

only points that are now used for this purpose are Moreton Bay and Norfolk Island.

The principles upon which free grants are made, have been subject to great fluctuation. In Governor Macquarie's time, no grants to a single individual could exceed one hundred and fifty acres. Many of the difficulties and evils that resulted from these free grants, are said to have grown out of his disposition (miscalled humane), which led him to view the convicts as men in misfortune, rather than as the outcasts of society.

His regulations in entering on his duties were explicit, "that a convict should receive a grant of land only, when from good conduct and a disposition to industry he should be found deserving of favour, and of receiving emancipation." In contradiction to the spirit of this regulation, he made grants of land to any emancipated convicts, and even appointed them to office as constables, &c. These emancipations were easily obtained, and transportation became, as has already been stated, rather a reward than a punishment for crime. Instead of bestowing his indulgences only on the deserving, a rule of action which, if strictly carried into execution, would have been productive of good, both to the rising community and the convicts themselves, he dispensed his favours indiscriminately. He committed a double error, when in addition he appointed them to office, thus placing them over their companions in crime. Good could not be expected to result from such a course, and the profusion with which land was distributed among the whole class of emancipated convicts, whether they had been set free before the expiration of their term for good behaviour, or had served their time out, produced positive injury.

During our stay at Sydney, a convict-ship arrived; and being desirous of obtaining a view of her accommodations, and the mode of treating the convicts, I visited her. This vessel was prepared expressly for the purpose. Between decks, a strong grated barricade, well spiked with iron, is built across the ship at the steerage bulkhead. This affords the officers a free view of all that is going on among the prisoners.

Bunks for sleeping are placed on each side all the way to the bow, resembling those in a guard-room. Each of these will accommodate five persons. There is no outlet but through a door in the steerage bulkhead, and this is always guarded by a sentry. Light and air are admitted through the hatches, which are well and strongly grated. The guard is under the command of a sergeant, and is accommodated in the steerage, the whole being under the orders of a surgeon, whose duty it is to superintend and regulate every thing that relates to the