

however have two and only two classes—saloon passengers and steerage. The saloon passengers, associating with the captain and officers of the ship, would form a select circle among themselves; and as there frequently happens to be ministers and other gentlemen with wives and daughters among them, they would frequently help to give a higher tone to the men and women in various ways brought under their notice. In many ways they might assist the schoolmaster in the discharge of his duties; and in the providing wholesome amusements, such as concerts, &c., on board, their services might be invaluable.

I do not think that there is much fear lest too great intimacy arise between the single girls and young persons in a higher grade of life, as all their communications would be in public, and any infringement of the regulations would be instantly checked by the captain or others in authority.

As regards second-class passengers, if possible I would have none,—for either they would associate with the first-class, in which case they had best be in the saloon, or they would associate with the steerage passengers, in which case they had best be in the steerage part of the ship.

If possible, the hospitals for men and women should be under the break of the poop on either side (starboard and port). The patients would thus be removed from the noise inevitable in the crowded “tween decks,” and would be more under the doctor’s own surveillance.

Next to the hospitals might be placed the surgery, doctor’s cabin, and stewards’ and officers’ cabins; and the medical department might be entirely separated from the saloon. I would have no married women with their children in the single girls’ compartment. Care should be taken that the surgeon be provided with an immediate supply of compounds, as there is rarely time, space, or quiet for him to compound his simples when at sea.

The schoolmaster, as appointed in the regulations, is a *dead letter*. Some person (clerical, if possible) should be provided with a cabin in the saloon, who should, as far as possible, carry on scholastic and parochial work as best he could. The regulation insisting on four hours’ schoolwork a day is nugatory, as no place as a rule can be assigned for school, and the greater part of the work is done below—often by candlelight—when children write, read, &c., by the side and with the aid of their parents. Owing to the number of souls on board, and the length of the voyage, all possible care should be taken that the cargo with which the ship is freighted be of a safe description, and not calculated to interfere with the comfort of those on board. The Agent-General should be careful to see that the tanks are plentifully supplied with fresh water for the voyage, and that the distilling apparatus be sound and in good working order. Any infringement of the stipulated articles of contract made between the Agent-General on behalf of the passengers, and the brokers engaged in the fittings and provisioning, &c., of the ship, would come under Article 35, page 9, in the Conditions of Contract drawn up by the New Zealand Government *in re* Immigration.

I simply make these suggestions, as being abstractedly to my mind the best, apart from the considerations which do not properly come within my province.

The Hon. G. M. O’Rorke,  
Immigration Office, Government Buildings.

I have, &c.,  
WM. SEWELL.

### Enclosure 2 in No. 64.

The Rev. W. SEWELL to the Hon. G. M. O’RORKE.

SIR,—

Wellington, 27th March, 1873.

In addition to what I before said, in letter to you on the subject of immigration, I would further add—

In the contract ticket issued by Shaw, Saville, and Co. to passengers, the agreement runs thus:—  
“I further engage to land the person aforesaid, with his luggage, at the last-mentioned port free of charge.”

Owing to various circumstances, it is often impossible for a passenger to see his luggage safe on shore (if stowed in the hold), as at times the Government officer (for reasons best known to himself) orders the luggage to be discharged after dark. The shipping agents allow luggage of all sorts to be put promiscuously on board of steamers bound for other ports. Luggage wrongly put on board of such vessels is consigned to some port unknown to the owner of the luggage. No notice is taken at either port, (without inquiry of the owner,) as regards the right destination of such luggage. Such luggage may be at the port at which delivered (whether right or wrong) for six months or more, and if not recovered by the owner is disposed of to pay the cost of room rent.

Under such adverse circumstances a new and young colonist (without friends to advise) would be in great difficulty. Therefore—

(1.) All passengers must have their names, &c., distinctly painted on each article of luggage as follows:—

- A.B. (Passenger’s Name.)
- C.D. (Name of Ship.)
- E.F. (Port whither ship is bound.)
- G.H. (Ultimate destination of luggage.)

(2.) All unclaimed luggage to be returned to the agents to whom the ship was consigned, without further order.

(3.) Or, if the owner’s residence be known, be forwarded to him at the address painted on the luggage.

The expense of this last might fall on the owner himself.

Hon. G. M. O’Rorke,  
Immigration Office, Government Buildings.

I have, &c.,  
WILLIAM SEWELL.