

2. That measles existed throughout the voyage, and though not directly fatal as far as we can learn, yet that many of the children seem to have died from its after-effects.

3. That the existence of small-pox was known to several persons on board soon after its outbreak; and that its peculiar characteristics were so clearly developed, that we fail to understand how the surgeon and captain could have remained in ignorance of its true nature.

(d.) That the surgeon appointed did not properly discharge his duty to those under his charge, but that there is some excuse to be found for him in his ill-health and its effects upon his temper, of which defect those who employed him in London appear to have been cognizant.

(e.) That excepting the neglect of the captain to satisfy himself that the provisions of the Passengers Act had been complied with, there is nothing that occurred during the voyage which leads us to the conclusion that he has not done his duty. We also think that his interference with the surgeon was warranted by the circumstances, and was for the benefit of all persons on board the ship.

II.—(a.) That in future the Government should insist that the persons with whom they contract should be directly responsible for all non-compliance with the law relating to passenger ships, and that evidence that the requirements of the Act have been complied with should be producible at the port of arrival in the Colony.

(b.) That in all future shipments it would be desirable that some person appointed by the Agent-General should exercise a general supervision over the arrangements made for the carriage of the passengers and as to the due compliance with the law, before the day for the formal inspection arrives.

(c.) That the appointment of the surgeon should be subject to the approval of some competent authority on behalf of the Government, and that he should be made personally acquainted with the emigrants for some days previous to embarkation.

(d.) That an inspection of all the emigrants should be made ashore, prior to that required at the port of clearance.

(e.) That cargo should not be carried 'tween decks, and that a ship chartered for the carriage of emigrants should carry no other class of passengers, so that efficient discipline may be maintained.

(f.) That emigrants of different nationalities should be conveyed in separate ships, if possible, inasmuch as where this is not the case, great difficulty will always be experienced in maintaining the necessary discipline and control.

(g.) That in order to accomplish these objects, it is desirable that the emigration should be conducted in as large shipments as the circumstances of the Colony will permit, and that the employment of ships carrying a small number of immigrants should be avoided.

JAMES HECTOR.

WALTER S. REID.

A. FOLLETT HALCOMBE.

Wellington, 10th May, 1872.