

LIST of GOVERNORS in the BRITISH COLONIES, with their Salaries, &c.

COLONY.	OFFICE.	NAME.	Place of Residence.	Salary.
NORTH AMERICA:				
Canada - - -	Captain-General and Governor-in-Chief	Sir Edmund Walker Head, Bart.	Toronto - - -	£
Nova Scotia - -	Lieutenant-Governor - - -	The Earl of Mulgrave - - -	Halifax - - -	7,000
New Brunswick -	Lieutenant-Governor - - -	Hon. J. H. T. Manners Sutton -	Fredericton - -	3,000
Prince Edward's Island	Lieutenant Governor - - -	Sir Dominic Daly - - -	Charlotte Town -	3,000
Newfoundland -	Governor and Commander-in-Chief	Sir Alexander Bannerman, Bart	St. John's - - -	1,500
Bermuda - - -	Governor and Commander-in-Chief	Colonel Freeman Murray - - -	St. George's - -	2,000
Vancouver's Island -	Governor and Commander-in-Chief	James Douglas, Esq. - - -	Victoria - - -	2,746
				Paid by the Hudson's Bay Company.
WEST INDIES:				
Jamaica - - -	Captain-General and Governor in Chief	Chas. H. Darling, Esq. - - -	Kingston - - -	5,000
Turks and Caicos Islands	President of the Council of Government -	W. R. Inglis, Esq. - - -	Turks Islands - -	800
Honduras - - -	Superintendent - - -	T. Seymour, Esq. - - -	Belize - - -	1,800
Bay Islands - - -	Presiding Magistrate - - -	A. Moir, Esq. - - -	Ruattan - - -	300
Bahamas - - -	Governor and Commander-in-Chief	C. J. Bayley, Esq. - - -	Nassau - - -	2,000
Barbadoes and Windward Islands.	Governor and Commander-in-Chief	Francis Hincks, Esq. - - -	Bridgetown - - -	4,000
St. Vincent - - -	Lieutenant-Governor - - -	Edward John Eyre, Esq. - - -	Kingstown - - -	1,500
Grenada - - -	Lieutenant-Governor - - -	Cornelius Kortwright, Esq. - -	St. George - - -	1,500
Tobago - - -	Lieutenant-Governor - - -	J. V. Drysdale, Esq. - - -	Scarborough - -	1,500
St. Lucia - - -	Lieutenant-Governor - - -	H. H. Breen, Esq. - - -	Castries - - -	1,200
Antigua and Leeward Islands.	Governor and Commander in-Chief	Ker Baillie Hamilton, Esq. - -	St. John's - - -	3,000
Montserrat - - -	Senior Member of the Council administering the Government.	E. E. Rushworth, Esq. - - -	Plymouth - - -	500
St. Christopher -	Lieutenant-Governor - - -	H. G. R. Robinson, Esq. - - -	Basseterre - - -	1,300
N. Christ - - -	Senior Member of the Council administering the Government.	Sir Arthur Rumbold, Bart. - -	Charlestown - -	500
Virgin Islands -	Senior Member of the Council administering the Government.	Thomas Price, Esq. - - -	Tortola - - -	800
Dominica - - -	Lieutenant-Governor - - -	Major H. St. George Ord, R.E. -	Roseau - - -	1,500
British Guiana -	Governor and Commander-in-Chief	P. F. Woodehouse, Esq. - - -	Georgetown - - -	4,000
Trinidad - - -	Governor and Commander-in-Chief	R. W. Keate, Esq. - - -	Port of Spain - -	3,500
MEDITERRANEAN AND AFRICAN POSSESSIONS:				
Gibraltar - - -	Governor and Commander-in-Chief	Lieut.-Gen. Sir J. Fergusson, K.C.B.	In Fortress - - -	5,000
Malta - - -	Governor and Commander-in-Chief	Sir John Gaspard Le Marchant -	Valetta - - -	4,500
Ionian Islands -	Lord High Commissioner - - -	Sir John Young, Bart., G.C.M.G.	Corfu - - -	4,500
Cape of Good Hope	Governor, Commander-in-Chief, and High Commissioner.	Sir George Grey, K.C.B. - - -	Cape Town - - -	5,000
Natal - - -	Lieutenant-Governor - - -	Lieut.-Gen. Sir J. Jackson, K.C.B.	Graham's Town -	1,000
St. Helena - - -	Lieutenant-Governor - - -	John Scott, Esq. - - -	Pieterblauritz Burg	800
Sierra Leone -	Governor - - -	E. H. D. Hay, Esq. - - -	James Town - -	2,000
Sierra Leone -	Captain-General and Governor in-Chief	Colonel S. J. Hill - - -	Freetown - - -	2,000
Gambia - - -	Governor and Commander-in-Chief	Lieut.-Col. Luke S. O'Connor, G.B.	Bathurst, St. Mary's	1,000
Gold Coast - - -	Governor - - -	Sir B. C. C. Pine - - -	Cape Coast Castle	800
AUSTRALIAN COLONIES:				
New South Wales -	Captain-General and Governor in-Chief	Sir W. T. Denison, K.C.B., B.E.	Sydney - - -	7,000
Tasmania - - -	Captain-General and Governor in-Chief	Sir H. E. F. Young, Knt., C.B.	Hobart Town - -	4,000 (a)
South Australia -	Captain-General and Governor in-Chief	Sir R. Graves Maedonnell, Kt., C.B.	Adelaide - - -	5,000
Victoria - - -	Captain-General and Governor in-Chief	Sir Henry Barkly, K.C.B. - - -	Melbourne - - -	10,000 (b)
Western Australia	Governor and Commander-in-Chief	Arthur E. Kennedy, Esq. - - -	Perth - - -	1,500
OTHER COLONIES:				
New Zealand - - -	Governor-in-Chief - - -	Col. Thomas Gore Browne, C.B.	Auckland - - -	2,500
Mauritius - - -	Governor and Commander-in-Chief	William Stephenson, Esq. - - -	Port Louis - - -	5,000
Ceylon - - -	Governor and Commander-in-Chief	Sir H. G. Ward, K.C.C.S.M. S.G.	Colombo - - -	7,000
Hong Kong - - -	Lieutenant-Governor - - -	Sir John Bowring, Knt. - - -	Victoria - - -	None (c)
" - - -	Lieutenant-Governor - - -	Lieutenant-Colonel W. Caine - -	Victoria - - -	2,000
Labuan - - -	Lieutenant-Governor - - -	Hon. George W. Edwards - - -	" - - -	800
Falkland Islands -	Governor and Commander-in-Chief	Captain T. W. Moore, R.N. - - -	Stanley - - -	800
Heligoland - - -	Lieutenant-Governor - - -	Richard Pattinson, Esq. - - -	In the Town - - -	1,000

(a) There is an allowance of £2,500 to defray expenses of establishment.

(b) With an additional sum of 5,000*l.* to defray contingent expenses.

(c) The Governor of Hong Kong receives a salary of 4,000*l.* per annum, as Chief Superintendent of Trade in China.

PUBLIC COLONIAL BANKING COMPANIES.

Colony, and Name of Bank.	Whether Incorporated or Unincorporate.	Amount of Share.	Extent of Shareholder's Liability.	Name of London Correspondent.	Capital and Amount paid up.
CANADA:					
Bank of British North America	Incorporated	£ 50 st.	Limited to paid-up capital.	Head Office, 7, St. Helen's Place, London.	1,000,000l., all paid.
Bank of Montreal	Do.	50 cur.	Twice the amount of share.	Union Bank of London, 2, Princes St. London Joint Stock Bank, 5, Princes Street.	1,500,000l.; paid up 1,377,435l.
Commercial Bank of Canada	Do.	25 "	"	Glyn & Co., 67, Lombard St.	
City Bank of Montreal	Do.	20 "	"	Glyn & Co. "	
Bank of Upper Canada	Do.	12 10s. "	"	Glyn & Co. "	
Quebec Bank	Do.	"	"	Glyn & Co. "	
Gore Bank	Do.	"	"	Glyn & Co. "	
La Banque du Peuple	Do.	12 10s. "	"	Glyn & Co. "	
Molson's Bank	Do.	12 10s. "	"	Glyn & Co. "	
Bank of Toronto	Do.	"	"	City Bank, Finch Lane.	
Niagara District Bank	Do.	25 "	Twice the amount of share.	Bosman & Co., 73, Lombard St.	Paid up 51,600l.
Ontario Bank	Do.	"	"	Glyn & Co., 67, Lombard St.	
Provincial Bank of Canada	Do.	"	"		
Bank of County of Elgin	Do.	"	"		
NOVA SCOTIA:					
Halifax Banking Company	Incorporated	50	Limited to paid-up capital.	Head Office, St. Helen's Place.	1,000,000l., all paid.
Bank of British North America					
Bank of Nova Scotia					
Union Bank of Halifax					
NEW BRUNSWICK:					
Bank of British North America	Incorporated	50	Limited to paid-up capital.	Head Office, 7, St. Helen's Place.	1,000,000l., all paid.
Bank of New Brunswick					
Commercial Bank of New Brunswick			Twice the amount of share.	Glyn & Co., 67, Lombard St.	
Westmoreland Bank					
St. Stephen's Bank					
Charlotte County Bank					
NEWFOUNDLAND:					
Union Bank of Newfoundland			"	Union Bank of London, 2, Princes St. London and Westminster Bank, Lothbury.	50,000l., all paid.
Commercial Bank of Newfoundland	Incorporated	50 cur.	Twice the amount of share.		
PRINCE EDWARD ISLAND:					
Bank of Prince Edward Island			"	Union Bank of London, 2, Princes St.	
NEW SOUTH WALES:					
Australian Joint Stock Bank, Sydney. Branches at Armidale, Brisbane, and West Maitland	Incorporate	10	Twice the amount of share.	Heywood & Co., 4, Lombard St.	250,000l., all paid.
Bank of New South Wales	Do.	25	Do.	Branch Office, 57, Cannon St.	500,000l., all paid.
Commercial Banking Company	Do.	25	Do.	London Joint Stock Bank, 5, Princes St.	
Oriental Bank Corporation	Do.	25	Do.	Head Office, South Sea House.	1,200,000l., all paid.
London Chartered Bank of Australia	Do.	20	Do.	Head Office, 17, Cannon Street.	700,000l., all paid.
English, Scottish, and Australian Chartered Bank.	Do.	20	Do.	Head Office, 73, Cornhill.	500,000l., all paid.
Bank of Australasia	Do.	40	Do.	Head Office, 4, Threadneedle St.	1,200,000l.; paid up 900,000l.
Union Bank of Australia	Unincorporate	25	Unlimited	Head Office, 38, Old Broad Street.	1,000,000l.; paid up 920,000l. balance, in course of payment.

Colony, and Name of Bank.	Whether Incorporated or Unincorporate.	Amount of Share.	Extent of Shareholder's Liability.	Name of London Correspondent.	Capital and Amount paid up.
VICTORIA					
Union Bank of Australia - - -	Unincorporate	£ 25	Unlimited -	Head Office, 38, Old Broad St.	1,000,000L.; paid up 920,000L.
Bank of New South Wales - - -	Incorporate -	25	Twice the amount of share.	Head Office, 37, Cannon St.	500,000L., all paid.
Bank of Australasia - - -	Do.	40	Twice the amount of share.	Head Office, 4, Threadneedle St.	1,200,000L.; paid-up 900,000L.
Oriental Bank Corporation - - -	Do.	25	Do.	Head Office, South Sea House.	1,260,000L., all paid
English, Scottish, and Australian Chartered Bank.	Do.	20	Do.	Head Office, 73, Cornhill.	500,000L., all paid.
London Chartered Bank of Australia	Do.	20	Do.	Head Office, 17, Cannon St.	700,000L., all paid.
Colonial Bank of Australasia - - -	Do.	10	Do.	London Joint Stock Bank.	
Bank of Victoria - - -	Do.	50	Do.	London and Westminster Bank.	1,000,000L.; paid-up 500,000L.
SOUTH AUSTRALIA :					
South Australian Banking Company -	Do.	25	Do., responsibility of shareholder continues 6 months after transfer of share.	Head Office, 54, Old Broad St.	400,000L.; power to increase to 500,000L.; paid up 355,200L.
Union Bank of Australia - - -	Unincorporate	25	Unlimited -	Head Office, 38, Old Broad St.	1,000,000L.; paid up 920,000L.
Bank of Australasia - - -	Incorporate -	40	Twice the amount of share.	Head Office, 4, Threadneedle St.	1,200,000L.; paid up 900,000L.
WESTERN AUSTRALIA :					
The Western Australian Bank - - -	..	..	Unlimited.		
TASMANIA :					
Commercial Bank - - -	Unincorporate	100	Do.	Union Bank of London, 2, Princes St., and Bank of New South Wales, 37, Cannon St.	
Bank of Van Diemen's Land - - -	Do.	50	Do.	London and Westminster Bank, Lothbury.	Paid up 120,000L.
Bank of Tasmania - - -	Do.	50	Do.		
Union Bank of Australia - - -	Do.	25	Do.	Head Office, 38, Old Broad St.	1,000,000L.; paid up 920,000L.
Bank of Australasia - - -	Incorporate -	40	Twice the amount of share.	Head Office, 4, Threadneedle St.	1,200,000L.; paid up 900,000L.
NEW ZEALAND :					
Union Bank of Australia - - -	Unincorporate	25	Unlimited - -	Head Office, 38, Old Broad St.	1,000,000L.; paid up 920,000L.
Oriental Bank Corporation - - -	Incorporate -	25	Twice the amount of share.	Head Office, South Sea House.	1,260,000L., all paid.
CAPE OF GOOD HOPE :					
Cape of Good Hope Bank - - -	Unincorporate	50	Unlimited - -	London and Westminster Bank.	75,000L., all paid.
South African - - -	Do.	50	Do.	.. ..	100,000L.; paid-up 60,000L.
Colonial - - -	Do.	50	Do.	Union Bank of London.	100,000L.; paid up 60,000L.
Union - - -	Do.	10	Do.	.. ..	150,000L.; paid up 75,000L.
Cape Commercial - - -	Do.	12	Do.	.. ..	120,000L.; paid up 60,000L.
Stellenbosch - - -	Do.	..	Do.	.. ..	.. ..
Western Province - - -	Do.	..	Do.	.. ..	.. ..
Paarl - - -	Do.	20	Do.	.. ..	20,000L.; paid up 15,000L.
Wellington - - -	Do.	..	Do.	.. ..	.. ..
Worcester Commercial - - -	Do.	10	Do.	.. ..	10,000L.; paid up 5,000L.

Colony, and Name of Bank.	Whether Incorporated or Unincorporate	Amount of Share.	Extent of Shareholder's Liability.	Name of London Correspondent.	Capital and Amount paid up.
CAPE OF GOOD HOPE—cont.					
Swellendam - - - - -	Unincorporate	£	Unlimited.	.. ..
Beaufort - - - - -	Do.	..	Do.	.. ..
Port Elizabeth - - - - -	Do.	25	Do.	.. ..	25,000 <i>l.</i> ; paid up 15,000 <i>l.</i>
Commercial Bank, Port Elizabeth - - -	Do.	10	Do.	.. ..	100,000 <i>l.</i> ; paid up 60,000 <i>l.</i>
Eastern Province - - - - -	Do.	25	Do.	.. ..	40,000 <i>l.</i> , all paid.
Frontier, Commercial and Agricultural	Do.	50	Do.	.. ..	60,000 <i>l.</i> ; paid up 30,000 <i>l.</i>
Graaff Reinet - - - - -	Do.	25	Do.	.. ..	40,000 <i>l.</i> ; paid up 20,000 <i>l.</i>
South African Central - - - - -	Do.	..	Do.	.. ..
Craddock Union - - - - -	Do.	..	Do.	.. ..
NATAL:					
Natal Bank of Pietermaritzburg - - -	Incorporate -	5	Unlimited - - -	Union Bank of London, 2, Princes St.	20,000 <i>l.</i> (paid up, 13,275 <i>l.</i>); may be increased to 80,000 <i>l.</i>
CEYLON:					
Oriental Bank Corporation - - - - -	Do.	..	Twice the amount of share.	Head Office, South Sea House.	
Mercantile Bank of India - - - - -	Do.	25	Do.	Head Office, Old Broad St.	500,000 <i>l.</i> , all paid.
HONG KONG:					
Oriental Bank Corporation - - - - -	Do.	25	Do.	Head Office, South Sea House.	1,250,000 <i>l.</i> , all paid.
Agra United Service Bank - - - - -	Do.	100	Unlimited - - -	Head Office, 27, Cannon St.	2,000,000 <i>l.</i> ; paid up 1,000,000 <i>l.</i>
Commercial Bank of India; Canton Branch temporarily established.	Unincorporate	50	D.	Head Office, 4, Princes St.	455,000 <i>l.</i> , all paid.
Mercantile Bank of India - - - - -	Incorporate -	..	Twice the amount of share.	Head Office, Old Broad St.	500,000 <i>l.</i> , all paid.
MAURITIUS:					
Oriental Bank - - - - -	Do.	25	Twice the amount of share.	Head Office, South Sea House.	1,250,000 <i>l.</i> , paid up.
Commercial Bank - - - - -	Do.	100	Do.	Barnet, Hoare, & Co., Lombard St.	
JAMAICA:					
Bank of Jamaica - - - - -	.. ..	..	.. ..	Commercial Bank of London, Lothbury.	
BRITISH GUIANA:					
British Guiana Bank - - - - -	.. ..	..	.. ..	Messrs. Smith, Payne, and Smith, 1, Lombard St.	
ST. THOMAS, ST. CROIX:					
Bank of St. Thomas - - - - -	.. ..	50	.. ..	Union Bank of London, 2, Princes St.	60,251 <i>l.</i>
BARBADOS - - - - -	Colonial Bank	Incorporated	100, of which 25 <i>l.</i> is paid up.	Amount of share -	Head Office, 13, Bishopsgate St. Within.
TRINIDAD - - - - -					
GRENADA - - - - -					
ST. VINCENT - - - - -					
ST. LUCIA - - - - -					
DOMINICA - - - - -					
ANTIGUA - - - - -					
ST. KITTS - - - - -					
DENERARA - - - - -					
BEBBICE - - - - -					
KINGSTON - - - - -					
MORTEGO BAY - - - - -					
ST. THOMAS - - - - -					
ST. CROIX - - - - -					

Population of the United Kingdom, and of the several Colonies.

	Males.	Females.	Total.	REMARKS.
GREAT BRITAIN:				
England - - - - -	8,281,751	8,640,154	16,921,888	The population for England and Wales only, as estimated by the Registrar General for the middle of the year 1857, was 19,304,000. "
Wales - - - - -	499,491	506,230	1,005,721	
Islands in British Seas - - - - -	66,854	76,272	143,125	
Scotland - - - - -	1,375,479	1,713,295	2,988,774	
Ireland - - - - -	3,190,630	3,761,755	6,952,385	
Total of UNITED KINGDOM, } according to Census of 1851 }	13,414,188	14,097,674	27,511,862	
IN EUROPE:				
Heligoland - - - - -	957	1,022	1,979	Official Return 1837.
Gibraltar - - - - -	5,807	6,315	12,122	Official Return 1850.
Malta - - - - -	aliens 1,885	aliens 1,756	aliens 3,641	Official Return 1857.
Ionian Islands - - - - -	74,225	68,312	142,537	Official Return 1856.
	117,653	100,747	218,402	Exclusive of 2,704 aliens.
IN NORTH AMERICA:				
Canada - - - - -	499,067	452,937	952,004	Census 1851-2 } Estimated population,
{ Western - - - - -			890,261	Official Return 1852 } Dec. 1857, upwards of 2,500,000.
{ Eastern - - - - -			91,274	Census 1851.
New Brunswick - - - - -	69,226	94,274	163,500	Official Return 1854.
Nova Scotia - - - - -	137,677	138,440	276,117	
Prince Edward's Island and Cape Breton - - - - -	36,181	33,365	71,498	Census 1854.
Newfoundland - - - - -	52,274	44,232	96,506	Census 1845. Estimated population in 1857, 125,000.
Bermuda - - - - -	4,887	6,295	10,982	Census 1851.
IN AUSTRALIA:				
New South Wales - - - - -	161,882	124,991	286,873	"Printed Statistics," 31st December 1856.
Victoria (late Port Phillip) - - - - -	238,116	145,308	403,419	Census 29th March 1857. Total population to 31st December 1857, 457,000.
South Australia - - - - -	33,900	52,290	105,500	Official Estimate, 31st December 1856.
Western Australia - - - - -	8,536	4,282	12,818	Official Return, 31st December 1855. This includes 140 military and their families, 1470 ticket-of-leave holders, 1310 conditional-pardon holders, and 705 prisoners. Including 3,008 convicts and 16 aborigines. Exclusive of the military, their wives and children (690). Total population 81,492. Census, 31st March 1857.
Tasmania - - - - -	45,916	34,386	80,802	Census 1856. Exclusive of aborigines.
New Zealand - - - - -	57,406	20,751	48,157	
IN THE WEST INDIES:				
Jamaica - - - - -	181,693	195,800	377,493	Census 1844.
Bahamas - - - - -	13,747	13,772	27,519	Census 1851.
Antigua - - - - -	18,624	18,784	37,408	Official Return 1856.
Dominica - - - - -	10,506	11,624	22,220	Official Return 1856.
St. Christopher's - - - - -	9,525	11,216	20,741	Census 1st January 1855.
Montserrat - - - - -	3,149	3,894	7,043	Census 1851.
Nevis - - - - -	4,418	5,153	9,571	Census 1844.
Tortola - - - - -	3,130	3,559	6,689	Census 1841.
Anguilla - - - - -	982	1,197	2,179	Census, June 1844.
Barbadoes - - - - -	62,272	73,667	135,939	Official Return 1856.
Grenada - - - - -	15,713	16,558	32,271	Census 1851. Estimated population in 1856, 32,704.
St. Vincent - - - - -	13,557	16,171	29,728	Census June 1851.
Tobago - - - - -	6,949	7,429	14,378	Official Return 1857.
St. Lucia - - - - -	12,136	13,781	25,917	Official Return 1856.
Trinidad - - - - -	40,671	34,221	74,892	Estimate to 31st December 1857, including settlers from other Colonies, 80,000.
British Guiana - - - - -	60,750	52,489	113,239	Official Return, 31st December 1857.
Honduras - - - - -	..	..	15,000	Official Estimate, 1856.
IN AFRICA:				
Cape of Good Hope - - - - -	60,057	63,188	123,245	Official Return 1855. Exclusive of 9,879 aliens.
Natal - - - - -	48,973	48,147	97,120	Official Return 1856.
Gambia - - - - -	52,045	57,755	109,800	Official Return 1856.
Sierra Leone - - - - -	3,173	5,523	8,696	Census 1854.
Gold Coast - - - - -	21,153	19,250	40,403	Official Return 1851.
St. Helena - - - - -	2,973	2,517	5,490	Census 1851.
OTHER COLONIES:				
Auckland Islands - - - - -	..	..	151	Governor's Despatch, 1st July 1851.
Ceylon - - - - -	877,562	739,990	1,617,552	Official Return 1856.
Mauritius - - - - -	161,411	80,436	241,847	Official Return 1856. Exclusive of 19,804 aliens.
Hong Kong - - - - -	53,458	18,949	72,407	Official Return 1855.
Labuan - - - - -	1,079	183	1,262	Official Return 1856.
Falkland Islands - - - - -	240	170	410	Official Return 1856.
Total Population of COLONIES -	3,782,630	3,350,592	7,533,373	|| This includes 400,151 of which the sexes are not distinguished.
GRAND TOTAL - -	17,196,818	17,448,266	35,045,235	

NOTICE RESPECTING THE FALKLANDS.

From a Report made by Capt. Maxwell of the ship "Dido," to the Admiralty, it appears that the Falklands offer advantages to homeward-bound ships from the Pacific not possessed by the ports in Brazil generally resorted to. The "Dido" left East Falkland on the 5th December 1848, and arrived at Spithead in 49 days, and as the average passage from Rio Janeiro at that period of the year is 50 days, the time required for the passage from the Falklands to Rio (about three weeks) may be considered as saved.

Capt. Maxwell states that in the voyage direct from the Falklands, a ship proceeding to the northward is enabled to cross the southern tropic about the meridian of 25 degrees west, with the full advantage of the S.E. trades; whereas, in sailing from Rio, a vessel is 20 degrees to the westward, on the same parallel, and is often compelled to proceed 6 or 8 degrees to the south, before making sufficient easting to weather the Brazil coast. The Falklands furnish a cheap and abundant supply of cattle, which can be obtained at Port Stanley, and at Port Louis, in Berkeley Sound, with facilities for watering at both places.—Vegetables were then scarce, but were likely to become more plentiful.—Capt. Maxwell also states, that spirits, salt meat, and other sea provisions, are supplied from the Government stores at Stanley.

NOTICE RESPECTING PASSAGE BROKERS' LICENCES.

By the Passengers' Act, 1855, all licences of Passage Brokers expire on the 31st of January in each year. To obtain fresh licences the parties must give 14 days' notice to the Emigration Commissioners of the intention to apply for a licence, and also must give annually to the Crown a bond (without stamps) with two sureties for the sum of 1,000*l.* The form of the notice and of the bond is prescribed in the schedules to the Act. The application for a licence must be made to the Petty Sessions held for the district in which the applicant has his place of business.

ABSTRACT OF THE "PASSENGERS' ACT, 1855,"
18 & 19 VICT. c. 119.

1. The Act applies equally to foreign and to British vessels, except such parts thereof as relate to the Rules to be prescribed by Orders in Council for preserving order and for securing cleanliness and ventilation on board, which Rules are binding only in "Passenger Ships" proceeding to the British Colonies. But by the bond required by the 63d Section of the Act to be given to the Crown, before clearance, by the masters of all "passenger ships" for the due observance of the law, the Masters of foreign passenger ships proceeding to the British colonies engage to submit themselves to the jurisdiction of the colonial tribunals for any violation of the law, in like manner as British Masters. Regular Mail Steamers are exempt from the Act. So also, for most purposes, are cabin passengers.

2. No persons are to be deemed cabin passengers unless the space allotted to their exclusive use be not less than 36 clear square feet to each statute adult; nor unless they shall be messed at the table of the master or first officer of the ship; nor unless the fare contracted to be paid shall be in the proportion of at least 30*s.* for every week of the prescribed length of the voyage for sailing vessels, proceeding from the United Kingdom to any place south of the Equator, and of 20*s.* for those proceeding to any place north of the Equator, nor unless they shall hold a duly signed "contract ticket." The term "statute adult" means each passenger of the age of 12 years and upwards, or two passengers between the ages of 1 and 12 years. A "passenger ship" means any vessel carrying more than 30 passengers in all, or more than in the proportion of one statute adult to every 50 tons, if a sailing vessel, or more than one to every 25 tons, if a steamer, of the ship's registered tonnage.

3. 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 10, 16, 17, 48, 49, and 56, which 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.

4. The duties imposed on the Emigration Officers are to be performed in their absence by their assistants, if any; and at ports where there are no such officers, or in their absence, by the Chief Officer of Customs.—Sec. 9.

5. For the purposes of the Act, the prescribed length of voyage to the following places is,—

	For Sailing Vessels.	For Steamers.
To North America (except the West Coast thereof)—		
If the ship clears between the 16th of January and 14th October - - - - -	70	40
If the ship clears between the 15th of October and 17th January - - - - -		
To the Coast of Africa south of the Equator, the Falklands, or the East Coast of South America southward of the 25th degree of South Latitude - - - - -	105	65
To Western Australia - - - - -	120	85
To the other Australian Colonies - - - - -	140	90
To New Zealand and the Western Coast of America between the Equator and the 40th degree of North Latitude - - - - -	150	90
To the Western Coast of America, north of the 40th degree of North Latitude, and the Islands adjacent thereto - - - - -	182	95

6. Parties contracting to provide cabin passengers in "passenger ships," or emigrants in any ships,

with passages to any place out of Europe, not being in the Mediterranean Sea, are bound to give contract tickets in the form prescribed by the Act, or by the Emigration Commissioners, containing an acknowledgment for the money received, under a penalty not exceeding *Fifty Pounds* nor less than *Five Pounds*, and the forfeiture of licence in the case of a passage broker.—Secs. 71 & 67.

7. Any person fraudulently altering, after issue, contract tickets, or inducing passengers to part with or destroy them during the existence of the contract, is liable to a penalty not exceeding *Twenty Pounds* in each case.—Sec. 72.

8. Cabin and other passengers may recover in a summary way, before Justices of the Peace, damages for the breach of any stipulation in their contract tickets, not exceeding, with the costs, the amount of their passage money and *Twenty Pounds*.—Sec. 73.

9. Cabin and other passengers are bound, under a penalty not exceeding *Ten Pounds*, to exhibit, on demand, to any Emigration Officer, their contract tickets.—Sec. 74.

10. Facilities for inspecting all ships, either sitting for or carrying passengers, are to be afforded to the proper officers at home and abroad.—Sec. 10.

11. No "passenger ship" is to clear out without first obtaining from the Emigration or Custom-house officer, as the case may be, a certificate that the requirements of the Act have been complied with, and that the ship is seaworthy, and with her passengers and crew in a fit state to proceed; nor without the master having given a bond to the Crown. The penalty for breach of this regulation is the forfeiture of the ship, if found within two years in any port of the United Kingdom, or in the British possessions abroad.—Secs. 11 & 12.

12. No ship is to carry passengers on more than 2 decks, except in the case of cabin passengers, where the number does not exceed 1 to every 100 tons register. No sailing ship is to carry more persons, including every individual on board, than in the proportion of 1 statute adult to every 2 tons of her registered tonnage. And no ship is to carry in the poop, round house, or deck house, or on the "upper passengers' deck" more passengers than in the proportion of 1 statute adult to every 15 clear superficial feet, or on the "lower passenger deck," than in the proportion of 1 to every 18 feet of deck allotted to their use. But if the height between the lower and upper passenger deck be less than 7 feet, or if the apertures for light and air (exclusive of side scuttles) be less in size than in the proportion of 3 feet to every 100 superficial feet of the lower passengers' deck, then only 1 statute adult to every 25 feet can be carried on the lower deck. No ship, whatever be her tonnage or superficial space of passenger deck, is to carry more passengers in the whole than 1 to every 5 superficial feet clear for exercise, on the upper deck or poop, or on the round or deck house, if the latter be fitted on the top with a proper railing. The tonnage check is not to apply to steamers, but only the space check. The Master is liable to a penalty not exceeding *Five Pounds* for each person or passenger in excess.—Secs. 13 & 14.

13. Any person found on board a "Passenger Ship" with intent to obtain a passage without the knowledge and consent of the owner, charterer, or master, and all persons aiding and abetting, are liable to a penalty not exceeding *Five Pounds*, and in default of payment to imprisonment, with or without hard labour, for a period not exceeding three months.—Sec. 18.

14. The master of every ship before clearance must sign, and deliver to the Officer of Customs at the port, a list in duplicate of his passengers in the form prescribed by the Act, and if after clearance he embark other passengers, lists of these are also to be delivered to the Chief Officer of Customs at the place of embarkation; or if no such officer be there, then to the officer at the first port at which the ship touches. These lists are to be countersigned by the Emigration Officer, when there is one, at the port of embarkation, and are ultimately to be deposited with the Chief Officer of Customs if the final port of discharge be in a colony, but if in a foreign country with Her Majesty's Consul.—Secs. 16 and 17.

15. No "Passenger Ship" is to clear out until surveyed, and reported seaworthy and fit in all respects for the voyage, by two or more competent surveyors approved either by the Emigration Commissioners or by the Commissioners of Customs, as the case may be.—Sec. 19.

16. The decks on which passengers are carried are not to be less than $1\frac{1}{2}$ inch in thickness, and to be properly secured to and supported by beams of adequate strength, forming part of the permanent structure of the vessel. The height between decks is not to be less than 6 feet. There are not to be more than two tiers of berths on any deck, and the bottom of the lower tier must be at least 6 inches above the deck, and the interval between each tier of berths and between the uppermost tier and deck above it, at least 2 feet. The berths are to be securely constructed, at a distance of at least 9 inches from any water-closet, and not to be of less dimensions than after the rate of 6 feet in length by 18 inches in width for each statute adult, and sufficient in number for the proper accommodation of the passengers contained in the "Passengers' Lists." Single men of the age of fourteen and upwards, are to be berthed in a separate compartment 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 one passenger, unless husband and wife, or females, or children under 12, are to occupy the same berth. No berths are to be taken down for 18 hours after the arrival of the ship at her destination, unless all the passengers shall within that time have voluntarily quitted her.—Secs. 20, 21, 22, and 23.

17. In every "Passenger Ship" there must be a hospital or hospitals set apart, under the poop, or in the round-house or deck-house, or on the upper passenger deck and not elsewhere, not less in size than 18 clear superficial feet for every 50 passengers, and properly supplied with bed-places, beds, bedding, and utensils.—Sec. 24.

18. There must be two privies in each Passenger Ship, with two additional privies on deck for every 100 passengers on board; and where there are 50

female passengers, with at least two waterclosets under the poop or on the upper deck, for the exclusive use of the women and children. The whole number of privies need not exceed 12, and they are to be placed in equal numbers on each side of the ship, and to be maintained in a serviceable and cleanly condition throughout the voyage.—Sec. 25.

19. In "Passenger Ships," passengers are to have the free use of the whole of each hatchway situated over the space appropriated to them, and over each hatchway there must be a booby-hatch or other substantial covering. If there are as many as 100 passengers, there must also be an adequate and proper ventilating apparatus, to be approved by the Emigration Officer.—Sec. 26.

20. Suitable and seaworthy boats, to be kept clear for immediate use, are to be carried according to the following scale, viz. :—

For a Ship of less than 200 tons	2 Boats.
" 200 and less than 400 tons	3 "
" 400 and less than 600 tons	4 "
" 600 and less than 1,000 tons	5 "
" 1,000 and less than 1,500 tons	6 "
" 1,500 tons and upwards	7 "

But no ship is bound to carry more boats than the Emigration Officer may think sufficient to hold all the persons on board. One of the boats must be a Long-boat, and another a properly fitted Life-boat. The latter is to be carried where the Emigration Officer may think it will be most available for immediate service. There must also be 4 properly fitted Life-buoys kept ready for immediate use; one, or two chronometers according as the ship is bound to the northward or southward of the Equator; three steering and one azimuth Compass; and some adequate means for making Night and Fog Signals: and a Fire Engine with or without some apparatus for extinguishing Fire.—Sec. 27.

21. No ship is to clear out until manned with an efficient crew, which must not be changed without the consent of the Emigration Officer or Shipping Master.—Sec. 28.

22. No gunpowder, horses, cattle, vitriol, lucifer-matches, guano, green hides, or other article likely to endanger the safety of the ship or the health of the passengers, is to be taken as cargo or ballast, and no part of the cargo, water, provisions, stores, or passengers' luggage, is to be carried on the upper or passenger decks, unless stored and secured to the satisfaction of the Emigration Officer, and the space deducted in calculating the Tonnage Check.—Sec. 29.

23. The provisions and water* are to be surveyed by or under the direction of the Emigration Officer, who may mark and reject such as are not of wholesome quality, or in a sweet and good condition. The provisions and stores for the crew are also to be surveyed, and such as are of the like kind as those intended for the passengers must be of not inferior quality.—Sec. 31 & 32.

* By an Order in Council, dated 6th May 1857, steamers which carry an efficient apparatus (approved by the Emigration Officer) for distilling fresh water from salt, at the rate of not less than one gallon per diem for each person on board, need only carry, in tanks or casks, one-half the water prescribed by this Act.

24. During the voyage, including the time of detention at any place, the master must issue daily before two o'clock in the afternoon, to each passenger, or, where they are divided into messes, to the head man of each mess, pure water, and sweet and wholesome provisions, according to the subjoined scale. All articles which require cooking must be issued in a cooked state. The first issue must be before two o'clock on the day of embarkation. Each mess must consist of not more than 10 statute adults.

Weekly Dietary Scale. Per Statute Adult.

ARTICLES.	SCALE A.		SCALE B.†	
	For Voyages not exceeding 84 days for Sailing Vessels or 50 days for Steamers.		For Voyages exceeding 84 days for Sailing Vessels or 50 days for Steamers.	
	lbs.	oz.	lbs.	oz.
3 quarts of Water daily, (exclusive of 10 gallons a day per 100 statute adults for cooking purposes.)				
Bread or Biscuit not inferior in quality to Navy Biscuit - - -	3	8	3	8
Wheaten Flour - - - - -	1	0	2	0
Oatmeal - - - - -	1	8	1	0
Rice - - - - -	1	8	0	8
Peas - - - - -	1	8	1	8
Potatoes - - - - -	2	0	2	0
Beef - - - - -	1	4	1	4
Pork - - - - -	1	0	1	0
Tea - - - - -	0	2	0	2
Sugar - - - - -	1	0	1	0
Salt - - - - -	0	2	0	2
Mustard - - - - -	0	0½	0	0½
Black or White Pepper (ground)	0	0½	0	0½
Vinegar - - - - -	One Gill		One Gill	
Lime Juice - - - - -	-	-	0	6
Preserved Meat - - - - -	-	-	1	0
Suet - - - - -	-	-	0	6
Raisins - - - - -	-	-	0	8
Butter - - - - -	-	-	0	4

The following substitutions for articles in the above dietary scale may be made at the option of the Master of any "Passenger Ship," provided that the substituted articles be set forth in the contract tickets of the passengers; that is to say, 1 lb. of preserved meat for 1 lb. of salt pork or beef; 1 lb. of flour or of bread or biscuit, or ½ lb. of beef or of pork, for 1½ lb. of oatmeal, or 1 lb. of rice or 1 lb. of peas; 1 lb. of rice for 1½ lb. of oatmeal, or rice *versâ*; ½ lb. of preserved potatoes for 1 lb. of potatoes; 10 oz. of currants for 8 oz. of raisins; 3½ oz. of cocoa or of coffee, roasted and ground, for 2 oz. of tea; ¼ lb. of treacle for ½ lb. of sugar; 1 gill of mixed pickles for 1 gill of vinegar.—Secs. 35 and 36.

25. Vessels carrying as many as 100 passengers must be provided with a seafaring person to act as passengers' steward, in messing and serving out provisions to the emigrants, and in assisting to maintain cleanliness, order, and good discipline among them. There must also be on board a seafaring person to act as passengers' cook. If there are more than 200 statute adults, there must be two such cooks.

† Instead of Scale B. the Emigration Commissioners have, by a notice in the London Gazette, dated 29th April 1856, authorized ship-owners to use another victualling scale, which is nearly the same as that given *post* at page 35.