann.
G. Ramsten, Esq., R. N.	1st Assistant ditto	-	August - 1850, served previously at Liverpool	170	- - "
J. T. Forster, Esq., R. N.	2d ditto ditto	London	May - 1852	150	- - "
Lieut. A. T. Mann, R. N.	3d ditto ditto	-	September 1852	150	- - "
Commander G. P. Westbrook, R. N.	4th ditto ditto	-	September 1852	150	- - "
Capt. C. F. Schouberg, R. N.	Emigration officer	-	January 1853 { Served from July 1852 to January 1853 as } emigration officer at Dublin	400	- - "
Lieut. T. H. Prior, R. N.	1st Assistant ditto	-	July - 1847	250	- - "
Commander T. Higgins, R. N.	2d ditto ditto	-	April - 1850	200	- - "
Lieut. M. Bourchier, R. N.	3d ditto ditto	Liverpool	July - 1852	200	- - "
R. J. Wiggins, Esq., R. N.	4th ditto ditto	-	April - 1853	200	- - "
Lieut. P. G. Nettleton, R. N.	5th ditto ditto	-	January 1854	200	- - "
R. Kvatt, Esq.	6th ditto ditto, for inspection of cargoes	-	January 1854	200	- - "
Lieut. T. Carew, R. N.	Emigration officer	Plymouth	April - 1847	208	5 - "
E. A. Smith, Esq., R. N.	ditto ditto	Southampton	April - 1853 { Served from May 1847 to August 1850 as assistant } emigration officer at London, and from August 1850 to April 1853 as emigration officer at Londonderry	208	5 - "
Capt. C. Keefe, R. N.	ditto ditto	Glasgow and Greenock	July - 1852	208	5 - "
Capt. H. Kerr, R. N.	ditto ditto	Dublin	January 1853 { Served from March 1852 to January 1853 as } emigration officer at Sligo; employed temporarily before this at Waterford	208	5 - "
Commander M. De Courcy, R. N.	ditto ditto	Belfast	June - 1852	208	5 - "
K. L. Sutherland, Esq., R. N.	ditto ditto	Londonderry	April - 1853 { Served from November 1851 to April 1853 as } assistant emigration officer at Liverpool	208	5 - "
Commander J. L. R. Stoll, R. N.	ditto ditto	Sligo and Outports	January 1854	208	5 - "
Commander W. Ellis, R. N.	ditto ditto	Limerick and Tarbert	April - 1847	208	5 - "
Capt. Fitzgerald	Assistant ditto	Queenstown	July - 1850	100	- - "
Commander C. Friend, R. N.	Emigration officer	Waterford and New Ross	April - 1854	208	5 - "
Lieut. E. Griffiths, R. N.	ditto ditto	Galway	November 1851	120	- - "
Lieut. W. Saunders, R. N.	ditto ditto	-	April - 1850	120	- - "

Receives 417. 15s. from colonial funds during the continuance of Government Emigration to Australia.
Receives 30s. - ditto - ditto.

Including 50s. a year granted to them under Secretary of State's sanction of July 1852, during the pressure of emigration.

N. B. The above salaries are in addition to the naval officers' half-pay.

MEMORANDUM on the PASSENGERS ACT, 1852 (15 & 16 Vict. c. 44,
Passed 30th June 1852), for the use of the EMIGRATION OFFICERS.

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MEMORANDUM on the PASSENGERS ACT, 15 & 16 Vict. c. 44, for the Use of EMIGRATION OFFICERS, and of CUSTOM-HOUSE OFFICERS Acting in the Absence and in the Capacity of EMIGRATION OFFICERS.

Preliminary Remarks.

THE Passengers Act is to be carried into execution in the United Kingdom by officers acting under the appointment and directions of the Colonial Land and Emigration Commissioners, or, in the absence of such officers or their assistants, or at ports where there are no such officers, by the chief officer of Customs. Machinery for executing the Acts.

It is impossible to anticipate all the questions that may arise on a law embracing so many details; but the Commissioners have thought it might be useful to their officers to possess a few general directions on some of the most important clauses, and on some points on which questions have arisen. In all cases of doubt the emigration officer will, of course, apply to the Commissioners for instructions.

The leading objects of the law, so far as regards voyages from the United Kingdom, are, Leading objects of the law.

1. To prevent overcrowding in emigrant ships.
2. To provide for the seaworthiness of the vessels; and for their being properly fitted for the accommodation of the passengers.
3. To ensure a proper supply of wholesome provisions and water from the commencement to the termination of the voyage.
4. To promote order, cleanliness, and ventilation on the voyage.
5. To provide for the poorer class of emigrants not only a summary and cheap mode of enforcing their rights, but also a more comprehensive remedy than the ordinary rules of law supply, and to protect them against the frauds and impositions to which they are exposed before embarkation.

The present Act is, in the main, similar to the previous law; but it contains several additions, the principal of which relate— The principal points of difference between the present, and the law of 1849.

1. To the sailing of ships without having given a bond, or obtained the emigration officer's certificate;
2. To stowaways;
3. To the berthing of single men;
4. To the mode of issuing food;
5. To the appointment of stewards and interpreters;
6. To the provisions of the crew;
7. To the re-shipping of rejected provisions;
8. To hospital and privy accommodation;
9. To the rescue and forwarding of shipwrecked emigrants;
10. To return voyages to this country.

The provisions in respect to each of these subjects will be explained under their respective heads. They are noticed here only that the emigration officer may see clearly and at a glance wherein the present Act differs from that in force up to October 1852.

Places and Ships to which the Act applies. Section 4.

1. The Act is in force not only in the United Kingdom, but also in the Channel Islands. It extends partially to all the colonies; it applies equally to foreign and to British vessels. But the rules prescribed by the Order in Council of the 16th October 1852, passed in virtue of the 55th section, or to be prescribed as well as British ships. The Act applies to the Channel Islands; and to foreign as well as British ships.

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 Gazette of the
 1852.

prescribed by any other order hereafter to be passed, for promoting health, cleanliness, and order on board, are not applicable to ships proceeding to foreign countries, but are binding only in "passenger ships" proceeding to the British colonies.

Masters of foreign
 ships to British
 colonies to give
 special bond.

2. In order, however, to place masters of foreign ships bound to the British colonies on the same footing as British masters, the former are required to give bond to the Crown (Sect. 59) to submit themselves in like manner as British subjects to the jurisdiction of the colonial tribunals in case of any violation of the Act.

Exemptions from the Act. Sections 3 and 4.

Vessels of war and
 regular mail
 steamers.

3. Sailing vessels carrying fewer passengers than one to every 25 tons, or steamers with fewer than one to every 10 tons registered tonnage, are partially exempt, and vessels of war, transports, and mail steamers, and vessels trading to the Mediterranean, are wholly exempt from the operation of the Act. But to prevent ordinary passenger steamers from escaping the law by merely obtaining a mail for the voyage, the Postmaster-general declines to give a mail to any steamer, not being a regular mail steamer, unless the master agrees not to claim, on that account, an exemption from the law. Practically, therefore, the exemption will be found only to extend to steamers under a running contract with the British or a foreign Government.

Exemption of
 "cabin passengers."

4. Cabin passengers are also wholly exempted, except as regards the 12th and 38th, and perhaps the 13th sections. In the first of these sections they are to be counted as statute adults, for the purpose of the tonnage check; in the second as individuals, for deciding whether or not a medical man is to be carried; and in the third, they are subject in strictness to a muster by the emigration officer, to verify that they are in reality cabin passengers, though it would, of course, not be desirable to insist unnecessarily or vexatiously on this liability.

Definition of
 "cabin passengers."

5. To constitute a cabin passenger three requisites must be combined; first, that each statute adult be allowed a space of not less than 36 clear square feet in the chief or second cabin (not in the berthing place alone) for his exclusive use; second, that he be messed at the table of the master or first mate; and, third, that the fare contracted to be paid be not less than at the rate of 20s. for each week of the prescribed length of the voyage for sailing vessels.

Passengers fitting
 out a ship them-
 selves, cannot
 thereby exempt it
 from the law.

6. A body of passengers cannot, by purchasing or chartering and victualling a ship for themselves, exempt her from the provisions of the Act, if she would otherwise have come under its operation: but in such a case, the third requisite to constitute a "cabin passenger," under the 3d section, viz., the payment of a certain rate of passage money, would become inapplicable, and the question, should it arise as to whether the passengers or any of them are "cabin passengers," would have to be decided by the other two tests.

Definition of
 "statute adult."

7. The term "statute adult" means each passenger of the age of 14 years and upwards, or two passengers above the age of one year and under that of 14.

It will facilitate the understanding of the law to keep in mind, that, although not expressly defined, the words "passengers" and "persons" are used throughout the Act in the ordinary significations of individuals, as contra-distinguished from "statute adults," unless the latter meaning is expressly assigned to them, as in the instance of the term "persons," in the 12th section.

"Passenger ship."

8. A "passenger ship" means a sailing vessel, carrying more passengers than in the proportion of one statute adult to every 25 tons, or a steamer carrying more than one to every 10 tons of the ship's registered tonnage, on any voyage to which the Act applies.

Distinction between
 "passenger ships"
 and other ships.

9. A marked distinction is made between "passenger ships," and ships not coming within that definition. To the former, all the provisions of the Act apply; to the latter only six clauses, viz., the 9, 13, 14, 44, 45, and 52, which respectively require that facilities of inspection shall be afforded to the emigration officers, that lists of passengers (however few) shall be delivered to the Custom-house officers; that passage money shall be returned, with compensation, if passages are not provided according to contract; that subsistence money shall be paid to passengers in case of delay in sailing; and that passengers shall not be landed at the wrong place.

Passenger Decks, Space and Tonnage Checks. Section 12.

10. Section 12, in conjunction with section 77, prohibits the carriage of passengers on any other than the "passenger decks."

Passengers to be carried only on the "passenger deck."

These are for the first time defined, in the 3d section of the Act, to be the "main deck," and the deck immediately below it (not being an orlop deck), or any compartment thereof in which passengers may be berthed.

11. But here the question arises, as to which is the "main deck." On this point the Commissioners, at the suggestion of the Lords of the Admiralty, consulted the naval department of the Board of Trade, who expressed their opinion that, according to usual custom, the "main deck," in vessels which have only two entire decks, would be held to be the "upper deck," whether a poop and fore-castle are constructed upon it or not; but that in vessels which have three entire decks, without either poop or fore-castle, the upper deck would usually be called the "spar deck," the centre the "main deck," and the lower the "lower deck." The emigration officers will accordingly act upon this interpretation of the law; but under no circumstances must they allow passengers, other than "cabin passengers," to be berthed on more than two decks in any vessel.

What is the "main deck."

12. The number of passengers, that is, statute adults, which can be carried in any passenger ship, is further limited by the twofold check of space and tonnage; of these two checks, it is not optional to take either indifferently, but that only must be taken by which the number of passengers is most limited. This double rule, however, is applicable only to sailing vessels. In steamers, as the machinery occupies so much of the registered tonnage, the numbers are limited by the space check alone, and the tonnage check is not applicable.

Limitation of numbers by the double check of space and tonnage.

13. In calculating the numbers which can be taken under the tonnage check in sailing vessels, all persons on board, including the master, crew, and cabin passengers, are to be counted, reckoning however two children between the ages of one and 14 as one person; but in calculating the number of statute adults for the space check, the master, crew, and *bona fide* cabin passengers are not to be counted.

Mode of calculating numbers for the tonnage check.

Ditto for the space check.

14. In the application of the tonnage check in sailing vessels, it is not optional to take indifferently either the new or the old mode of measurement as the registered burthen of the ship; but conformably with the provisions of the 3d section of the 5 & 6 Will. 4, c. 56, the tonnage which is inserted in the body of the ship's certificate of registry is in all cases of British ships to be taken. In the case of foreign ships however, which may have been measured in this country for light and harbour dues, &c. the British and not the foreign measurement should be taken.

Where ship has two measurements, which to be taken.

Foreign ships.

15. The rule formerly in use for ascertaining the area of the "passengers' deck" was to take three transverse measurements of the deck, and multiply the mean of them into its length. The introduction of a sharper built class of vessels has rendered this rule inapplicable; and the Commissioners have accordingly endeavoured so to remodel it as to obtain a rule which would be applicable to vessels of all builds, and which, while it avoided minute or complex details, should yet afford a sufficient approximation to the true contents of the deck, substantially to secure to passengers the space the law intended to give them.

Mode of ascertaining area of "passenger deck."

The following rule will, it is believed, fulfil these conditions:

1st. Subject to the deductions hereafter mentioned, the length of the "passengers' deck" multiplied into the mean breadth is to be taken as the superficial area.

2d. When the whole of the 'tween-decks is appropriated to the use of the passengers, the length should be measured from the stem to the stern post, unless the breasthook or transom should be less than six feet above the deck; in which case the space beneath such breasthook or transom should be deducted from the total length as not being of the legal height.

3d. To ascertain the mean breadth, transverse measurements should be taken at a distance of six feet from either extremity of the space appropriated to passengers; between these should be taken intermediate measurements at equal

intervals

intervals of, as nearly as may be, 12 feet. The mean of all these measurements is to be assumed as the mean breadth.

4th. All the measurements should be made on the deck, and not at any higher level, except when the stringer does not rise more than six inches above the deck, when, as it will be below the lowest tier of berths, the measurements may be taken immediately above the stringer.

5th. The deductions to be made from the superficial contents of the deck or compartment (in addition to the breasthook, transom, and stringer, where they are to be deducted, and the deductions under the 26th section, when necessary) are the spaces occupied by the masts and by any chain locker, or tank, and by the pumps, if cased round, but not otherwise; the space appropriated for the hospital is not to be deducted.

Space to which emigrants are entitled, on no account to be curtailed.

16. Any curtailment of the prescribed space to which passengers are entitled, on the ground that their personal luggage is stowed elsewhere, or on any other pretext whatever, would be directly contrary to both the spirit and the letter of the Act, and must not be allowed.

Passengers' Lists. Section 13.

Passenger lists to be countersigned by emigration officer.

17. By the present law, the emigration officer is required to countersign the passengers' lists, which are to be delivered to the officer of Customs, by the master of every ship.

This is a new provision, suggested by the Commissioners of Customs. The object is to bring every ship under the supervision of the emigration officers, and thereby prevent the masters of ships which are in reality "passenger ships" from escaping the operation of the law, by giving in an incorrect or incomplete list of passengers.

Mustering passengers.

18. It entails the mustering by the emigration officer of the passengers in all vessels, whether under the Act or not, as otherwise he could not truly certify, as the form given in the Act (Schedule A.) requires him to do, that the lists are correct. But it does not authorise a medical inspection of the passengers in ships which are not "passenger ships."

Cabin passengers need not be mustered, unless fraud suspected.

19. As regards "cabin passengers," although it may be said that the officer cannot ascertain, without mustering them, whether or not the number on board is such as to allow to each the space requisite to remove them from the ordinary class of passengers, yet as they are not included in the certificate to be signed by the officer, the Commissioners are of opinion that he need not put them to the annoyance of a muster, unless he should have reason to suspect an attempt at fraud.

Stowaways. Section 15.

Stowaways may be summarily punished.

20. This is a new enactment, introduced for the first time, for the protection of the shipowners, charterers, and masters.

The offender may at once be carried before a single justice of peace without a warrant or summons, and the case may be disposed of in a summary manner.

The penalty on conviction of the offender, and of his abettors, if any, is a fine not exceeding 5 £, and imprisonment with hard labour in default of payment.

Survey of Ships. Section 16.

All passenger ships must be surveyed.

21. No "passenger ship" is to be allowed to clear out or proceed to sea, unless she shall have been surveyed and reported to be seaworthy, and fit in all respects for her intended voyage, by two or more competent surveyors, to be appointed by the Colonial Land and Emigration Commissioners, or by the Commissioners of Customs at ports where there are no emigration officers.

This survey has reference to seaworthiness as regards the hull and equipment of the ship, and not as regards the quantity, quality, or stowage of the cargo, which is left exclusively to the decision of the emigration officer himself.

Appeal from surveyor's opinion.

22. An appeal is for the first time given against the report of the Government surveyors, if it is unfavourable to the ship. This appeal must be to three other surveyors (of whom two at least must be shipwrights), to be appointed by the emigration officer, or in his absence by the chief officer of Customs; and their

opinion, which is to be in writing, must be unanimous in order to overrule the previous opinion of the Government surveyors. The expense of the appeal is to be borne by the owner, charterer, or master demanding it.

23. No survey is to be undertaken except at the direction and under the authority of the emigration officer, who should, when his other duties will permit, accompany the surveyors in their survey. A form of warrant to survey is placed in the Appendix.

Surveys to be authorised, and, when practicable, superintended by emigration officer. Appendix, No. 1.

24. The survey is to be made by two surveyors together, and is to extend in all cases to the masts, yards, and pumps, as well as to the hull of the vessel, and, when required by the emigration officer, to her boats, ground tackle, and equipments. It is of great importance to see that the boats are both sufficient and in good condition.

Extent of survey.

25. The survey of all passenger ships must be made when the hold and the between-decks are entirely clear of cargo. Any ballast, which it may be necessary to keep in the vessel to steady her, must be shifted so as to expose to view successively every part of the frame of the ship.

How survey to be made.

26. Vessels, therefore, intending to take cargo at one port and to proceed to another to embark passengers, should be surveyed at the port of lading, and the certificate of such survey, signed by the surveyors and the emigration officer of that port, must be produced to the emigration officer at the port of embarkation; but the production of such certificate will not exempt the vessel from a second survey at the latter port, or from the necessity of unloading for the performance of such survey, should the emigration officer at that port consider that such second survey is necessary.

Vessels taking cargo at one port, and passengers at another, to be surveyed at the first port.

27. Such second survey should not, however, be required unnecessarily or vexatiously, as it will of course entail expense on the shipowner; but before dispensing with a second survey, it will be the duty of the emigration officer to satisfy himself that the vessel has suffered no damage or injury since the date of the first survey.

A re-survey may be required at the last port in certain cases.

28. With regard to the re-survey of the hold of any vessel putting back in distress, the emigration officer must use his own discretion and be guided by the information he may obtain, or by the opinion he may form in each case, as to the probability of the ship's having been strained or injured since she left the port of clearance.

Re-survey of vessels putting back in distress.

29. When repairs are necessary, the work to be done is to be stated in writing by the surveyors to the emigration officer. The progress of repairs is, in like manner, to be reported to the emigration officer, at such convenient intervals as he may decide on.

Repairs and their progress to be reported to emigration officer.

30. When the required repairs (if any) are finished and the survey is completed, the surveyors are to make a full report thereof, in duplicate, to the emigration officer, according to the form given in the Appendix, or as near thereto as the facts of the case will warrant, and to state whether or not, in their opinion, the ship, with her boats, &c., is seaworthy and fit in all respects for her intended voyage. One part of the report is to be retained of record by the emigration officer, and the counterpart is to be delivered on demand to the party on whose application the survey was made.

Final report when survey completed. Appendix, No. 2.

31. Each survey is to be paid for; the fee for an ordinary survey is not to exceed in the whole two guineas, nor for a special survey three guineas. As a general rule, an ordinary survey only is to be ordered; but where the vessel, being British-built, is not classed in Lloyd's register, or is classed lower than the red diphthong, or is colonial-built, or where, from the magnitude of the repairs needed, the surveyors are obliged to visit the vessel more than twice to see them executed, or where from age or any other circumstance the emigration officer has reasonable grounds for doubting the seaworthiness of the vessel, he will be at liberty to order a special survey.

Survey fees. Ordinary and special surveys.

32. The fee is in no case to be paid to the surveyors themselves, but is to be paid to the emigration officer at the time the application for a survey is made to him. If an ordinary should subsequently become a special survey, the additional fee is to be paid to the emigration officer before he issues his clearing certificate.

Fees to be paid in the first instance to emigration officer.

Emigration officer to pay over fees to the surveyors monthly.

33. The emigration officer will on the first of each month pay over to each surveyor the sum to which he may be entitled, after deducting from the gross amount per cent. for collecting, and being responsible for the money, and keeping the accounts.

Emigration officer to make quarterly returns to the Commissioners. Appendix, No. 3.

34. The emigration officer will make a quarterly return to the Commissioners in the annexed form, showing the number of surveys which have been held in each quarter, distinguishing the ordinary from the special surveys, and also showing the sums received and the portion allotted to each surveyor.

Passenger Decks, Berths, &c. Sections 17, 18, and 19.

Construction of decks.

35. Passengers, as before explained in Article 10, can lawfully be carried only on two decks, viz., on the main deck, and the deck immediately beneath it, not being an orlop deck. The emigration officer must satisfy himself that the passenger decks are of the prescribed thickness, and securely supported, according to the requirements of the Act; that they are laid continuously from side to side of the compartment in which the passengers are berthed; and that in no part of the space appropriated to passengers is the height less than six feet from deck to deck.

Hanging and lodging knees are no longer indispensable by law.

Security of decks.

36. Where the deck cannot be secured to the permanent beams in so proper and substantial manner as to need no other support, the Act is not satisfied by any temporary supports to the beams to enable them to perform their office.

Size of berths.

37. The Act prescribes the minimum, but not the maximum dimensions for berths. This was purposely left undetermined; but, in order to provide against abuses, it is required that all unmarried males of 14 and upwards, should be berthed in a compartment by themselves in the fore part of the ship, or in separate rooms, if the ship be divided into compartments and fitted with enclosed berths. Not more than two passengers, unless members of the same family, can legally be placed in the same berth; nor in any case persons of different sexes, above 14, unless they be husband and wife.

Intervals between the two tiers of berths and between the berths and the decks.

38. The Act requires (sect. 18) that the interval between the floor of the berths and the deck beneath shall not be less than six inches, and that there shall not be more than two tiers of berths. But it has not fixed what shall be the space between the two tiers of berths, or between the upper tier and the deck above it, further than requiring that the interval between the two decks should not be less than six feet. The emigration officer must see that the comfort and convenience of the passengers in this matter is provided for, as far as the circumstances of each case will permit: but in no case should he allow the fittings to be so constructed as to afford a less interval between the bottoms of each tier of berths, or between the bottom of the upper tier and the deck above it, than two feet seven inches.

Separate berthing of single men.

39. A question has arisen whether single men can legally be berthed in the fore part of the ship, and also in separate rooms fitted with enclosed berths, in the same vessel. It is apprehended that, provided the intentions of the Legislature of separating the single men generally from the rest of the passengers, as regards sleeping arrangements, be effectually carried out, the emigration officer need not object to the union of the two plans.

Different sexes, if unmarried, not to be berthed together.

40. The prohibition against placing in the same berth persons of different sexes above the age of 14, unless husband and wife, must be strictly enforced.

Hospitals. Section 21.

A hospital must be provided in every passenger ship.

Dimensions.

41. The enactment in regard to hospitals is new, though the same object was provided for under the old law by an Order in Council. In every "passenger ship" there must be a space divided off for a hospital, to the satisfaction of the emigration officer; but it is only where there are as many as 100 statute adults, that the law prescribes what the minimum space shall be, viz. 56 clear superficial feet. Where there are as many as 300 statute adults, the space is to be not less than 120 feet.

Not to be deducted from space allotted to passengers.

42. A doubt has occurred whether or not the hospital is to be deducted in the

the measurement of the space which regulates the number of passengers to be carried under the 12th section of the Act. On considering together the 12th and 21st sections, and the general tenor of the Act, the Commissioners are of opinion that the hospital should not be deducted. Whenever, therefore, the tonnage check does not come into operation, the emigration officer will first determine the number of passengers the ship can carry by measurement, and then set apart the requisite hospital space without diminishing that number.

Light and Ventilation. Section 23.

43. There is no consideration of greater importance in an emigrant ship than an adequate supply of light and ventilation between decks. The emigration officer will therefore pay particular attention to this point, and see that the law is efficiently carried out. Where there are as many as 100 statute adults on board, a proper ventilating apparatus, to be approved by the emigration officer and fitted to his satisfaction, must be insisted on, in addition to the ordinary means of ventilation supplied by the ship. The Commissioners do not prescribe any particular kind of apparatus, as improvements are constantly in progress; but for the present they are not aware of any mode which combines economy, simplicity, and efficiency in an equal degree to that of iron air-funnels with revolving heads inserted into the deck. Of these there should never be less than two, and if the ship be large there should be more; and whatever the number on board, one half should be placed forward, and the other half aft, so as to secure a clear passage for the air throughout the whole length of the ship. The diameter of these funnels should not be less than 12 inches each, and they should be fitted with revolving cowls.

Ventilating
apparatus.

Boats, Fire Engines, Anchors, &c. Section 24.

44. The Act prescribes the number but not the dimensions of the boats to be carried in "passenger ships." The latter point is, however, virtually provided for, as the law devolves on the emigration officer the duty of seeing that the boats are of a suitable size to be approved by him. To assist the emigration officer in the exercise of his discretion, and to ensure at the various ports as much uniformity as is practicable in this matter, the Commissioners have prepared the annexed scale of boats. The emigration officer will be careful that the boats are of the proper description, are in a sound and seaworthy state, and are supplied with all requisites for immediate use. He will bear in mind that in all cases one of the boats must be a long-boat, and another a life-boat. What is a life-boat it is not easy to define, but the following general description of an effective boat of this sort may be found useful as a guide to what is required.

Boats.

Appendix, No. 4.

45. The life-boat should be built whale-boat fashion, both ends alike, and the ends to a limited extent should be enclosed and made air-tight. She should have a shear of about three quarters of an inch to a foot, rising equally from the midships to the stern and stem, and be fitted along the sides and under the thwarts with strong metal or gutta percha air-tight tubes of about 10 inches diameter, and of convenient lengths, say about two or three feet each, properly cased in. Between the tubes and the sides of the boat and the casings, cork shavings, or some other appropriate article, should be tightly stuffed, so as to prevent accidents from collision or friction. Life-lines should be fixed along the outsides of the boat. The life-boat should be suspended at the quarter or stern of the ship.

Life-boat, descrip-
tion of.

46. Besides boats and life-buoys, which were required to be found under the former law, the present Act requires, in addition, that every "passenger ship" should carry some adequate means of making signals by night, and also a fire-engine in proper working order, or "other apparatus for extinguishing fire," to be approved by the emigration officer.

Fire-engines and
night signals.

47. It will be observed that the officer cannot legally insist both on a fire-engine and an apparatus for extinguishing fire, as the language of the law is in the alternative. Considering, however, the peculiar properties said to be possessed by Phillip's patent fire annihilator, namely, of dissipating smoke, as well as of extinguishing flame, it would seem to be a highly useful auxiliary on shipboard in case of fire. The Commissioners are disposed therefore to suggest

Fire annihilators
recommended with
fire-engines.

that this, or any other equally effective apparatus, should be carried, in conjunction with an efficient fire-engine; and the emigration officer will probably be able, in the majority of cases, to induce shipowners to put both on board.

Appendix, No. 5.
Appendix, No. 6.

In order to assist their officers in the exercise of the discretion vested in them on this point, and to promote a uniform practice at the various outports, the Commissioners have prepared the scales placed in Appendices Nos. 5 and 6, showing the dimensions and power of the fire-engines; and where there is no engine, the number and power of fire annihilators which the officer should require to be provided.

Where an effective fire-engine is carried, one half the power of annihilators and fire-buckets may be dispensed with.

Appendix, No. 7.
Suggestions to
masters of emi-
grant ships
respecting boats
and fire at sea.

48. In Appendix No. 7 are placed certain suggestions to masters of emigrant ships, respecting boats and fire at sea, which the Commissioners have prepared with the view of calling special attention to the necessity of adopting precautions beforehand to meet disasters at sea.

Anchors.

49. The number of anchors to be carried by passenger ships is not specified by the Act, but has been left to the discretion of the emigration officer. The Commissioners are advised by the Marine Department of the Board of Trade, that no passenger ship should be allowed to proceed to sea with less than three bower anchors, two ready for immediate use, and a third for use in case of emergency. The emigration officer should also satisfy himself that there is a proper locker or other place set apart for the chain cables, and that they are securely clinched before the ship proceeds to sea.

Manning. Section 25.

Manning.

50. This section requires generally that passenger ships shall be manned with an efficient crew; but it does not prescribe any ratio of men to tonnage. The emigration officer must on this point be guided to a great extent by the usage of the port at which he is stationed, but he will take care in every case to satisfy himself, before he clears the ship, that the crew on board is efficient, both in numbers and in character.

Cargo. Section 26.

Cargo.

Doubtful articles.

51. Besides the eight articles enumerated in the Act, there is a general prohibition against taking as cargo or ballast any article which by reason of its nature or quantity shall be deemed by the emigration officer likely to endanger the health or lives of the passengers, or the safety of the ship. It is on this latter part of the clause that questions frequently arise, such as whether salted hides, packed or unpacked, salt, iron in an unusual quantity, coal, &c., come within the meaning of the prohibition. The determination of these and similar questions rests with the emigration officer, who being on the spot, and possessing practical knowledge, with the advantage of being able to consult the medical examiner of emigrants in cases involving sanitary considerations, is the most competent person to come to a correct conclusion. In the appeals that have been made to the Commissioners on this part of the law, they have declined to sanction the shipment of salted hides, unless packed in tight casks; they have not objected to salt in moderate quantities and properly packed; nor to the description of coal or of patent fuel, such as Warlich's, which on chemical analysis is found not liable to spontaneous combustion. With regard to iron, they have instructed their officers not to allow the shipment of such a quantity (taken in ordinary cases at two-thirds the registered or British tonnage,) as would be likely from its weight to strain or endanger the ship; and as much must depend on the manner of its stowage, they have further directed them to watch the stowage of ships carrying iron, so as to ascertain that it is properly distributed fore and aft, and raised by chequering or otherwise.

Stowage of cargo
on deck.

52. By the old law no part of the cargo could be carried on deck. But as the stowage of very heavy cargo, such as iron, at the bottom of the ship made her laboursome, and in some cases unseaworthy, the law was altered so as to allow the stowage of a portion of the cargo on deck, with the consent of the emigration

emigration officer, provided that it be stowed to his satisfaction, and so as not to impede light or ventilation, or interfere with the comfort of the passengers.

Length of Voyage. Section 26.

53. By the present Act the length of voyage for sailing vessels to the Australian colonies and New Zealand has been reduced by a period varying from 14 to 20 days, according to the distance of the colony, but to the North American colonies, in the winter months it has been increased by 10 days; and a scale has been introduced for steamers.

Length of voyage reduced to Australian colonies. Increased in winter months to North American colonies.

54. A misprint has occurred in this part of the Act; 70 days is prescribed as the length of voyage for ships clearing out to North America between the 16th of January and the 14th October, both days inclusive; and 80 days for ships clearing out between the same days, also both "inclusive." It is evident that in one of the two cases the word "inclusive" should have been "exclusive." In the event, therefore, of any ship clearing out at the Customs on either of the days in question, the Commissioners think that the emigration officer need only require her to be victualled for 70 days.

Misprint in Act.

55. In the case of ships not laying in water for the full voyage, but touching at an intermediate port to fill up, the emigration officer is empowered by section 31 to declare the length of voyage to and from the intermediate ports.

Ships touching at intermediate ports to fill up water.

Provisions, and their Survey. Sections 28, 29, 32, and 33.

56. The dietary scale laid down in the Act is framed chiefly with reference to the Irish proceeding to North America, who constitute the great bulk of the emigration from the United Kingdom.

But to meet the tastes of English and foreign emigrants passing through this country, certain substitutes for oatmeal and rice are allowed to be made (section 32,) at the option of the master, provided the substituted articles are set forth in the contract tickets of the passengers.

Certain articles may be substituted for oatmeal and rice if specified in contract tickets.

In vessels clearing out from Scotch or Irish ports, however, the weekly allowance of oatmeal must not be less than 3½ lbs. per statute adult. It will be necessary, therefore, that the emigration officer should, in the case of each ship, inform himself what scale is intended to be used on the voyage. This can readily be done, by an inspection of the contract ticket issued to the passengers. He will then ascertain that the provisions laid in are of the proper kind and qualities.

But in ships from Irish or Scotch ports the weekly issue of oatmeal must not be less than 3½ lbs.

Emigration officer to ascertain what used in each ship.

scale of provisions is to be

57. A careful survey of the water and provisions in an emigrant ship is one of the most important parts of the emigration officer's duties. He will therefore give his special attention to this point; and as attempts have occasionally been made to pass inferior articles by overlaying them with a small portion unobjectionable in quality, he will always select indiscriminately a certain proportion of the packages of each sort of provisions, and have all their contents thoroughly exposed to view. For this purpose one in ten at least of the bags of biscuit should be selected; but while in ordinary cases this mode of examination will suffice, yet if there is any reason to suspect an attempt to evade the law, a strict general search should be made with a view of detecting the fraud.

Mode of survey of provisions.

58. Should the emigration officer discover any provisions or stores which are not of good and wholesome quality, or which are not in a sweet or good condition, he will at once reject, mark, and have them landed.

Bad provisions to be rejected and marked.

59. Rejected provisions cannot afterwards be re-shipped either in the same or any other "passenger ship" under a penalty not exceeding 100 l. This is a new and valuable enactment, intended to meet a class of frauds for which formerly no punishment had been provided.

Rejected provisions not to be afterwards re-shipped.

60. The emigration officer having ascertained the quality of the passengers' provisions, will next satisfy himself as to their quantity. This is regulated by the length of the voyage, and the issues prescribed in section 32. He will bear in mind that what the passengers themselves may bring are not to be reckoned in, but are irrespective of what the owner, charterer, or master is bound to provide. He will moreover see that there is an ample supply of wholesome food

Quantity of provisions.

Provisions for the crew.

for victualling the crew and all other persons on board besides the ordinary passengers. Although the law requires that the provisions and stores for the crew should not be inferior in quality to those for the passengers, when the articles are of a like description, yet it affords no means for determining the quantities to be shipped, but leaves this point to be decided by the emigration officer. It will probably be a sound exercise of this discretion to require that the quantities should be at least equal to the proportions fixed for the passengers.

Issues of provisions to the passengers.

Caution to masters.

61. The emigration officer will enforce the requisite issues, before two o'clock on the day of embarkation, to such passengers as may then be on board, and he will warn masters that they will render themselves liable to heavy penalties, and entail on their sureties in the bond to the Crown a forfeiture of the bond, if the issues are not in like manner continued daily throughout the voyage, and if the articles which require cooking are issued in an uncooked state. There is no offence against the Act which will be more rigorously prosecuted whenever it can be proved. The officer will cause a printed notice to this effect to be kept posted up in places where it would be likely to meet the attention of parties concerned in the passenger trade.

Appendix, No. 8.

A form of such notice is given in the Appendix.

Water Casks and Water. Section 30.

Water casks to be charred, &c.

62. The emigration officer will be particular to see that when water casks are used, they are properly charred inside, are sweet, tight, and of sufficient strength, and that they are not of greater capacity than 300 gallons. The law requires that the staves should not be of fir or soft wood, but is silent as regards the heads. The emigration officer will be at liberty, therefore, to pass casks of which the staves are made of hard wood, and the heads of yellow pine, pitch pine, or oak; if of pine, the sap-wood should be taken off, and oak cantles be used.

Water cask heads.

Appendix, No. 9.

63. A scale for casks is placed in the Appendix for the guidance of the emigration officers.

Mode of examining water casks.

64. The mode of examining the water casks, which should be followed when practicable, is, to have the casks ranged on the wharf and filled with water; and after they have been inspected by the emigration officer, to have them emptied and stowed away in the vessel and refilled. The Commissioners are aware that this method is not practicable at all ports, and the emigration officer must be left to adopt the best means that the circumstances at his station will allow for ensuring an efficient test as to the sweetness, tightness, and strength of the casks.

Water.

65. Nothing can be more important for the health and comfort of emigrants than that the water should be pure, sweet, and likely to keep well. It will be incumbent, therefore, on the emigration officer to pay particular attention to this point, and to insist on the supply being obtained from the best sources within reach. When it can be obtained only from a tidal river, it should not to be taken before the last quarter-ebb, and should, where means exist for the purpose, be filtered before it is filled in.

Precautions, when obtained from tidal rivers.

Water for cooking purposes not to be deducted from passengers' allowance, except for tea, coffee, or cocoa.

66. The law officers of the Crown, having been consulted whether the water required for cooking the provisions of the passengers might be deducted from the daily issue to them, or whether it must be provided by the ship in addition, have given an opinion that the water required for preparing the tea, coffee, or cocoa of the passengers may be deducted from the daily issue, but that the water required for cooking the other provisions must be supplied by the ship. The law does not authorise the emigration officer to insist on the shipment of any specific quantity for the purposes of cooking; but it would be desirable that he should direct the attention of the masters of passenger ships to this point, and to the penalties to which they will make themselves liable if they do not provide a sufficient quantity of water for cooking the provisions, exclusive of the quantity required for the daily issues.

Passenger Stewards, Cooks, and Cooking Apparatus. Sections 35, 36.

67. Where there are as many as 100 statute adults on board, there must be a seafaring person appointed as passengers' steward and another as cook. If there are more than 400 statute adults, there must be two cooks, but the number of stewards is not increased. Both the steward and the cooks must be rated on the ship's articles, and approved by the emigration officer.

Passengers' steward and cook required if 100 statute adults be put on board, and two cooks if more than 400.
Cooking apparatus.

68. It will be important to see that the cooking apparatus is adequate for the number of passengers intended to be taken, that it is firmly secured in its place, that its housing is properly protected from fire by a sufficient metal lining, and that there is a sufficient supply of fuel for the voyage.

Interpreters. Section 37.

69. Foreign "passenger ships," in which as many as one-half of the passengers are British subjects, must carry one interpreter when the number of passengers does not exceed 250, and where it does, two interpreters, unless the master and officers, or not less than three of them, can speak English intelligibly; these interpreters must attend exclusively on the passengers, and are not to be employed in working the ship.

Interpreters in foreign ships.

Surgeons and Medicines. Sections 38, 39, 40.

70. Every "passenger ship" must carry a duly qualified medical practitioner rated on the ship's articles, 1st, When the voyage exceeds 80 days for a sailing vessel, and 45 for a steamer, and there are more than 50 persons on board; 2d, When the ship is bound to North America, and the number of passengers exceeds 100 statute adults, and less than 14 clear superficial feet is allotted to each statute adult; and 3d, When, whatever may be the destination of the ship, or the space allotted to the passengers, the number of persons on board exceeds 500.

Medical men, when to be carried.

It must be borne in mind that the word "persons" in the 1st and 3d cases means, as it does throughout the Act (except in the 12th section, where it is expressly defined to mean statute adult), individuals, and it includes, therefore, the officers, crew, and all classes of passengers, of every age, each of whom is to be counted as one person.

Meaning of the word "persons" in this section.

71. The only definition given of the term "duly qualified," is, that the medical man shall be authorised by law to practise in the United Kingdom (or, in the case of a foreign ship, in the country to which the ship may belong,) as a physician, surgeon, or apothecary; he must be provided with proper surgical instruments, to the satisfaction of the emigration officer, who is also invested with a power of veto.

Qualifications of medical men.

72. A list showing the smallest quantity of instruments with which a surgeon should be provided is placed in Appendix No. 10.

List of surgical instruments. Appendix, No. 10.

73. The name of the medical practitioner is to be notified to the emigration officer, in order to enable him to exercise, if necessary, his veto. He will in all cases require the production of the necessary diploma or licence to establish the legal qualification of the individual to practise in the United Kingdom. Foreign diplomas, except in the case of foreign ships, will not be sufficient. But although the documents produced may in themselves be satisfactory, yet, if the emigration officer is aware of any circumstance which in his judgment would render it improper to commit the charge of an emigrant ship to the holder of them, it will be his duty to object to him under the authority conferred by the law.

Power of emigration officer to object to medical practitioner.

74. The emigration officer is constituted the judge of the sufficiency, both as regards quality and quantity, of the medicines for passenger ships. But to assist him in this part of his duty the law requires (section 41) that the medical examiner of passengers shall inspect the medicine chest, and certify to the emigration officer that it contains a sufficient supply of medicines, disinfecting fluid or agent, instruments, &c. Without this certificate the emigration officer should not grant his clearing certificate.

Medicines.

Certificate of medical examiner of emigrants.

With a view to a uniform practice in this matter at the several ports, the Commissioners have, with professional assistance, prepared and placed in the Appendix, for the use of the emigration officers, two scales of medicines, one applicable to Australian, and the other to North American voyages.

Scales of medicines. Appendix, Nos. 11 and 12.

Medical Inspection of Passengers and Crew. Section 41.

Medical inspection of passengers.

75. The medical inspection of the passengers, crew, and medicines, is to be made either on shore or afloat, as the emigration officer may direct, by some medical practitioner unconnected with the ship. With this view the appointment of the medical examiner is vested in the emigration officer, to whom, and not to the examiner, the examination fee is to be paid. It will not, therefore, satisfy the law to allow this examination to be made by the ship's surgeon, who is appointed and paid by the owner or charterer.

Intermediate and steerage passengers to be examined separately.

76. As it has been stated that a promiscuous examination of intermediate and steerage passengers is objectionable to the former, the emigration officer will cause each class to be examined separately whenever circumstances will admit.

Fee for medical inspections.

77. The fee for this inspection is fixed at the rate of 20 s. for every 100 statute adults examined. This fee is to be paid by the owner, charterer, or master, to the emigration officer, who, after deducting 2½ per cent. for the trouble of collection and keeping the accounts (except in the case of Liverpool, where a different arrangement prevails), will pay over the net balance to the medical examiner monthly, and make a return thereof quarterly to the Commissioners in the form annexed.

Appendix, No. 13.

Return of Passage Money, Compensation and Subsistence Money. Sections 43, 44, 45, and 47.

Owner, charterer, and master, or any of them, liable to passengers for return of passage-money, compensation, and subsistence money.

78. The doubts which had been raised on the corresponding sections of the old law, whether if a contract for a passage was made with a charterer, or his agent, the rights of the passengers under it could be enforced against the owner, is now set at rest. The option is expressly given to passengers, or to any emigration officer on their behalf, to proceed against either the party to whom, or on whose account, the money may have been paid, or the owner, charterer, or master of the ship, or any of them. It may at first sight seem repugnant to the ordinary principles of justice to hold any one responsible for a contract in which he has had no voice, and to which he may be a stranger. But the case of an emigrant is peculiar, and in the conflict of hardships as between the owner and the emigrants, the interests of the latter ought, not unreasonably, to predominate. The former must be aware of the purposes to which his ship is to be applied, and can take precautions to secure himself against the bad faith or incapacity of a charterer; but emigrants, for the most part, are incapable from ignorance and poverty of protecting themselves from a class of frauds which, if successful, are necessarily attended with consequences of especial severity.

The law therefore was designed to afford to emigrants extraordinary protection, and proceeds throughout on the basis of giving them a summary remedy against any person connected with the ship who may be nearest at hand. Thus the master is expressly made answerable for nearly all the offences against the Act, although, in some instances, he may not have been privy to their commission. Moreover, to refer a houseless emigrant, destitute of resources, and just on the point of sailing, to his immediate contractor, who may possibly be in a distant part of the kingdom, if it did not altogether defeat the main object of the law, would unquestionably inflict, in the majority of cases, a serious injury in the delay of a passage, and the consequent loss of the best season for settlement. It will therefore be the duty of the emigration officer, if the party with whom the contract has been made be from any cause incapable of performing it, or inaccessible, to proceed against the owner, charterer, or the master, or any of them, as circumstances may warrant.

Ships Putting Back. Section 46.

Stores to be replenished, and damages made good, in ships detained or put back.

79. It will be borne in mind, that whenever a vessel is detained in port more than seven days, or puts back after having been to sea, she must replenish her stores; and if in the latter case she shall have sustained damage, it must be effectually repaired, and a certificate that she is fit in all respects to proceed on her voyage be obtained from the emigration officer, before she is allowed to quit the port, even to return to the port whence she may have originally sailed.

Emigration officer to ascertain state of

80. Although it is the duty of the master who puts into port to report in writing his arrival and the cause thereof, with the condition of his ship and stores,

stores, to the emigration officer, yet the latter will take care to satisfy himself on all those points by personal inquiry and inspection, and will call for the production of the list of passengers, and see that it corresponds with the numbers on board, so as to check any violation of the law in this respect.

ship, passengers, and stores of vessels putting back.

Disasters at Sea. Sections 47, 48, 49, and 50.

81. Under this head some new provisions have been introduced for securing that passengers of the poorer classes should be sent on to their destination in cases of wreck or other disaster to the ship.

All cases of disaster covered, except where ship destroyed in port or on coast of United Kingdom.

The 47th section provides, as in the old law, for sending on the passengers of any damaged ship putting into any port in the United Kingdom, which cannot be made seaworthy within six weeks, or for the return of their passage money. The 48th and 49th sections are new. In the former, provision is made for the case of passengers taken off a vessel (whether wrecked, or otherwise damaged) at sea, and in the latter, for that of passengers wrecked or otherwise cast on colonial or foreign shores.

These enactments are sufficiently wide in their scope to cover every case of disaster to the ship, except that of being burnt, wrecked, or destroyed within a port, or on the shores of the United Kingdom.

This description of disaster would hardly be held to come within the description of a vessel "putting back" under the 47th section.

In this case, however, the passengers would have their remedy under the contract ticket, which is required to be given under the 64th section, to all passengers other than cabin passengers. For the first clause of the contract ticket contains an unqualified engagement that the persons therein named shall be provided with a steerage passage to a specified port, in a specified ship; and if this contract be not duly carried out, though rendered impossible by wreck, or by any default not originating in the passengers, it may be enforced against the contractor, like any other broken contract, through the instrumentality of the ordinary courts of justice, but not by summary process under the "Passengers Act."

This case met by contract ticket.

This is in accordance with the opinions of the law officers of the Crown, given in 1846 on a question of this nature, raised on the Passengers Act of 1842, which made no special provision for the case of wrecks, and the point has also been so decided in a case brought before the legal tribunals,

Abstract of Act, &c. Section 57.

82. The emigration officer will see that abstracts of the Act, and of the Queen's Order in Council relative to order, cleanliness, &c., are conspicuously posted up in the between-decks of every passenger ship proceeding to any part of the British dominions, before the passengers are embarked, as required by the law. He will also caution the master that he will be liable to penalties if he fail to keep the abstracts duly posted up during the whole voyage, or if he goes to sea without having on board a copy of the Act for the information of the passengers. These documents will be supplied to the master on his application to the officer of Customs at the port.

Abstracts of Act and Order in Council to be duly posted up in the ship before embarkation of passengers.

Vessels proceeding to foreign countries are not required to carry abstracts of the Act or the Order in Council; but if the masters should desire to have copies of those documents to assist them in enforcing discipline, the emigration officer will be at liberty to supply them.

Clearing Certificates. Sections 10, 11.

83. By the old law no "passenger ship" could legally clear out without a certificate from an emigration officer that the law had been complied with. This enactment was defective in two particulars. First, it could not be certainly known beforehand whether or not a ship would be a "passenger ship" in the

Difference between the old and new law.

legal sense of the word; and next, the only means of enforcing obedience to the law were the refusal of a clearing certificate and a penalty on the master; but if, as sometimes happened, the ship sailed in defiance of the law, the only mode of punishing the offence was by putting the bond in suit, unless the master returned to this country, which in the case of foreign ships seldom or ever happened.

To remedy these defects, the present law provides that no ship "fitted or intended for the carriage of passengers," as a passenger ship, shall clear out, &c. without the emigration officer's certificate, under penalty of forfeiture of the ship, which may be seized by the officers of Customs at any time within two years from the commission of the offence, and at any place within the British dominions.

Points to be attended to before clearing certificate given to master.

84. The ability of the emigration officer to enforce the Passengers Act depends mainly on his power to withhold his clearing certificate until the requirements of that Act have been fulfilled. It is, therefore, especially necessary that he should be fully satisfied upon this before he issues that certificate. The preliminary steps, such as the survey of the vessel, her measurement, the inspection of her provisions and water, and the examination of her fittings, will have been necessarily completed some time before the clearing certificate is applied for. But when that application is made there will still remain many important points to be inquired into, which can only be ascertained when the ship is complete and ready to put to sea. Thus, it will be the duty of the emigration officer to muster the passengers to see that no more are on board than the law allows; to have them inspected by the medical officer; to ascertain whether any of them have any unsatisfied claims, as to detention money or otherwise; to muster and inspect the crew, and to see that the ship is in a fit state to proceed to sea. Until he has satisfied himself on these points he is not to grant his certificate; and he will make known his instructions in this respect as widely as possible, in order that the masters and charterers of ships may be warned that their vessels will not be cleared until they are in a complete state. Any delay which may accrue from the neglect on their part of this warning will not be chargeable on the emigration officer. A form of clearing certificate is annexed.

Appendix, No. 14.

Every facility to be given by emigration officer for expediting the despatch of ships.

85. But while, on the one hand, no emigration officer would be justified in clearing a vessel in an incomplete state from a desire to afford facilities to ship-owners or charterers, the Commissioners expect that the officers will not, on the other hand, by a too rigid observance of office hours, throw any impediment that can be avoided in the way of the clearing of vessels. It may happen that the circumstances of a port, or of a particular vessel or class of vessels, may make it difficult, if not impossible, to clear within the office hours, and that accordingly if not cleared after those hours, a delay of a day will ensue. If in such a case a proper application and reasonable notice had been given to the emigration officer, the Commissioners would very much regret to learn that it had been refused on the sole ground of office hours. It must, however, be of course understood that the officer is not to be expected to clear vessels at unreasonable hours, or when, from the failure of daylight or other cause, the duty cannot be efficiently performed.

Passengers arriving in the United Kingdom. Sections 88, 89, and 90.

Duties of emigration officers, as regards vessels bringing passengers to this country.

86. In the present Act the Legislature has for the first time undertaken to deal with immigration into the United Kingdom, and to throw some degree of protection around the poorer classes arriving from foreign countries out of Europe.

To obtain a correct list of the passengers.

It will be the duty, therefore of the emigration officer to carry out the intention of the Legislature to the best of his ability. He will accordingly take care to obtain from the master of any ship, whether a "passenger ship" or otherwise, arriving from America or elsewhere out of Europe, a correct nominal list of the passengers, showing the ports at which they may have embarked, and the deaths, if any, on the voyage. He will also enforce the prescribed penalties against the master, if there should be a greater number of passengers on board than the vessel could carry from this country under the 12th section of the Act,

To see that they have not been overcrowded, and have been properly victualled.

or

or if good and wholesome water and provisions shall not have been issued in, at least, the same quantities as is prescribed by the 32d section of the Act. The provisions are not, however, required to be of the same kind, or to be issued daily, or in a cooked state, as in the case of a vessel sailing with emigrants from the United Kingdom.

Passage Brokers and their Agents. Sections 41, 42, 46, and 48.

87. The Act prohibits any unlicensed person whatever from acting either directly or indirectly as a passage broker, or from being concerned in the sale or letting of passages, other than *bonâ fide* "cabin passages," to any place out of Europe, not being in the Mediterranean Sea. The only exception is in favour of the Emigration Commissioners, and those contracting with, or acting under them; but there is no exception, as in a previous law of 1842, in favour of the owners, charterers, or masters of the vessels. In order, therefore, to let other than cabin passages in their own ships, the owners, &c. must either take out a licence, or employ a licensed broker.

All persons acting as passage brokers must be licensed.

No exception in favour of owners, charterers, or masters.

88. In the case, however, of a regular clerk *bonâ fide* transacting business in the office of his employer, a duly licensed broker, who is responsible for his acts, the Commissioners conceive that it would not be necessary to insist that such clerk should be licensed; but a clerk or agent acting elsewhere would require a licence.

Clerks of passage brokers.

89. All licences, whenever granted, expire on the 31st January in each year. The licence, therefore, as well as the bond to the Crown on which it is based, must be renewed annually.

Duration of licences and bonds.

90. It devolves on the emigration officer situated nearest to the place of business of the passage broker, to satisfy himself as to the solvency and sufficiency of the sureties to the bond. He will therefore, when their names are submitted to him, call on the broker to furnish also the names and addresses of, at least, two respectable references for each surety, of whom the usual inquiries can be made. There will be no objection to accept a legally established guarantee society for one of the sureties, but such a society would not alone be sufficient, as the Act and the form of the bond expressly require two sureties.

Passage broker's sureties.

91. As soon as the emigration officer has approved of a passage broker's sureties, he will forthwith report the fact to the Commissioners, and if the bond is to be executed before him, he will take care that the names, addresses, and occupations of the sureties are correctly inserted, that all the blanks are properly filled up; and that seals are attached before the instrument is signed by the obligors and attested by himself.

Points to be attended to after sureties approved.

92. The emigration officer will take care that that portion of the 67th section of the Act is duly observed, which requires that passage brokers at or near his station shall keep conspicuously exhibited in their office a correct list of the names and addresses of the persons authorised in writing to act as their agents or runners, and also that they furnish him with a true copy of such list monthly; he will also require, in cases of suspicion, the production of the licence, or in case of agents, of their written authority to act.

Monthly lists of brokers' agents, or runners to be furnished to emigration officer.

93. Cases may arise in which the emigration officer may find it proper to oppose the grant of a passage broker's licence. On every such occasion he is to notify his intention both to the individual concerned and to the clerk to the justices in the forms annexed; and he is on no account to omit to report the circumstance to the Board.

Opposing the issue of passage brokers' licences.

Appendix, No. 15.
Appendix, No. 16.

94. Passengers' contract tickets are still exempt from stamp duty, notwithstanding that the recent Stamp Act, 16 & 17 Vict. c. 59, imposes a duty on all receipts for money of 2*l.* and upwards.

Contract tickets exempt from stamp duty.

Legal Proceedings. Sections 2, 72, 73, 74, 75, and 76.

95. The penalties by which the requirements of the law are enforced can be sued for only by the emigration officer, or by the officers of Customs at ports where

Penalties, how enforced.

where there is no emigration officer. The process is a summary one before two justices of the peace; and as it is simple in its nature, the emigration officer will, in ordinary cases, find but little difficulty in taking out the requisite summons (of which a form is given in Schedule J. to the Act), and conducting the proceedings himself, especially as no objection is to be allowed to prevail against any process before conviction for any defect therein, either in substance or in form, power being given to the justices to remedy the same. But where professional assistance is absolutely necessary the officer will, should it be possible, report the particulars of the case to the Board, and apply for their sanction before employing a legal adviser. If, however, the circumstances will not allow of such previous application, he will report the case for the approval of the Commissioners by the earliest opportunity. In Scotland the emigration officer should bring all important prosecutions before the Sheriff's Court, and should call in the aid of the Procurator Fiscal when professional assistance is necessary.

Professional assistance.

Application of penalties.

Costs of prosecution to be asked for.

Proof of emigration officer's official character.

Party claiming exemption from Act to prove exemption.

Penalties only to be sued for by emigration officer, or officer of Customs.

Passage-money, &c. may be sued for by

Passengers not to be incompetent witnesses.

Conclusion.

96. The magistrates may, if they think fit, apply any part, not exceeding a moiety, of any penalty they may inflict, as compensation to the party aggrieved. The residue, or the whole of the penalty, as the case may be, must, when recovered at the suit of an emigration officer, be paid over to the Commissioners; and the emigration officer will take care to see that this is done, and on every conviction to ask for the costs of the prosecution, which by the 73d section are expressly thrown in every case on the offender.

97. In any proceedings under the Act, the official character of the emigration officer, if called in question, may be proved by the production of his appointment under the hands and seal of office of the Commissioners, or, if necessary, by the *visu voce* evidence alone of the officer himself.

98. It is also important to remember that it does not fall on the prosecutor to show that the ship to which the proceedings may have reference comes within the Act, but on the defendant to prove that she is exempt from its provisions should that plea form part of his defence. The information or complaint, &c. need not negative any exemption or condition in the Act, nor need the complainant prove the negative. The onus of this falls on the defendant.

99. Although penalties can be sued for only by an emigration officer or an officer of Customs, yet passage money, and subsistence or compensation money, may be sued for either by the passengers themselves or by those officers on their behalf; and the complaints of several persons may be joined together in one proceeding, or dealt with separately, at the option of the prosecutor.

In these cases the passengers are not deemed to be incompetent witnesses on account of their pecuniary interest in the result.

100. In conclusion the emigration officer must constantly keep in view that the main object of his appointment is to afford gratuitously to poor emigrants all the assistance in his power,—to protect them against fraud and imposition,—and to obtain redress where oppression or injury has been practised on them.

By Order of the Board,

Colonial Land and Emigration Office,
8, Park-street, Westminster,
December 1853.

S. Walcott,
Secretary.

APPENDIX.

Appendix, No. 1.

FORM OF SURVEY WARRANT.

Government Emigration Office,
Port of _____ 185 .

Gentlemen,

I HEREBY request that you will, as soon as practicable, proceed on board the ship now lying at _____ and make a strict and careful survey of the hull, masts, yards, and pumps; and also of her rigging, sails, ground tackle, and boats, and report to me in writing the full particulars thereof, and your opinion whether the vessel is seaworthy, and fit in all respects, under the provisions of the existing "Passengers Act," for the carriage of passengers on her intended voyage to _____

You will be good enough to inform me of the time you propose to visit the vessel.

I have the honour to be, Gentlemen,
Your obedient servant,

Emigration Officer for the Port of _____

To _____
and _____ } The Government Surveyors for the
Port of _____

Appendix, No. 2

Port of _____

FINAL REPORT OF SURVEY.

Name of the Ship.	Tonnage.	Where and when Built.	Classification, if any.	Where and when last in Dry Dock.	When last Coppered.	GROUND TACKLE.					BOATS.			Nature of Repairs (if any) now effected.		
						Hawkers—size and length.	Anchors. Weight of each.			Chain Cables.		Dimensions of each.				
							Cwt.	Qrs.	Lbs.	Size of Chain.	Length.	Length.	Breadth.		Depth.	
										Ft.	In.	Ft.	In.	In.		

We, the undersigned surveyors duly appointed by Her Majesty's Colonial Land and Emigration Commissioners [or Commissioners of Customs, as the case may be], under and for the purposes of the "Passengers Act, 1852," hereby certify, that in pursuance of directions to that effect received from _____ R. N., the emigration officer at this port, we have carefully surveyed the above-mentioned ship, when her hold and between-decks were entirely clear of cargo, and have also examined her masts, yards, rigging, sails, pumps, ground tackle, and boats. We find that her hull is sound, tight, staunch, and firm

in the fastenings, that her passengers' deck is not less than one inch and a half in thickness, and properly supported by beams of adequate strength, forming part of the permanent structure of the ship, and that her boats, pumps, and other equipments are suitable and sufficient for a vessel of her tonnage, and are in a sound and efficient condition. And, finally, we hereby report that the said ship is, in our opinion, seaworthy, and fit in all respects for the carriage of passengers on her intended voyage to _____

Dated this

day of

185 .

Approved

} Government Surveyors for the
Port of

} Emigration Officer for the
R.N. } Port of

Appendix, No. 3.

QUARTERLY RETURN OF SURVEYS.

RETURN showing the Number of "Passenger Ships" surveyed at the Port of _____ during the Quarter ended _____ 185 .

Number of Ships Surveyed.	Number of Ordinary Surveys at £. 2. 2 s. each.	Number of Special Surveys at £. 3. 3 s. each.	Gross Amount of Fees received.		Amount paid to each Surveyor.
			£.	s.	

Appendix, No. 4.

BOAT SCALE.

A SCALE, showing the Number and Minimum Size of Boats which the Emigration Officers in the United Kingdom will be prepared to pass for Passenger Ships in the exercise of the Discretion vested in them by the 24th section of the "Passengers Act, 1852."

SHIPS OF	Number of Boats.	LIFE BOAT.			LONG BOAT.			OTHER BOATS.		
		Length.	Breadth.	Depth.	Length.	Breadth.	Depth.	Length.	Breadth.	Depth.
100 to 200 tons -	2	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	-	-	-
200 to 350 tons, if there be more than 50 statute adults -	3	13 0	5 0	2 2	18 0	6 0	2 9	-	-	-
350 to 500 tons, if there be more than 100 statute adults -	3	17 0	6 0	2 4	20 0	6 6	3 0	16 0	5 6	2 2
500 to 800 tons, if there be more than 200 statute adults -	4	22 0	6 4	2 6	20 0	7 0	3 3	18 0	5 5	2 2
800 to 1,200 tons, if there be more than 300 statute adults -	5	24 0	6 6	2 6	24 6	7 6	3 3	24 0	6 6	2 4
1,200 to 1,600 tons, if there be more than 550 statute adults -	6	24 0	6 6	2 6	26 0	8 6	3 6	18 0	5 6	2 2
1,600 tons and upwards, if there be more than 600 statute adults -	6	26 0	6 9	2 8	26 0	8 8	3 9	- Pinnacle or Yawl - -	- -	- -
		24 0	6 8	2 6				24 0	6 8	2 6
		26 0	6 6	2 8				24 0	6 8	2 6
								18 0	5 6	2 2
								- - - Cutter - - -	- - -	- - -
								- Pinnacle or Yawl - -	- -	- -
		26 0	6 9	2 8	32 0*	9 6	4 0	26 0	7 0	3 0
		26 0	6 9	2 8				26 0	6 6	2 8
								25 0	6 6	2 6
								- - - Cutter - - -	- - -	- - -

* N.B. If this boat should be found to be too large for convenient stowage, the emigration officer will be prepared to pass, instead of it, two boats of the under-mentioned sizes:—

	Length.	Breadth.	Depth.
	Ft. In.	Ft. In.	Ft. In.
Long-boat - - -	28 0	8 8	3 9
Jolly-boat - - -	22 0	6 0	2 6

LIFE-BOATS.

The life-boat should be built whale-boat fashion, both ends alike, and the ends, to a limited extent, should be enclosed and made air-tight. She should have a sheer of about three-quarters of an inch to a foot, rising equally from the midships to the stem and stern, and be fitted along the sides and under the thwarts with strong metal or gutta-percha air-tight tubes of about 10 inches diameter, and of convenient lengths, say about two or three feet each, properly cased in. Between the tubes and the sides of the boat and the casings, cork shavings, or some other appropriate article, should be tightly stuffed, so as to prevent accidents from collision or friction. Life-lines should be fitted along the outsides of the boat. Two blue lights, with a slow match, placed in a match-tub, or other convenient means of immediate ignition, and sufficient life-belts for the crew, should in all cases form part of the fitments of the boat. The life-boat must be suspended at the quarter or stern of the ship. When sent away at night, it should be provided with two signal lights.

All the boats must be seaworthy, stopped to the thwarts, and properly supplied with oars, and all requisites for instant use.

S. Walcott,
Secretary.

Appendix, No. 5.

SIZE AND POWER OF FIRE ENGINES TO BE CARRIED IN "PASSENGER SHIPS."

N.B.—It is recommended that in all cases both Fire Annihilators and a Fire Engine, with buckets, be carried.

Registered Tonnage of Ships.	Size and Power of Engine.		Suction Pipe.		Delivery Pipe in 25 Feet Lengths.		Number of Jets to fit Branch Pipe.
	Where Fire Annihilators and Fire Buckets are carried according to the prescribed Scale.	Where Fire Annihilators are not carried.	Length.	Diameter.	Length.	Diameter.	
500 tons and under	Size 1.—Two cylinders, to be not less than 3 inches in diameter, with 8-inch stroke, or 3 1/2-inch cylinders with 6 1/2-inch stroke.	- - - - -	25 feet	1 1/4 inch	75 feet	1 3/8 inch	1 Straight 1/16 inch. 1 Curved 7/16 inch. 1 Rose (copper).
	- - - - -	Size 3.—Two cylinders, to be not less than 4 inches in diameter, with 8-inch stroke, or 5-inch cylinders with 6-inch stroke.	25 feet	1 1/2 inch	75 feet	1 1/2 inch	1 Straight 3/16 inch. 1 Curved 1/2 inch. 1 Rose (copper).
Between 500 tons and 1,200 tons	Size 2.—Two cylinders, to be not less than 4 inches in diameter, with 8-inch stroke, or 4 1/2-inch cylinders with 6 1/2-inch stroke.	- - - - -	28 feet	1 3/4 inch	100 feet	1 1/2 inch	1 Straight 1/8 inch. 1 Curved 3/8 inch. 1 Rose (copper).
	- - - - -	Size 5.—Two cylinders, to be not less than 5 1/2 inches in diameter, with 8-inch stroke, or 6 1/2-inch cylinders with 6-inch stroke.	28 feet	2 1/4 inches	125 feet	2 inches	1 Straight 1/8 inch. 1 Curved 1/2 inch. 1 Rose (copper).
1,200 tons and upwards	Size 4.—Two cylinders, to be not less than 4 1/2 inches in diameter, with 8-inch stroke, or 5-inch cylinders with 6 1/2-inch stroke.	- - - - -	30 feet	2 1/4 inches	125 feet	2 inches	1 Straight 3/8 inch. 1 Curved 1/2 inch. 1 Rose (copper).
	- - - - -	Size 6.—Two cylinders, to be not less than 6 1/2 inches in diameter, with 8-inch stroke.	30 feet	2 3/4 inches	125 feet	2 1/2 inches	1 Straight 1/2 inch. 1 Curved 1 1/8 inch. 1 Rose (copper).

Remarks and Instructions.—1. All cylinders, valves, valve beds, hose, or union joints, plungers, and jets to be of gun-metal. The gun-metal to be composed of 92 per cent. of clean copper and 8 per cent. of tin. 2. All the branch pipes to be of copper, not less than 18 inches long, with a gun-metal screw to fit hose and one to fit the jet. 3. All the ironwork to be galvanised, coppered, or brassed. All screws or bolts to be of copper. 4. The suction pipe to be of leather, copper riveted, or of vulcanized india rubber, to be fitted internally with either a copper or vulcanized iron spiral wire. If of leather, then some waterproof material to be inserted between the spiral wire and the leather. 5. The suction pipe must be fitted with a copper rose, weighted to 10 lbs., with a ring and a rope attached to act as a guy. The rope to be somewhat longer than the suction pipe. 6. The hoses to be either of leather, copper riveted, or of woven canvas prepared by Sir W. Burnett's process, or of 2 and 3 ply vulcanized rubber canvas. 7. The diameters are all to be measured internally, and the officers will be provided with balls of the several diameters to gauge the same.

Colonial Land and Emigration Office,
8, Park-street, Westminster, September 1853.

By Order of the Board,
S. Walcott,
Secretary.

Appendix, No. 6.

SCALE OF FIRE ANNIHILATORS, &c.

SCALE showing the Number of Fire Annihilators and Fire Buckets to be carried in "Passenger Ships" in case there be no Fire Engine on board.

REGISTERED TONNAGE OF SHIP.	FIRE ANNIHILATORS. [N.B.—Each to be of Power No. 5 in the Patentee's Scale, and each to be furnished with 2 spare charges.]	FIRE BUCKETS. [N.B.—Six to be at least double the ordinary size—fitted each with 7 yards of 1½ inch rope, and made, 4 of gutta percha or leather, and 2 of canvas.]
500 tons and under - - - -	2	18
From 500 to 1,000 tons - - -	3	24
From 1,000 to 1,500 tons - - -	4	30
Upwards of 1,500 tons - - - -	6	40

If an adequate and effective fire-engine (according to Scale in the Appendix No. 5) be carried, then only one-half the power in annihilators and one-half the number of buckets will in each case be required. It is recommended, however, that in all cases a fire-engine as well as annihilators should be taken. When the fire-buckets are required for drawing up water, they should be worked on a small spar rigged as a derrick.

Colonial Land and Emigration Office,
March 1853.

Appendix, No. 7.

SUGGESTIONS TO MASTERS OF EMIGRANT SHIPS RESPECTING BOATS AND FIRE AT SEA.

HER Majesty's Colonial Land and Emigration Commissioners having in view the fearful consequences which must result from a want of preparation in the event of accident to an emigrant ship, and especially of fire, have felt it their duty to call the special attention of the masters and officers of such ships to the precautions necessary to prevent such a calamity, and to the means of encountering it should it occur. They are, of course, aware that no scheme or regulations which may be formed beforehand can supply the place of coolness, judgment, and discipline at the time; nevertheless, the previous establishment of regulations, and the familiarity of the officers and crew with them, cannot but tend to obviate confusion and loss of time when danger arises. It is from the hope of contributing to this end, and not from any disposition to interfere in matters beyond their immediate duties, that the Commissioners have drawn up the following suggestions.

The first matter to be settled is the arrangement of the boats.

1. Boats.

Life-boat.

1. The life-boat should always be carried in such a manner as to admit of its being rapidly and safely lowered at the shortest notice.

Boats to be hung in davits, and their gear kept in them.

2. All the boats, except the long-boat, should, if practicable, be hung in davits. They should be kept clear of lumber, and the oars and necessary gear should be buckled or strapped to the thwarts of each, and ready for immediate use. If thole pins or crutches are used for the oars, they, as well as the rudder and plug, should be laniarded. Besides the common cork plug, a piece of vulcanized india-rubber, about a quarter of an inch in thickness, nailed on the foreside of the plug-hole will be found useful as a simple and inexpensive plug or valve. It would also be desirable that a small compass, and the means of striking a light, should be kept in each boat, in a waterproof case.

Boats to be kept wetted and covered.

3. The boats should be kept constantly wetted, and covered from the sun. It would be advisable to have a waterproof canvas casing laced to the gunwale, but in such a manner as to admit of being easily stripped off. The lacing should from time to time be undone, to prevent its getting stiff.

Life-lines to boats.

4. Every boat should be fitted with life-lines below the gunwale streak. To the stern and quarter boats a rope should be constantly attached from forward to prevent their going adrift when lowered in haste. The tackles for hoisting out the boats should be kept constantly ready for use in some place well known, and easily accessible to those in charge.

5. Each

5. Each boat should be placed under the charge of an officer or steady person, who should be held responsible for its being kept constantly fit for instant service. To insure this, the chief officer should periodically inspect all the boats and their gear, and report their condition to the master. Each boat to be in charge of a responsible person

6. It would be advisable, as soon as practicable after leaving port, to assign to each boat a certain number of the ship's company as its crew, or skeleton crew, to be completed with passengers; and, when opportunities permit, to exercise the men in lowering the boats at sea. The life-boat's crew should be picked men. Crews to be assigned to the boats.

2. To prevent Fire.

7. No passenger ship should put to sea until all her cargo is properly stowed away, and the decks cleared of any loose straw or hay, or other inflammable material used for packing or other purposes. Cargo to be properly stowed before sailing.

8. The passengers should be called on to deliver up whatever lucifer matches, gunpowder, or other inflammable articles they may have about them, and should be warned, not only of the danger to the ship and passengers, but that they will be subject to punishment, under Her Majesty's Order in Council, for retaining such things in their possession. Passengers to give up inflammable articles.

9. No naked lights should on any account be used in the hold or store rooms, nor in the between-decks, except under trustworthy superintendence; nor should any person be allowed to read in bed with a naked light. Smoking between decks should also be strictly prohibited. Naked lights and smoking to be prohibited.

10. Spirits should never be opened in the hold, but should be hoisted on deck for the purpose. Spirits not to be broached in the hold.

11. It is strongly recommended that both fire annihilators and fire engines should be carried. These should be placed under the special charge of one of the principal officers and the carpenter, who should be responsible that, with the buckets and other fire apparatus, they are kept in a state fit for immediate use. The engine should be worked once or twice a week, to keep it in proper order. Both fire annihilators and engines recommended

12. As soon as possible after leaving port, the officers and crew should be divided into parties, and assigned to stations, in case of fire, in the same manner as for the boats; possibly the same distribution may answer for both purposes. Ship's company to be divided into gangs and assigned stations.

3. On the Occurrence of Fire.

13. Should a fire break out, the first steps, with a view to arrest its progress as much as possible, must be so to place the ship as to keep the fire to leeward, and to cut off the supply of air by closing the ports, scuttles, hatches, &c., and by smothering the fire with wet blankets, sails, &c. Primary points for master to attend to on an alarm of fire.

14. The parties into which the ship's company has been divided should, immediately on the ringing of the fire-bell, fall into their respective places. To one party should be assigned the working of the fire annihilators and engines; to another the closing the ports, &c. and the preparation of wet cloths for suffocating the fire; to a third the preparations for lowering the boats and provisioning them. Each of these duties will require prompt and clear decision, and each should, therefore, be entrusted to an intelligent and responsible person; and as it might be a great assistance to an officer, when the emergency arises, to have had the opportunity of considering beforehand the best way of meeting it, it would be desirable that each should from the first be informed of the duty which, in such a case, would be assigned to him. Duties of gangs.

15. The male passengers should be required to fall into and assist the several parties as the master might direct. This would not only be a material aid, but would help to keep their minds engaged, and to promote the discipline on which the safety of all must to a great extent depend. Male passengers.

16. The females, with children, and sick, should remain under the immediate charge of the surgeon, who should endeavour to keep them from being a hindrance to the working parties, and prepare them for immediately leaving the ship, should that step ultimately become necessary. They should secure what warm clothing they could. Females and children.

17. No one should be permitted to enter the boats, except those in charge of them; nor should any boat be lowered on any pretext whatever, unless by the express orders of the captain. On a strict observance of this rule the safety of the people in the last extremity will depend. No one to enter or lower the boats without orders.

18. If the boats should be insufficient to hold all the people, the master will, of course, take whatever measures may be in his power to construct a raft. A raft may be made of spare spars lashed together in a triangular form, and to render it more buoyant, the ends should be secured to empty water casks, whose heads should be guarded by hammocks or beds. As a precautionary preparation against such an emergency, some of the largest water casks as soon as emptied should be grommetted round at each end with three-inch rope, becketted, and tightly bunged, and stowed away in the long boat, and daily wetted, and thus kept ready for use at a moment's notice. Raft.

19. Any attempt to get at the spirits or wine on board in moments of danger should be resisted by all hands and at all hazards. Broaching spirits in moments of danger to be forcibly resisted.

By Order of the Board,
S. Walcott, Secretary.

Colonial Land and Emigration Office,
Park-street, Westminster,
September 1853.

Appendix, No. 8.

NOTICE TO OWNERS, &c., AND MASTERS OF EMIGRANT SHIPS, RESPECTING THE ISSUE OF PROVISIONS.

THE owners, charterers, and masters of emigrant ships are hereby reminded that it is not enough, under the Passengers Act, that vessels should leave this country with the proper quantity of provisions on board. It is further required that such provisions should be issued to the passengers every day before two o'clock, p.m., beginning with the day of embarkation, and, as regards such articles as require cooking, in a cooked state. The water for cooking must be found by the ship, and not deducted from the passengers' allowance, except for their tea, coffee, or cocoa. And notice is hereby given, that any infringement of this enactment will be strictly prosecuted according to law, and the utmost penalties be sued for, whether or not the whole quantities of provisions, &c., originally shipped may have been sufficient.

By Order of Her Majesty's Colonial Land and Emigration Commissioners,

S. Walcott, Secretary.

Colonial Land and Emigration Office,
8, Park-street, Westminster, 1853.

Appendix, No. 9.

SPECIFICATION OF WATER CASKS, suitable for Passenger Ships, of Various Sizes.

STAVES.		HEADS.			HOOPS.			Dimensions of Hoops for short Voyages, say to North America.		REMARKS.
Length.	Thickness.	Width across.	Thickness of Yellow Pine.	Thickness of Oak or Pitch Pine.	Number.	Width.	Thickness.	Inch.	Wire Gauge.	
Inch.	Inch.	Inch.	Inch.	Inch.	No.	Inch.	Wire Gauge.	Inch.	Wire Gauge.	
66	1 1/2	40	1 1/2	1 1/2	10	2 1/2	14	2	14	Butts and Leagers.
65	1 1/2	38	1 1/2	1 1/2	10	2 1/2	14	2	14	
63	1 1/2	36	1 1/2	1 1/2	10	2 1/2	14	1 1/2	15	
61	1 1/2	34	1 1/2	1 1/2	10	2 1/2	14	1 1/2	15	
57	1 1/2	32	1 1/2	1 1/2	10	2 1/2	14	1 1/2	15	
56	1 1/2	31	1 1/2	1 1/2	10	2 1/2	15	1 1/2	15	
54	1 1/2	40	1 1/2	1 1/2	10	2 1/2	14	1 1/2	15	
52	1 1/2	30	1 1/2	1 1/2	10	1 1/2	15	1 1/2	15	
42	1	43	1 1/2	1 1/2	8	2	14	1 1/2	15	Puncheons and Puncheon Butts.
42	1	42	1 1/2	1 1/2	8	2	14	1 1/2	15	
42	1	40	1 1/2	1 1/2	8	2	14	1 1/2	15	
42	1	38	1 1/2	1 1/2	8	1 1/2	15	1 1/2	15	
42	1	36	1 1/2	1 1/2	8	1 1/2	15	1 1/2	15	
42	1	34	1 1/2	1 1/2	8	1 1/2	15	1 1/2	15	
42	1	32	1 1/2	1 1/2	8	1 1/2	15	1 1/2	15	
42	1	30	1 1/2	1 1/2	8	1 1/2	15	1 1/2	15	
42	1	29	1 1/2	1 1/2	8	1 1/2	15	1 1/2	15	

Note.—The staves should be white oak; the heading yellow pine, pitch pine, or oak. If pine, the sap wood should be taken off, and oak cantles be used. The hoops should be according to the above specification, or of equal substance. The casks should be all gauged, and the contents marked on the bung stave of each.

S. Walcott, Secretary.

Appendix, No. 10.

LIST OF SURGICAL AND MIDWIFERY INSTRUMENTS which the Surgeon of a Passenger Ship should possess.

A pocket dressing-case, containing scalpel, two bistouries (blunt-pointed and sharp), gum-lancet, tenaculum, forceps, spatula, scissors, two probes, silver director, caustic-case, curved needles of different sizes.

Lancet-case with at least four lancets.

Case

- Case of tooth instruments.
- Midwifery forceps and trachea tube.
- Set of silver and gum elastic catheters, including female catheter and some bougies.
- One amputating knife and catlin, one amputating saw, one Hey's saw, tourniquet.
- Silk of different sizes for ligatures and sutures.

Desirable Additions.

- Cupping apparatus.
- Trocar and canula.
- Trephine and elevator.
- Craniotomy forceps, perforator, and blunt hook.

N. B.—The surgeon should be provided with Phillips's Translation of the London Pharmacopœia.

S. Walcott, Secretary.

Appendix, No. 11.

SCALE of MEDICINES for Passenger Ships where the Length of Voyage computed according to the Passengers Act is under 100 Days.

	1. For 100 Passengers.	2. For 200 Passengers.	3. For 300 Passengers.	4. For 400 Passengers.	5. For 500 Passengers.	6. For 600 Passengers.	7. For every 100 Passengers beyond 600, the following Additions are to be made to the Quantities in Column 6.
MEDICINES :							
Blue pill - - - -	1 ounce -	1½ ounce	2 ounces	2½ ounces	3 ounces	4 ounces	1 ounce.
Calomel - - - -	1 " -	1½ " -	2 " -	2½ " -	3 " -	4 " -	1 " "
Capivi, balsam of - -	4 " -	6 " -	8 " -	10 " -	12 " -	14 " -	2 " "
Castor oil - - - -	4 pounds.	7 pounds	10 pounds	12 pounds	14 pounds	16 pounds	2 pounds.
Cream of tartar - - -	8 ounces	12 ounces	14 ounces	16 ounces	18 ounces	20 ounces	2 ounces.
Dover's powder - - -	½ " -	1 " -	1½ " -	2 " -	2½ " -	3 " -	½ " "
Epsom salts - - - -	8 pounds	12 pounds	16 pounds	20 pounds	24 pounds	28 pounds	4 pounds.
Hartshorn, spirit of -	2 ounces	3 ounces	4 ounces	5 ounces	6 ounces	7 ounces	1 ounce.
Ipecacuanha, in powder	½ " -	1 " -	1½ " -	2 " -	2½ " -	3 " -	½ " "
Jalap, in powder - -	2 " -	3 " -	4 " -	5 " -	6 " -	7 " -	1 " "
Laudanum - - - -	2 " -	4 " -	6 " -	8 " -	10 " -	12 " -	2 " "
Magnesia, carbonate of	1 " -	2 " -	3 " -	4 " -	5 " -	6 " -	1 " "
Nitre, sweet spirit of	2 " -	4 " -	6 " -	8 " -	10 " -	12 " -	2 " "
Nitre - - - -	2 " -	3 " -	4 " -	5 " -	6 " -	8 " -	2 " "
Quinine - - - -	½ " -	1 " -	1½ " -	2 " -	2½ " -	3 " -	½ " "
Peppermint, essence of	1 drachm	2 drachms	3 drachms	4 drachms	5 drachms	3 drachms	1 drachm,
Rhubarb, in powder -	2 ounces	3 ounces	4 ounces	5 ounces	6 ounces	7 ounces	1 ounce.
Rhubarb, tincture of -	4 " -	6 " -	8 " -	10 " -	12 " -	14 " -	2 " "
Soda, carbonate of - -	4 " -	6 " -	8 " -	10 " -	12 " -	14 " -	2 " "
Sulphur - - - -	4 " -	6 " -	8 " -	10 " -	12 " -	14 " -	2 " "
Sulphuric Acid, diluted (in stoppered bottle) - -	1 " -	1½ " -	2 " -	2½ " -	3 " -	4 " -	1 " "
Tartaric acid - - - -	2 " -	4 " -	6 " -	8 " -	10 " -	12 " -	2 " "
Tartar emetic - - - -	2 drachms	4 drachms	6 drachms	8 drachms	10 drachms	12 drachms	2 drachms.
APPLICATIONS :							
Adhesive plaster - - -	2 yards -	3 yards -	4 yards -	5 yards -	6 yards -	7 yards -	1 yard.
Basilicon ointment - -	3 ounces	4 ounces	5 ounces	6 ounces	7 ounces	8 ounces	1 ounce.
Blisther plaster - - -	3 " -	4 " -	5 " -	6 " -	7 " -	8 " -	1 " "
Cerate, simple - - - -	3 " -	4 " -	5 " -	6 " -	7 " -	8 " -	1 " "
Disinfecting fluid (chloride of zinc) - - - -	4 quarts -	5 quarts	6 quarts -	7 quarts -	8 quarts -	9 quarts -	1 quart.
Friar's balsam - - - -	1 ounce -	1 ounce -	2 ounces	2 ounces	3 ounces	4 ounces	1 ounce.
Goulard's extract - - -	1 " -	2 " -	3 " -	4 " -	5 " -	6 " -	1 " "
Lint - - - -	4 " -	6 " -	8 " -	10 " -	12 " -	14 " -	2 " "
Olive oil - - - -	4 " -	6 " -	8 " -	10 " -	12 " -	14 " -	2 " "
Opodeldoc - - - -	8 " -	12 " -	16 " -	18 " -	20 " -	22 " -	2 " "

Medium Doses of some of the Medicines for Children and Adults.

Calomel, 1 gr.—4 grs. Rhubarb, 4 grs.—10 grs. Jalap, 4 grs.—10 grs. Magnesia, 5 grs.—15 grs. Blue Pill, 2 grs.—5 grs. Castor Oil, 1 tea-spoonful—1 table-spoonful. Laudanum, 3 drops—15 drops. Nitre, 3 grs.—10 grs. Spirit of Hartshorn, 5 drops—30 drops. Ipecacuanha, ¼ gr. to 2 grs.; as an emetic, 5 grs.—20 grs. Quinine, ¼ gr.—2 grs.

Fever Powder—for Adults.
R. Antim. Potass. Tart. grs. xxiv;
 Potassæ Nitr. ʒijss. *Misc.*
S. Dose—Ten grains every four or six hours.

Astringent Powder—for Adults.
R. Pulv. Cretæ Co. c. Opio. ʒiv.
S. Dose—Fifteen grains every four hours.

Aperient Powder—for Adults.
R. Hydrarg. Chlorid. ʒiss.;
 P. Jalapæ Co. ʒiv. *Misc.*
S. Dose—Half a drachm to two scruples.

Aperient Pills—for Adults.
R. Pulv. Scammon. grs. viij;
 Ext. Colocynth. Co. ʒij.
 Hydrarg. Chlorid. grs. viij.
Misc et divide in pilulis xij.
S. Two to be taken for a dose.
 (Send out 12 dozen.)

Fever Powder—for Children.
R. Pulv. Antimonialis ʒij.
 Potassæ Nitr. ʒvj. *Misc.*
S. Dose—Five to eight grains, according to
 age. One to be taken every four
 or six hours.

Astringent Powder—for Children.
R. Cretæ Ppt. ʒvj.
 P. Cretæ Co. c. Opio. ʒij.
 P. Cinnam. Co. ʒj.
 Hydrarg. c. Cretæ. ʒss. *Misc.*
S. Dose—Six to eighteen grains, according
 to age. One to be taken every
 four hours.

Aperient Powder—for Children.
R. Pulv. Jalapæ } ʒiij.
 Pulv. Scammon. }
 Pulv. Zingib. ʒss. *Misc.*
S. Six to fifteen grains, according to age, for
 a dose.

A book of directions for medicine chests.
 Set of scales and weights.
 Pestle and mortar.
 Tile.

Graduated measure.
 Small cup and spoon.
 Spatula.
 Lancet.

½ dozen bandages, 5 yards long
 and 3 inches wide.
 ½ dozen straight splints, of dif-
 ferent sizes.

The above scale must be accurately and carefully made up of the best medicines; the bottles well corked, properly
 labelled, and marking the formula of each prescription. The castor oil not sent in stone jars.
 1853. S. Walcott, Secretary.

Appendix, No. 12.

SCALE of MEDICINES for every 100 Passengers in "Passenger Ships," where the Length of the
 Voyage, computed according to the Passengers Act, is 100 Days and upwards.

LIST of MEDICINES, &c., required for every 100 Persons. All the Volatile Medicines and Acids to be put in
 Stopper Bottles.

<i>Lb. oz.</i>		<i>Lb. oz.</i>		<i>Lb. oz.</i>	
0 1	Acid Acetic.	0 3	Ol. Terebinth. Pur.	1 0	Lard.
0 1	" Citric.	0 0½	" Croton Tiglii.	8 0	Linseed Meal.
0 1	" Gallici.	0 12	Oxymel Seyllæ.	2 0	Lint, Best.
0 2	" Hydrocyanic. Dil. Ph.		Ol. Morrhuæ, 1 gal.	3 0	Tow, Common.
	Lond. Carefully mark-	0 6	Pil. Hydrarg.	3 0	" Fine.
	ed POISON.	0 1	" " Chlor. Comp.		
0 2	" Hydrochlor. } Carefully	0 4	Plumbi. Acetæ.	4 galls. of Best Chlor. of Zinc, in a	
0 2	" Nitric. Dil. } packed in a	0 4	Potassæ Carbon.	capped bottle.	
0 6	" Sulphur Dil. } small ease	1 8	Pulv. Acaciæ Gummi.	½ cwt. Chloride of Lime.	
	with sand.	0 8	" Aluminis.	½ cwt. Disinfecting Powder.	
0 12	" Tartaric.	0 0½	" Cinnam. Comp.	1½ yds. Emp. Resinæ	
0 4	Ammon. Sesquicarb.	0 1	" Cretæ Comp.	2 Male Syringes	
1 0	" Muriat.	1 0	" " Prep.	1 Female ditto	
2 0	Amylum.	0 4	" Ipecac.	1 two-oz. graduated Glass Measure	
0 1	Antimon. Potassio-tart.	0 2	" " Comp.	1 Minim Glass	
0 0½	Argenti Nitras.	0 6	" Jalapæ.	1 Bolus Knife	
0 8	Bals. Copaibæ.	0 3	" Kino Comp.	3 dozen assorted Phials	
1 0	Calc. Recens. in stopper bottle.	0 0½	" Opii.	½ gross Phial Corks	
0 6	Camphor.	0 8	" Potassæ Nitrat.	6 yds. Flannel	
2 0	Cerat. Cetacæi.	1 0	" " Bitartrat.	12 yds. Calico	
0 8	" Calaminæ.	0 8	" Rhæi. Turc.	6 Sponges	
0 8	" Resinæ.	0 0½	" Scammonii Comp.	1 Bed Pan	
0 2	Chloroform, in stopper bottle.	0 1	" Scilla.	1 paper of Pins	
0 2	Conf. Aromat.	0 1	" Scellis Cornuti, in stop-	2 pieces Filleting for Bandages,	
0 8	" Sennæ.		per bottle.	Bleeding	
0 1	Cupri. Sulph.	0 1	" Quinina Disulph.	2 Trusses for Hernia, right and left	
0 8	Emplas. Lyttæ.	0 4	" Zingiberis.	1 paper of Pill Boxes	
0 8	" Plumbi.	0 0½	Saponis Dur.	6 Gallipots	
0 4	" Resinæ.	0 12	Sennæ Fol.	2 quires of Paper for putting up Me-	
0 ½	Ext. Alæs. Purif.	0 1	Sodæ Bihoras.	dicines	
0 1	" Belladonnæ.	1 0	" Carbon.		
0 4	" Coloc. Comp.	0 8	" Potassio-tart.		
0 0½	" Conii.	0 4	Sp. Ether Sulph. Comp.		
0 0½	" Hyoseyam.	0 4	" Nitrici.	1 pair India Rubber Sheets	
0 1	" Opî. Purif.	0 8	" Ammon. Arom.	1 yard of Oiled Silk	
0 2	Ferri. Sulph.	0 8	" Vini Rect.	1 Water Cushion (Hooper's)	
0 4	Gentianæ Radix.	1 0	Sulphur Sublim.	1 complete set of Cline's Splints	
0 1	Hydrarg. c. Cretæ.	0 1	Tinct. Digitalis.	1 Enema Apparatus	
0 4	" Chlorid.	0 1	" Ferri Sesquichlor.	1 Bleeding Porringer	
0 1	Iodidii.	0 4	" Hyosciani.	1 set Copper Scales and Weights,	
0 1	Iodidum Potassii.	0	" Kino.	½ lb. to ½ oz.	
0 8	Liniment: Saponis.	0 4	" Camph. Comp.	1 box of small Scales and Weights	
0 8	Liquor Ammon.	0 6	" Opii.	1 wedgwood Mortar and Pestle	
0 2	" Potassæ.	1 0	" Rhæi Comp.	1 " Funnel	
0 8	" Plumbi Diacet.	1 0	" Sennæ Comp.	1 iron Mortar and Pestle	
20 0	Magnesiæ Sulph.	0 4	" Valerianæ Comp.	1 Plaster Spatula	
0 4	" Carb.	0 4	Unguent. Hyd. Fort.	1 pair of Scissors	
0 0½	Morphinæ Hydrochlor.	0 1	" " Nit.	2 skins of Leather	
0 8	Ol. Lini. Sem.	0 2	" " n. Ox.	1 Pill Tile	
0 1	" Menth. Pip.	2 0	" Sulphur.	1 tin Bath	
0 1	" Anethi.	0 4	Vini Colchici.	4 Saucepans, of different sizes, for the exclusive use of the hospital	
2 0	" Olivæ.	0 4	" Ipecac.	A 2-gallon water-filter	
4 0	" Ricini Opt.	0 2	Zinci Sulphat. Purif.		

Two Sets only of these Articles for the Ship.

One Set only of these Articles for the Ship.

Appendix, No. 13.

Port of _____

STATEMENT OF FEES PAID TO MEDICAL OFFICERS.

Quarter ended _____

DATE.	Name of Ship.	Where Bound.	Number of Adults.	Amount.	Name of Medical Officer.

Appendix, No. 14.

CLEARING CERTIFICATE FOR PASSENGER SHIPS.

Name of Ship.	Registered Tonnage.	Aggregate Number of Superficial Feet in the several Compartments Appropriated for other than Cabin Passengers.	Total Number of Statute Adults the Ship can legally carry, exclusive of Muster, Crew, and Cabin Passengers.	Intending to Touch at	Bound to	Name of Master.
CABIN PASSENGERS.				Number of Souls.	Equal to Adults, computed by the Passengers Act.	
Adults, male	-	-	-			
Adults, female	-	-	-			
Children, males between 1 and 14	-	-	-			
Children, females between 1 and 14	-	-	-			
Under 1 year	-	-	-			
TOTAL						
INTERMEDIATE AND STEERAGE PASSENGERS.				Number of Souls.	Equal to Adults, computed by the Passengers Act.	
Adults, male	-	-	-			
Adults, female	-	-	-			
Children, males between 1 and 14	-	-	-			
Children, females between 1 and 14	-	-	-			
Under 1 year	-	-	-			
TOTAL						

PAPERS RELATING TO EMIGRATION.

C R E W.		Number.	Equal to Adults, computed by the Passengers Act.
Men	- - - - -		
Boys	- - - - -		
TOTAL			
Total Number of Adults, including Crew, computed according to the Passengers Act			

I, the undersigned, acting under the authority of the Passengers Act, do hereby certify, that the foregoing appear to be the burthen and dimensions of the above-named vessel, and also to be the number and description of her passengers and crew; and that her fittings, provisions, and stores, appear to be in due conformity with the requirements of the said Act. And I further certify, that I have approved of the quality of the provisions put on board for the use of the passengers, and that I have inspected the list of passengers of the said vessel, and that it appears to be correct; and that, having regard as well to the space of the "passengers' deck" unoccupied by the ship's goods or stores as to the tonnage, the number of passengers named in the said list does not exceed the number allowed by the Passengers Act. And finally, that in these and all other respects the provisions of the said Act have been duly complied with in the present case.

Dated at _____ this _____ day of _____ 185 } Signature of Emigration Officer, or
 _____ } Officer of Customs as the case may be }
 _____ for the Port of _____

Appendix, No. 15.

FORM of NOTICE to Individuals that the Emigration Officer intends to oppose their Application for a Passage Broker's Licence.

To Mr. _____

I HEREBY give you notice, that I shall attend before the justices assembled in sessions at _____ on the * _____ day of _____, to oppose the granting to you of a licence to carry on the business of passage broker, or passage dealer.

185 .

Emigration Officer.

* Insert the day on which the Justices first sit after the day of the expiration of the 14 days' notice required by the Act to be given to the Commissioners.

Appendix, No. 16.

FORM of NOTICE to be given to the Clerk of the Justices that the Emigration Officer intends to oppose the granting of a Passage Broker's Licence.

Sir, _____ Government Emigration Office, _____ 185 .
 I BEG to inform you that it is my intention to appear before the justices assembled in sessions at _____ to oppose the granting to _____ of a licence to carry on the business of a passage broker, or passage dealer, and that I have given notice to him that I shall attend for this purpose the sessions to be holden on the _____ day of _____.

I have to request you will communicate this letter to the justices, if the application be made on any other day, and in my absence.

I am, Sir,
 Your obedient servant,

To _____
 Clerk to the Justices of the _____ Sessions.

Emigration Officer.

RETURN of the Names, Dates of Appointment, and Emoluments of the MEDICAL INSPECTORS at the several Ports at which Emigration Officers are stationed.

N. B.—Medical Inspectors are selected, under the 41st section of the Passengers Act, 1842, by the emigration officers at the respective ports, and are paid by fees, at the rate of 20 s. per 100 statute adults.

NAME.	STATION.	Date of Appointment.	Emolument for the Year 1853.				
			£.	s.	d.		
J. G. Sparke, M. D.	London	April 1848	254	4	-	} Paid salaries at the rate of 400 l. per annum so long as the fees are sufficient to produce that amount.	
C. A. Halcombe, M. D.	Liverpool	April 1848	400	-	-		
J. J. Lancaster, M. D.	- ditto	June 1848	400	-	-		
W. J. Gruggen, M. D.	- ditto	July 1853	400	-	-		
J. H. Eccles	Plymouth	March 1850	58	18	2		
E. Hearne, M. D.	Southampton	April 1853	51	16	-	- - This includes about 45 l., received for the inspection of Government emigrants in depôt.	
J. Fraser	Glasgow	March 1848	114	19	-		
W. Walter, M. D.	Dublin	March 1849	25	-	-		
J. Moore, M. D.	Belfast	April 1848	19	19	6		
W. Browne, M. D.	Londonderry	March 1851	44	19	7		
A. Armstrong, M. D.	} Sligo and Out-ports	May 1848	14	-	-		
J. King			1847	3	10	-	
J. O'Shaughnessy, M. D.	Limerick	June 1850	62	19	-		
D. W. Scott, M. D.	Queenstown	1848	98	-	-		
R. J. Burkett, M. D.	} Waterford and New Ross	March 1850	16	-	-		
J. Caveat			March 1850	17	-	-	
A. Alcock, M. D.			March 1850	17	-	-	
J. Richardson	Galway	1847	53	6	10		