

statute adult. The last ship from Belfast was after the conditions of the contract had been revised and settled by Sir Julius Vogel, in June, 1875, when the contract price agreed upon was £16 per adult and £9 per child, the same as charged in the case of London ships.

The Belfast ships were—

"Queen of Nations"	...	...	...	21st March,	1874.
"Dover Castle"	...	...	...	27th May,	1875.
"Carisbrooke Castle"	...	...	...	8th June,	1875.
"Conflict"	...	...	...	4th November,	1875.

In the case of the first three, the charterers were paid £2 per statute adult additional freight, and in the "Carisbrooke Castle" an additional sum of £158 12s. 6d. for extra cost of fittings for the special settlers. The "Conflict" was chartered under the revised contract, and nothing extra was paid for the ship going to Belfast.

The additional expenses for travelling and subsistence were for—

"Queen of Nations"	...	...	£18 5 6	fitted in Liverpool.
"Dover Castle"	...	...	9 12 3	„ London.
"Carisbrooke Castle"	...	...	35 6 6	„ Liverpool.
"Conflict"	...	...	45 17 9	„ Liverpool.

In the case of the "Queen of Nations," a further expense was incurred by the New Zealand Shipping Company, who sent down one of Mr. Blyth's foremen to superintend her fittings, and paid him for that service. The "Dover Castle" was fitted in London, and was perfectly ready when she left London. I had to go several times to Liverpool to give instructions about "Carisbrooke Castle" and "Conflict;" and in the case of this last ship, Captain Robertson was obliged to be kept at Liverpool until she was ready to go to Belfast.

The Queenstown ships were—

"Asia"	...	...	...	8th February,	1874.
"Caroline"	...	...	...	14th April,	1874.
"Carrick Castle"	...	...	...	27th April,	1874.

The additional expenses incurred for travelling and subsistence for my assistant and a clerk were—

"Asia"	...	...	£20 11 0	fitted in London.
"Caroline"	...	...	35 1 9	„ London.
"Carrick Castle"	...	...	28 10 9	„ Liverpool.

And there was a further sum of £12 15s. 6d. paid for sending an assistant to Liverpool to superintend the fitting out of "Carrick Castle."

No extra passage money was paid on the ships despatched from Queenstown.

EDWARD A. SMITH,
Despatching Officer.

8th February, 1877.

Enclosure 2 in No. 31.

RETURN showing estimated Cost to the Government and to the Emigrant of 150 Emigrants from Ireland, despatched from London, Plymouth, and Glasgow.

Emigrants coming from	Despatched from	Cost to the Government.	Cost to the Emigrants.				Total Cost of 150.
			Conveyance.	Amount.	Time occupied on Journey.	Cost at 2s. 6d. each per Day.	
Belfast for North of Ireland.	London	£ s. d. 2,036 5 0	Steamer and rail from Belfast to London via Barrow or Fleetwood	£ s. d. 157 10 0	Say 24 hours	£ s. d. 18 15 0	£ s. d. 2,212 10 0
	Plymouth	2,036 5 0	Steamer Belfast to Plymouth	93 15 0	„ 48 „	37 10 0	2,167 10 0
	Glasgow	2,036 5 0	Steamer Belfast to Glasgow	30 0 0	„ 6 „	7 10 0	2,073 10 0
Cork for South of Ireland	London	2,036 5 0	Steamer Cork to London	93 15 0	„ 60 „	46 17 6	2,176 17 6
	London	2,036 5 0	Steamer Cork to Bristol, and then rail to London	120 0 0	„ 24 „	18 15 0	2,175 0 0
	Plymouth	2,036 5 0	Steamer Cork to Plymouth	82 10 0	„ 28 „	18 15 0	2,137 10 0
	Glasgow	2,036 5 0	Steamer Cork to Glasgow	75 0 0	„ 48 „	37 10 0	2,148 15 0

N.B.—There is an additional cost to the Government for despatching ships from Plymouth of, say, about £10 a ship, officer's travelling expenses and subsistence. I am unable to form an estimate of expenses from Glasgow.

EDWARD A. SMITH, R.N.,
Despatching Officer.

London, 19th February, 1877.