

1st.—Stowage.

On the former voyage the "England's" outward cargo consisted of,—

Ballast	...	...	...	100 tons	} Bales, cases, and other measurement goods.
Iron of sorts	...	...	...	150 "	
Salt	...	...	...	50 "	
Liquids	...	...	...	70 "	

Total dead weight, 370 tons. Measurement, 800 tons.

The draft of water at Gravesend then being 16 feet 9 inches forward, 17 feet 6 inches aft, with a clear side midships of 8 feet 6 inches; 1,700 superficial feet of the lower deck being taken up by the emigrant accommodation.

On the second voyage the cargo consisted of,—

Iron rails	...	...	...	200 tons	} Bales, cases, and other measurement goods.
Galvanized wire	...	...	...	50 "	
Nails	...	...	...	10 "	
Salt	...	...	...	100 "	

Total dead weight, 360 tons. Measurement, 500 tons.

The draft of water at Gravesend being 17 feet 3 inches forward, 17 feet 10 inches aft, with 8 feet 4 inches clear side; 1,840 superficial feet of the lower deck being reserved for the emigrants. I observed from time to time the stowage of both of the cargoes, which in fact were very similar, and I did not consider the quantity or description or distribution of the dead weight or other cargo, on either voyage, as unsuitable or to be objected to.

Captain Harrington having the responsibility of master, of representative owner, and also that under the 3rd section of the charter party (page 26, appendix to the Commissioners' report), made no remarks to me suggestive of attention, but on leaving Gravesend, agreed with Captain Westbrook, the clearing officer, that the ship was in good sea-going order.

2nd.—Emigrants' Accommodation, Ventilation.

The space appropriated for fifty-four* family adults was 1,472 superficial feet, the legal requirement being 815 feet. The space forward for sixteen single men was 368 feet in lieu of 240 feet. The single women were berthed in the starboard poop cabins. The plan of the berths, the ventilation of the hospitals, and of the space, was very similar to that on the former voyage. On both occasions it was, in my opinion, fully sufficient to meet ordinary requirements. The hospitals provided ample undisturbed space for the number of sick intended, as between the sick and the others there would be separation from contact, although not the complete atmospheric isolation desirable in cases of infectious disorders such as small-pox.

The ventilation of the married compartment was by the after hatchway, 25 square feet, the scuttle in the main hatch, 6 square feet, four side scuttles, one being in the hospital. The ventilation of the single men's compartment was the fore hatch, 25 square feet, and two side scuttles, one being in the hospital. The ventilation of the single women's compartment in the poop was three side scuttles, the door from the quarter-deck, and a skylight, 5 square feet. The poop skylight and the scuttle for the main hatchway were not completed until the vessel cleared from Gravesend. They were, however, completed in a strong, serviceable manner, to Captain Westbrook's satisfaction before he despatched the ship.

With reference to the opinion in page 17 of the Commissioner's report, an emigrant 'tween-decks may be, I think, better ventilated if thoroughly divided into moderate-sized compartments, than is possible as a whole space, with the foul used air from one end travelling right over all the bunks to the other end.

3rd.—Provisions.

Application was made by letter in the usual manner for the survey of the provisions and medical comforts, with a list on a printed form, headed, "Provisions, &c., &c., for 80 Statute Adults." In accordance with the practice, the Surveying Officer, Captain Westbrook, having examined the list, proceeded on the afternoon of the 2nd December to the ship, and, in presence of the provision merchant and others, surveyed the stores,—the wet goods on the upper deck, the dry goods partly on the 'tween-decks, and the bonded stores in the adjacent shed. The survey occupied more than an hour. The office list shows, in Captain Westbrook's pencil-marks, the number of packages opened. The articles were all down except 12 cwt. of fresh potatoes, which were shipped at the last moment. This list is signed by Captain Harrington as correct.

I have enclosed a paper with the scale of provisions and medical comforts under the Act, and also in the Commissioners' ships, the Victoria and the Queensland Government ships, and in the "England."

The "England's" provisions, you will observe, were ample,—in excess of the law. The medical comforts were sufficient, which is the practice in the New Zealand ships, as they sail under one firm, Messrs. Shaw, Saville, and Co., and are supplied with cuddy stores for the voyage out and home, any of which are furnished to the surgeon on application.

4th.—Medical Examination.

The practice in conducting the medical examination is to assemble the people together, in this case on the starboard side of the quarter deck. The decks are then examined for stowaways. Sentinels are placed to stop passing only the one way. The Medical Inspector, Dr. Humphreys, and the ship's surgeon stand on one side, the Emigration Officer and the Broker on the other. The names are called over from the passengers' list, the persons coming forward, passing between the surgeon and the Emigration

* See reference on plan, page 24, appendix. The seventy adults is an error, and include, I suppose, whole of the single men, who have thus been counted twice. The total number of adults, page 1, is eighty-one, out of which seventeen single women were berthed in the poop.